

8/22/2024

**FOR YOUR INFORMATION**

2024-161/11-23

To: Airport Manager, San Diego Int'l Airport (SAN), CA, FAA (AAS-1, AJV-A), Jeppesen Sanderson Inc. 2141954

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



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



**ACN 2141954****DATE / TIME**

Date of Occurrence	202407
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

**PERSON 1**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2141954

**PERSON 2**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2141773

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Excursion - Taxiway
Anomaly	Ground Incursion - Ramp
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

**NARRATIVE 1**

Taxi instructions were Runway 27 via A, B, A6, A, A2, B. After reading back instructions and looking for A6 or A2 for about 45 seconds, neither I nor my CA could find exactly where they were other than an approximation. Ground contacted us and I informed them we were looking at our charts to verify exactly where A6 and A2 were located. Ground then stated, "You need to hurry up because you have a flow time." We were never notified about any flow time prior to this nor given one at this time. Ground continued by saying, "Just taxi via Bravo and I'll tell you when to turn." We taxied as requested via Bravo and Ground contacted us and said, "Make a right turn there." So we did as there were no obstacles or apparent construction. As we turned left on Alpha, we realized we turned too early. Ground called and told us what we already realized and we had to get a pushback to safely get back to Bravo and then power up and taxi out. Although we had no reason to suspect damage or any deviation as this was all a paved and unrestricted section of a taxiway, Airport Operations verified that there was no damage or deviation. Ground said this has been happening all week twice during this and seemed annoyed but there was no number to call or mention of any sort of deviation. I am making

this report more than anything to emphasize the importance of including very clear depictions of taxiway closures and any alternate routes as I've seen numerous times at other airports with these issues. There was a 10-8 page inserted that is less than ideal for depicting what they are requesting.

Cause: Unclear charts depicting exactly where A6 and A2 are located. Night/dark making it difficult to see temporary signage. Ground ATC giving instructions that they would give us what were in effect progressive taxi instructions without using the phrase and then telling us to turn early. No barricade or signage where we did make the right turn when instructed. We as a crew accepting Ground ATC instructions rushing us.

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## **NARRATIVE 2**

After engine startup, FO called Ground Control for taxi to runway. Ground Control came back with a rather long taxi clearance. The FO had Ground repeat the taxi clearance and wrote it down while I looked at my airport AMM (Airport Moving Map) chart on my iPad with the parking brake on. The first part of the clearance was taxi B, A6. I looked all over my chart and could not find an A6. I switched to "chart" view and still no luck. I quickly checked to make sure there were no additional construction charts. I could not find any. The only A taxiway I could find was the short stretch at the end of Terminal 2. The FO also could not locate this taxiway on any of his charts. Ground asked why we were not moving, and the FO told him we could not find A6 on the chart. He replied to continue down B and he will call it out for us. The Ground Controller explained that this has been a problem all week. After continuing down Taxiway B, I could see there was a large construction area barricaded off further down the taxiway they were taking us around. The Ground Controller then explained A6 was to the right past B7. Upon reaching B7 I noticed a large concrete area to the right which we believed to be the new A6. There were centerline markings but no lights or signs. The FO cleared the area to the right and we proceeded to turn onto this pavement and immediately turned to the left thinking we were joining Taxiway A. After making the turn and proceeding a short bit down the paved stretch it was immediately clear we had made a wrong turn as I could see taxiway blue edge lights sticking out of the concrete pad ahead. I stopped the aircraft and set the parking brake. We explained the situation to the Ground Controller who contacted Airport Operations. I then contacted our Operations who proceeded to send out a ground crew to help maneuver the aircraft back to the correct spot. I realized there was going to be a need to tow the aircraft into position so I had the FO start the APU and then we shut down both engines. After the ground crew arrived, we coordinated a push back to around Gate XX where we started the engines and joined Taxiway B.

Cause: This was a tough situation as we had no charts with A6. After talking with one of our Company representatives they informed me they were able to locate a 10-8 chart but looking through my iPad I do not have this chart. The iPad was last updated before starting my trip the evening of Day 0. There was a NOTAM I could find but no clear diagrams. It also occurred at night making it more difficult to see the construction area. After finding the correct route, A6 did have a lighted sign and centerline lights so in the future I probably would ask for confirmation before turning down any taxiway without a sign. I operated under the bad assumption that this was probably a temporary route for construction and that it probably did not have a sign yet.

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## **SYNOPSIS**

Air carrier flight crew reported the unclear SAN charts did not have the taxiway and asked ATC for assistance. While following ATC instruction, the flight crew made a wrong turn and required a tow to be pushed back to the proper taxiway. The dark lighting conditions and lack of barricades or signage were also contributing factors.