

9/17/2021

FOR YOUR INFORMATION

2021-115/5-37

1833018

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, FAA (AAS-1)

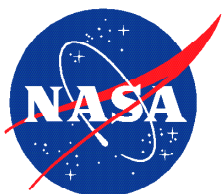
Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AVP-1, AVP-200, ASW-600, AFS-280, AFS-200, AFS-430, Runway Safety Team), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAH Taxiway Signage Issues

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 1833018

DATE / TIME

Date of Occurrence 202108
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale IAH.Airport
State TX
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower IAH
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 1833018

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Taxiway
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

After taking high speed runway turnoff NN off 8R at IAH, Tower instructed us to join SF. There was a line of aircraft on NA eastbound and both my First Officer and I missed that NN becomes SF. I followed the aircraft thinking they were going to join SF. We had originally planned to exit at NK and I turned eastbound on NA thinking SF was next right turn taxiway ahead. We informed ground control of our mistake and doubled back on NB and then joined SF southbound by their instruction. There was no conflict with other aircraft. The signage for NN turning into SF is nonexistent and in my runway turnoff I mistook and assumed SF would be ahead off NA. It was my mistake.

SYNOPSIS

Air Carrier Captain taxiing in IAH reported they turned on to the wrong taxiway due to a lack of taxiway signage.