

1/7/2022

FOR YOUR INFORMATION

2022-2/5-1

1855270

To: Airport Manager, Almaty International Airport (UAAA), Kazakhstan, Jeppesen Sanderson Inc.

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-280, LAX-IFO), ATSG, ALPA, IFALPA, APA, ASAP, ATA, IATA, CAPA, ICASS, IPA, NBAA, NTSB

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

Re: UAAA Taxiway Clearance 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 1855270**DATE / TIME**

Date of Occurrence 202111
Local Time Of Day 0601 to 1200

PLACE

Locale UAAA.Airport
State FO
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

Make Model Name Widebody Transport
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1855270

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
Function - Flight Crew Relief Pilot
ASRS Report Number 1855579

EVENTS

Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Runway
Anomaly Ground Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - General None Reported / Taken

NARRATIVE 1

We were given the clearance to back-taxi on Runway 23R to hold short of Runway 23L/F holding point. We taxied down 23R and turned onto Taxiway Foxtrot. As we turned onto Taxiway F, there were two hold-short position lines close together. We taxied past the first hold short line and stopped short of the second set of lines to hold-short in between the lines and physically clear of both runways.

It was then we realized that the taxiway markings were not what we were expecting. Because we were stopped (between both hold short lines) we were actually on both active runways simultaneously.

When we turned onto Foxtrot taxiway from R-23R we should have held short of the first set of lines (the hold-short lines for R-23L). This would have left us stopped on R-23R (an active runway).

After a short discussion between the crew, we realized that the second set of hold-short lines would do the same thing exiting the parallel (R-23L) taxing toward R-23R. I can never recall ever seeing hold-short lines reversed like this. Incidentally, upon looking closely at the taxi diagram, all the taxiways between the parallel runways are marked this way. I feel these hold-short lines are very confusing and non-standard.

Most airports in the world, where we fly, have parallel runways with a little segment on the taxiway that will allow us to clear the active runway and hold-short of the parallel runway. In ZZZZ, [another location,] the

airplane will always be holding short of the other active parallel runway while on an active runway in order to comply with the airport signs and taxiway markings.

In this instance there was no conflicting traffic either on the runways or on approach, but for other crews in the future that will not always be the case. Tower did not mention the incursion and the flight continued uneventfully.

I recommend that these non-standard markings be highlighted in the station guide with a diagram highlighting these taxiways and their markings.

NARRATIVE 2

During taxi for takeoff R-23L we were given clearance to back taxi down R-23R and to hold short of R23L at holding point taxiway Foxtrot. I was occupying the jump seat behind the Captain. The Before Takeoff checklist and briefing was completed while back taxiing down R-23R. The FO was Pilot Flying for this flight and was taxiing and would perform the takeoff. After turning onto taxiway Foxtrot, the aircraft was stopped and the crew (CA, FO and other Jump Seater) began to discuss the taxiway and hold short markings on Foxtrot. The short discussion centered around which of the 2 hold short lines they should have held short of. During this discussion, clearance for takeoff was given. The takeoff and remainder of the flight were uneventful. Unfortunately, from my vantage point (seatbelt fastened, behind the rest of the crew and on the opposite side of the aircraft from the turn onto taxiway Foxtrot) I was unable to view taxiway Foxtrot's markings.

Based on my review of this incident and the EFB information available, I would recommend to change the wording and emphasis on the taxiway hold short markings which I believe are very non-standard. I admit that based on the language contained in my EFB "Reference Charts Taxi Procedures" and the "Hot Spots" information on Taxi Diagram. I still would not have understood what was being said even though these taxiways are labeled as "Hot Spots". When viewing the taxi "Chart" it is not clear that there are 2 sets of hold short lines. Only when viewing the XYZ information do you see that there are 2 different hold lines and only when zooming into the chart as much as possible do these lines show the orientation of the 2 solid double lines and dashes lines. I recommend changing the Hotspot description to read "HOT SPOTS 1 thru 6, Non-Standard holding positions. When holding short of the parallel active runway you must stop short of the first set of hold short lines and will be stopped on the runway designated for taxing/back taxi and will not be clear of it until passing the first set of hold short lines. Do not taxi past the first set of hold short lines until cleared onto the active runway for lineup or takeoff."

SYNOPSIS

Large Transport Captain and Relief First Officer reported, that while holding between the two parallel runways at UAAA airport, their large transport was obstructing both runways. The pilots say the taxi lines are non-standard.