

8/14/2024

FOR YOUR INFORMATION

2024-151/5-58

2137595

To: Airport Manager, Brunei Int'l Airport (WBSB/BIA), Brunei

Info: Irish Aviation Authority (CAA), FAA (AFS-260, AFS-200, NYC-IFO, AVP-1), ATSG
ALPA, IFALPA, APA, ASAP, ATA, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB

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

Re: WBSB/BIA Airport Signage

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 2137595

DATE / TIME

Date of Occurrence 202407
Local Time Of Day 0601 to 1200

PLACE

Locale WBSB.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions Marginal

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground WBSB
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 2137595

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
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
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

At WBSB, we were given taxi instructions from the military side of the airport to exit M1, turn right and hold short of Runway 03 at W4. The airport diagram on the EFB has no identifiers for the military taxiways. The only description of W4 is in the temporary construction page which shows W4 at the end of 03. The grass was also overgrown around the taxiway which obscured the signs identifying our current position. While taxiing, we were given our clearance from ATC. As we confirmed the instructions, verified our position on the EFB, we missed the hold short line that was not at the end of the runway, but several hundred feet down the taxiway. I was taxiing to the sign at the end of the runway and not looking close in to see the hold short line.

Once past the line ATC asked if we were going to stop at W4. Thinking the hold short line was ahead of us, we replied we were approaching W4. ATC informed us we had passed the line and gave us instructions to line up and wait on Runway 03. We took off without further incident and completed the flight without complication.

We were still on the extended parallel taxiway and did not enter the actual runway environment. No metal was bent, and no aircraft was in danger.

Cause: This set of flights was much delayed (17 hrs from originally scheduled) due the maintenance issues, fatigue calls, and time restrictive NOTAMS. While I did not judge myself to be fatigued, I was also not at 100% 12 hours into my duty day.

At an unfamiliar airport, with task saturation, I should have stopped the plane when we were given our clearance and confirmed our position without assuming the hold short line placement.

SYNOPSIS

Air carrier Captain reported inadvertently crossing a hold short line due to overgrown grass obstructing signage and a lack of labeling on the WBSB airport diagram.