

4/18/2024

FOR YOUR INFORMATION

2024-71/8-5

2089659

To: Airport Manager, Denver Int'l Airport (DEN), CO, FAA (AJV-A, AAS-1)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, ANM-600, AAS-300, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: DEN Coded Taxi Route Issues

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 2089659

DATE / TIME

Date of Occurrence	202402
Local Time Of Day	1801 to 2400

PLACE

Locale	DEN.Airport
State	CO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	DEN
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	2089659

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew

NARRATIVE 1

The purpose of this report is to advise the Company of the dangerous nature of the coded taxi route procedures at Denver International Airport. We were flying from ZZZ to DEN and had looked at the weather packet and noticed the information on the cover about the issues that have been going on in DEN with the coded taxiway program. We looked at the Jeppesen 10–6 page and thought that it was completely inadequate. It would require the Captain to do the equivalent of distracted driving as they are taxiing the aircraft. There are no diagrams of the taxi routes included in the coded taxiway program. In order to follow the taxi route, you must sift through every paragraph for multiple points of information while taxiing. A picture is worth 1,000 words. All other coded taxiway programs come with associated diagrams that are easy to follow. There have been multiple wrong turns made on these coded taxiway routes and it is just plain unsafe.

Another additive condition is that most of our captains must put on their reading glasses before they stand a chance of being able to read the 10–6 page. I have not and will not participate in the coded taxiway program in DEN until this is addressed. I would advise Company to decline this program until these issues are fixed. When you take the time to truly study the 10-6 page it is very hard to decipher where you are going from, and where you are going to, and which one of these coded taxi routes you may receive as a clearance at any given time.

Refuse the use of coded taxiway programs until charted routing – a map – is available for each coded taxi route.

SYNOPSIS

Air carrier Captain reported the new coded taxi routes at DEN are dangerous as there are no diagrams of the taxi routes shown on the procedure. The Captain also stated that having to interpret the information while taxiing equated to distracted driving and added to the danger.