

9/29/2022

FOR YOUR INFORMATION

2022-102/11-7

1915688

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

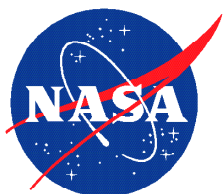
Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AAS-300, AVP-1, AVP-200, ASW-600, AFS-260, AFS-200, AFS-430, Runway Safety Team), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAH Ramp Control Procedure

We recently received ASRS reports 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 1915688

DATE / TIME

Date of Occurrence	202207
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	IAH.Airport
State	TX
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	1915688

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

Some airports around the system, ORD for example, have signs directing aircraft not to stop on a bridge. One of the reasons being that if stopped on a bridge and in the remote possibility of a situation, such as an engine fire for example, where an evacuation needed to be initiated and the aircraft was incapable of moving, passengers would vacate the aircraft via escape slides and slide down onto the road below with oncoming vehicle traffic or potentially fall from the bridge as they run from the vicinity of the aircraft.

On the subject flight, IAH Ramp Control directed not only our aircraft, but another Company aircraft to stop on the RB bridge to hold for a gate. We advised Ramp Control that we would like to either stop short or proceed over the bridge and stop on the other side to wait for our gate and Ramp Control agreed. In understanding that ramp space is limited, having Ramp Control instruct aircraft to stop on a bridge is detrimental to safety.

SYNOPSIS

Air Carrier Captain reported Ramp Control at IAH told the crew to hold on the RB bridge. Captain stated that in the event of a passenger evacuation, this could create hazards for people on the bridge.