

10/25/2023

**FOR YOUR INFORMATION**

2023-168/5-59

2032823

To: Airport Manager, San Diego Int'l Airport (SAN), CA, FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SAN Airport East Pad Safety Concerns

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 2032823

### DATE / TIME

Date of Occurrence 202309  
Local Time Of Day 1801 to 2400

### PLACE

Locale SAN.Airport  
State CA  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

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

### AIRCRAFT / EQUIPMENT Y

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

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2032823

### EVENTS

Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Ramp  
Detector - Person Flight Crew  
Result - Flight Crew Requested ATC Assistance / Clarification  
Result - Air Traffic Control Provided Assistance

### NARRATIVE 1

Upon landing in SAN, Gate XX was occupied. Ground told us to hold on the East Pad facing west. We complied. I turned into the Pad giving me enough room to turn out and rejoin Bravo taxiway to get to our gate when it was clear. There are no lines that accommodate aircraft holding in the Pad. I parked in the middle of the Pad with room on my left wing away from the construction fence. This put my right wing tip close to the non-movement line. But with a proper parking spot and line I couldn't be 100% sure my wing tip was clear. As we sat, Aircraft Y was cleared to taxi on Bravo to Runway 27. He stopped short of our position not knowing if his right wing would clear our right wing. I could not move forward due to service trucks being parked between the west end of the Pad and the alley of Gate XX. Airport Operations was called to move all the trucks. Airport Operations watched out for our left wing tip on the fence line. I was able to maneuver left and then straight out to Gate XX after giving room to Aircraft Y off my right. I proceeded to taxi into the gate without any further issues. If we are told to park in the East Pad, there needs to be guide lines and spots that ensure wing clearance with Taxiway Bravo and the construction fence line. Also create a better spot for service trucks and operations vehicles [to] sit.

### SYNOPSIS

Air carrier Captain reported there were no guide lines for parking or taxiing on the East Pad at SAN and it was difficult to determine if the aircraft was clear from other objects. Another air carrier approached the area and also could not determine if there was proper wing tip clearance. Airport Operations had to be called to clear the conflict.