

12/2/2022

**FOR YOUR INFORMATION**

2022-127/5-51

To: Airport Manager, Pangborn Memorial Airport (EAT), Wenatchee, WA,  
TSA, FAA (AAS-1)

1937403

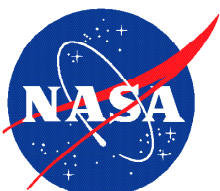
Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, Director of Air Traffic Operations  
WSA, AAS-300, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICASS, NACO,  
NATCA, NBAA, NTSB, Jeppesen Sanderson Inc.

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

Re: EAT Airport Signage

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 1937403

### DATE / TIME

Date of Occurrence 202209  
Local Time Of Day 0601 to 1200

### PLACE

Locale EAT.Airport  
State WA  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM EAT  
Make Model Name Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part 91

### PERSON 1

Function - Flight Crew Instructor  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 1937403

### EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Ramp  
Detector - Person Flight Crew  
Result - Flight Crew Became Reoriented

### NARRATIVE 1

Upon landing in Wenatchee (EAT) for the first time, I directed my student to follow the destination signs labeled "term," falsely thinking they were leading us to the general aviation terminal. We did not see any signs warning us of the border of the SIDA (Security Identification Display Areas), and so we accidentally crossed into the SIDA and the empty lot for a moment. We were then directed by a security officer to the general aviation parking. To prevent future confusion for others, it might be helpful to have more clear signs associated with the SIDA as well as more explicit terminology on the airport diagram to distinguish between the general aviation parking and commercial parking/SIDA.

### SYNOPSIS

Pilot reported signage at EAT airport is confusing and there were no signs warning of the border of the SIDA (Security Identification Display Area).