

9/17/2021

FOR YOUR INFORMATION

2021-117/5-39

1832277

To: Airport Manager, Luis Munoz Marin International Airport (SJU), Puerto Rico,
FAA (AAS-1)

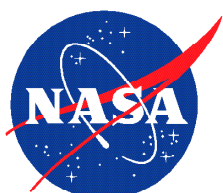
Info: FAA (AVP-1, AVP-200, ATM SJU ATCT, AAS-300, ASO-600, AFS-280, AFS-200,
Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, IATA, CAPA, ATSAP, ATSG,
ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SJU 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 1832277

DATE / TIME

Date of Occurrence 202108
Local Time Of Day 0601 to 1200

PLACE

Locale SJU.Airport
State PR
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower SJU
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 1832277

EVENTS

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

NARRATIVE 1

Taxiing to Runway 8 at SJU, we were cleared to taxi and hold short at S1. I noticed the Captain wasn't going to make the turn at S1, so I prompted him, but it was too late and stopped just past the intersection. Tower called us and said that S intersection was closed, so there was no way for us to turn around and return to S1. Tower called a follow me ops vehicle and instructed us to follow him through S intersection, onto the runway and then taxi off at S2. We complied and returned for takeoff from S1. We missed complying with the taxi instructions, but there were no markings of the closed intersection, and the ATIS was unclear, stating only "S intersection closed", which seemed ambiguous since it didn't mention S at Runway 8 closed.

SYNOPSIS

Air Carrier pilot reported unclear ATIS information and a lack of markings resulted in a taxiway incursion at SJU.