

2/6/2025

**FOR YOUR INFORMATION**

2025-28/5-11

To: Airport Manager, Washington Dulles International Airport (IAD), VA, FAA (AAS-1) 2198428

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

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

Re: IAD Airport Ramp Lighting

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 2198428****DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1801 to 2400

**PLACE**

Locale	IAD.Airport
State	DC
Altitude - AGL	0

**ENVIRONMENT**

Flight Conditions	VMC
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**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

Function - Flight Crew	Captain
ASRS Report Number	2198428

**PERSON 2**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2198399

**EVENTS**

Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	None Reported / Taken

**NARRATIVE 1**

Due to a prior return to gate, we got our final weights late.

IAD: we were taxiing south on Z abeam Y8 and still did not have our final weights. FO advised ground control who told us to turn into the holding area and to wait for our weights there.

The holding area in IAD to the right of Z between F and Y11 is a "dark hole". We had no guidance whatsoever and did not see whether the area was clear until we had already turned into it. We used the camera as guidance as much as possible but had there been a cone or any other obstacles, we probably would have seen it too late. There needs to be some kind of lighting in that area as it is unsafe to turn into a completely "dark hole". The lines were barely visible and not until starting the turn. We had an uneventful 180 degree turn but felt uncomfortable doing so.

**NARRATIVE 2**

While taxiing to runway 30 on taxiway Z, we did not yet have our final weights. We told ground that we would need a few minutes and they instructed us to turn into the hold pad off to our left. It was night and the hold pad is an unlit portion of the tarmac. Even through we had as many lights on as we could, there still existed

dark areas where we could not clearly determine if there were obstacles sitting in this holding area. This area should be lit at night if it is to be used as a holding pad.

## **SYNOPSIS**

Air carrier flight crew reported they were instructed to taxi to a hold pad with insufficient lighting.