

9/20/2021

FOR YOUR INFORMATION

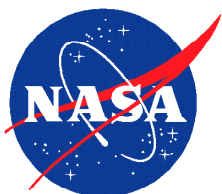
2021-121/5-41

1829126

To: Airport Manager, Detroit Metro Wayne Co. (DTW) MI, FAA (AAS-1)
Info: FAA (Director of Air Traffic Operations CSA, ATM DTW Tower, AAS-1, AAS-300, AVP-1, AVP-200, AGL-600, AFS-280, AFS-200, AJI-144, Runway Safety Team), A4A, AAEE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA
From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System
Re: DTW Taxiway Markings

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 1829126

DATE / TIME

Date of Occurrence 202108
Local Time Of Day 0001 to 0600

PLACE

Locale DTW.Airport
State MI
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground DTW
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1829126

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 1829412

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Taxiway
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

Called Ramp Control for push back. Received clearance to push and hold short of taxiway K. Received clearance to taxi; E 2, taxi lane F, hold spot 1, contact ground. E 2 and F is a "Y" type intersection and paint is well worn. As I approached I could make out a yellow taxi lane that turned the correct direction a bit farther down the taxi way (E 2). This path turned out to be lane 1 in the deicing pad. I elected to proceed to and hold short of H at H2. I told Ground Control of my error and they gave us further instructions. Although I am familiar with DTW the ground paint is worn and I missed the intersection. I feel the instructions were clear but markings are poor.

NARRATIVE 2

DTW Ramp Control gave us instructions to taxi via E2-F hold short of K. The paint on the Y intersection between E2 and F is worn out, really faded, difficult to see the lettering on the pavement. The Captain could not see the lettering on the line (F) and inadvertently continued taxiing eastbound on E2; he then turned south on line 1(deicing pad) and he'd short of H. It was at this point that we realized our mistake and spoke to ground control about it. We need to pay closer attention to the airport diagram and make sure instructions are well understood before continuing to taxi; we should have stopped and ask ATC for clarification.

SYNOPSIS

Air carrier Captain reported DTW taxiway paint is well worn, which resulted in a taxiway incursion.