

7/9/2021

FOR YOUR INFORMATION

2021-84/11-17

1809270

To: Airport Manager, Mobile Downtown, (BFM), AL, FAA (AAS-1), Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, AAS-300, ASO-600, AFS-280, AFS-200, AJI-144, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BFM Airport Taxiway Markings and Charting

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1809270

DATE / TIME

Date of Occurrence	202105
Local Time Of Day	0601 to 1200

PLACE

Locale	BFM.Airport
State	AL
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	BFM
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	1809270

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1809272

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

NARRATIVE 1

The Captain and I were unfamiliar with this airfield so we reviewed the Jeppesen charts and NOTAM's in detail prior to departing. After landing and then turning into the Mobile Downtown ramp on Taxiway H, we noticed several GA aircraft and barriers in the area where the chart shows a left turn in the ramp. In addition, there is a taxi line that continues straight where the chart depicts the left turn. This taxi line is not depicted on the Jeppesen chart so we assumed it was the temporary taxi line mentioned in the Company NOTAM. After proceeding on that taxi line, we questioned whether this was correct and the Captain stopped aircraft. We called the company ramp and the individual said he would call the contractor. Ground personnel drove out to the aircraft, placed chocks under the wheels, and we shut down. After deplaning, we asked the Contractors if we were supposed to turn left earlier and they said yes. They also said this has happened numerous times previously.

Unfamiliarity with the ramp combined with the construction, barriers in the area the chart depicts a left turn, and an actual taxi line that is not depicted on our charts led to our mistaking that taxi line for the one mentioned in the NOTAMS.

NARRATIVE 2

We had reviewed everything thoroughly. Upon entering the ramp, we noticed small airplanes and construction barriers in the area where a left turn is shown on the chart. There is an actual taxiline that proceeds straight and we followed that line, believing it was the temp taxilane from the NOTAMS. I stopped the aircraft when I questioned if this was the correct route. The First Officer contacted the ramp and they called the contractor who chocked the wheels. I shutdown and they brought stairs over. After leaving the aircraft, we asked if we should have turned and the contractor said yes, but this has happened many times before.

A lot of construction combined with incorrect chart depiction and confusing NOTAMS.

SYNOPSIS

Air carrier flight crew reported BFM airport has temporary taxiway lines that do not match the Jeppesen Chart or NOTAMS.