

1/27/2025

FOR YOUR INFORMATION

2025-14/5-3

2195272

To: Airport Manager, Haneda Tokyo International Airport (RJTT/HND), Tokyo, Japan, (FAA LAX- IFO), Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Japan Civil Aviation Bureau

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

Re: RJTT Taxiway Lighting and 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 2195272**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1801 to 2400

PLACE

Locale	RJTT.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	RJTT
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Check Pilot
ASRS Report Number	2195272

PERSON 2

Function - Flight Crew	Pilot Not Flying
Function - Flight Crew	Relief Pilot
ASRS Report Number	2195270

PERSON 3

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2195433

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
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

After push-back from Gate XX, with assigned departure Runway 34R, received taxi instructions "P11, LIMA, to holding point L4 (to hold short of Runway 34L). Mistook Taxiway L5 for L4. As left turn was initiated onto L5, we discovered the error, and immediately stopped. Held position until ATC provided revised taxi instructions, which were to continue L5, onto Runway 34L then right A6, ALPHA, and resume taxi to Runway 34R.

Night taxiing in HND is complicated. Despite Hotspot HS4 noting pilots sometimes confuse L5 for L4, we did just that. Lighting, signage, and taxiway proximity and layout are a factor. Mitigation suggestions are to emphasize that confusion can remain an issue even when aware of its existence. When in doubt, stop, as we did, to prevent incursion and await further instructions.

NARRATIVE 2

While taxiing to Runway 34R via L to holding point L4 to hold short Runway 34L, we started a turn too early at L5. We identified the error and stopped. At the same time the controllers called to remind us to use L4 and then instructed us to hold position. We held position until we were cleared to continue taxi L5 onto Runway 34L, A6.

Causal factors – night time and the angle of the L5 taxi sign facing away from us made it difficult to correctly identify the intersection we started to turn toward. Mitigation – stay on the green taxi lights and dig deeper into the Hotspot 4 details to better visualize, in advance, the potential confusion at this intersection. The airport might consider using L3 to cross Runway 34L and G to Runway 34R as that would be easier to identify and would avoid Hotspot 4.

NARRATIVE 3

We were taxiing out from Gate XX to Runway 34R, for departure. Our assigned taxi route was B11, L, L4. The crew mistook Taxiway L5 for L4, and incorrectly taxied onto L5. We immediately recognized our error. There was no room to safely correct back to L4. So, we stopped, told ATC, and waited for further instructions. Several minutes later, ATC gave us instructions to taxi onto Runway 34L, turn onto A6, and continue to Runway 34R.

HND is a difficult place to taxi. There are many taxiways, in close proximity, confusing signage, and poor lighting. We were taxiing at night, and did not have much HND-specific experience between the 4 pilots. Just as the aircraft was beginning the left turn to join L4/5, ATC provided a frequency change, contributing a distraction, and heads down process for the FO. As a crew, we did brief the taxi challenges. However, we missed the note explaining that Taxiway L5 is often mistaken for L4. Awareness of that note may have prevented our error.

SYNOPSIS

Air carrier flight crew reported a taxiway incursion while taxiing at night at RJTT and cited the close proximity of the taxiways, poor lighting, and confusing signage as contributing to the event.