

9/27/2023

FOR YOUR INFORMATION

2023-148/5-51

2028393

To: Airport Manager, Narita International, (RJAA/NRT), Tokyo, Japan, (FAA DFW- IFO), Jeppesen Sanderson Inc.

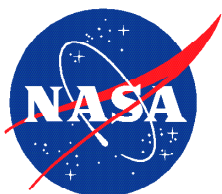
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Japan Civil Aviation Bureau

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

Re: RJAA Airport Signage and Charting

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 2028393

DATE / TIME

Date of Occurrence	202308
Local Time Of Day	0001 to 0600

PLACE

Locale	RJAA.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2028393

EVENTS

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

NARRATIVE 1

Failure to comply with taxi clearance in Narita. Departing from gate we were given a clearance to taxi for 16R via Charlie and hold short of S6. Approaching S6 we observed a 777 on our left, traveling in the same direction. A clearance was given to the [777] which had it cross in front of us from left to right. We were subsequently given a clearance to "taxi 16R via Charlie, hold short of S4 behind [the 777]."

One of the most confusing places on the Narita airport is the place where we had been holding short of S6. What is seen outside does not look like the diagram on the chart. The chart seems to show that Taxiway C just continues along basically straight ahead. But what you see when you are in that location is that there is an obstacle directly in front of the aircraft which appears to be a portion of the privately owned property that is fenced off with very high fences, which requires either a left or right turn, but definitely not straight ahead. The confusing layout is further complicated by the poor and lacking taxiway identifier markings, which are difficult to find and see while taxiing at night and offer very little to no assurance of one's position.

Since going straight as the chart appears to show, to continue on Charlie, did not appear to be an option, and the left turn appearing to go towards Taxiway K, where the [777] aircraft had just come from, the logical direction to turn appeared to be right, which was reinforced by our expectation based on our taxi clearance that we would be holding short of S4 "behind" [the 777] as in, going the same direction. We began a right turn

to follow thinking we were on Charlie and were advised by the Ground Controller that we were entering the ramp. We were actually on Sierra and advised to contact the Ramp Controller. The Ramp Controller cleared us via Sierra to the S3 Gateway where we contacted Ground Control again and rejoined Charlie. The rest of the taxi was normal.

Ambiguous clearance, woefully inadequate taxiway signage, and taxi charts that do not depict obstacles in their actual, relative location.

Of course the fault was ultimately mine, for turning onto the wrong taxiway, instead of simply stopping, discussing the confusing position we were in, and trying to ensure 100% that a right turn was required. I would like to think that doing that would have resulted in the correct turn to the left, though there still may have been uncertainty, as that would have seemed to be incorrect according to the chart. Ultimately, though, the error was mine. I think it would be extremely helpful if this particular intersection were highlighted in the “company” charts in JeppView, supplemented with one or more daytime photos that indicate the correct way to taxi on Charlie around the obstacles. Relying on the taxi chart even with the aircraft position displayed and signage, can lead to confusion for pilots who are not familiar with the unusual layout. The aircraft position on the JeppView chart is normally very helpful. But in that particular location, it also adds to the confusion, because what you see outside does not match the layout shown on the chart.

SYNOPSIS

Air carrier Captain reported turning the wrong way while taxiing for departure at Narita Airport due to inadequate taxiway signage and confusing taxi charts that do not depict obstacles in their actual location.