

3/13/2023

FOR YOUR INFORMATION

2023-41/5-16

To: Airport Manager, Salt Lake City International, (SLC), UT, FAA (AAS-1),
Jeppesen Sanderson, Inc.

1966183

Info: FAA (AVP-1, AVP-200, AAS-300, ATM SLC ATCT, ANM-600, AFS-260, AJV-A, AFS-200,
AJI-144, Director of Air Traffic Operations WSA), A4A, AAAE, ALPA, AOPA, APA, ASAP,
ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

Re: SLC Taxiway H6 Confusion

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 1966183

DATE / TIME

Date of Occurrence	202301
Local Time Of Day	0601 to 1200

PLACE

Locale	SLC.Airport
State	UT

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	SLC
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Navigation Database
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PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1966183

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

SLC uses the same name for two different taxiways. Two different pieces of concrete use the same name HOTEL 6 (and actually Hotel 4). This was very confusing and could lead to errors. We were taxiing out on 2 NORTH on the way to 2 EAST. After checking in with SLC Ground, we were given the following instructions, "XXXXXX, taxi deice Lima, Yankee, Hotel 6, hold short Runway 34R at Hotel 6, switch to SLC Tower on 119.05." We taxi straight ahead across Yankee to join H6 (the northern H6). At that point I was confused and thought we should have turned right on Yankee and then left on H6 (the southern H6). We stop the aircraft and clarify with ATC. I reported that we had unfortunately missed our turn onto Yankee. But ATC responded that we were exactly where we were supposed to be. ATC clarified that Yankee is only the short piece that connects 2 North with Hotel 6. We continued to taxi across Hotel and held short of 34R at H6. I was looking at the EFB fully zoomed in when the event occurred. Fully zoomed in ONLY the southern H6 shows up. This is why I thought we would have to use Yankee to get to H6. Only after I zoomed out the name for the northern H6 showed up. Having two H6's seems not smart and confusing, especially when only one of them shows up on the taxi chart (EFB) you are using. Intersection of YANKEE and HOTEL 6. Dual taxiway names are confusing. H6 on north lane and H6 on south lane.

SYNOPSIS

Air Carrier First Officer reported confusion regarding taxi instructions involving H6 in SLC. The pilot states there are two H6's, one for the North lane and one for the South lane.