3/27/2025 **FOR YOUR INFORMATION** 2025-76/6-8

2212060

To: Airport Manager, Austin-Bergstrom International Airport (AUS), TX, FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-200, AFS-260, ASW-600, Runway Safety Team), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT, ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA,TWU

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

Re: AUS ATC Equipment 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 2212060

DATE / TIME	
Date of Occurrence	202502
Local Time Of Day	1801 to 2400
PLACE	
Locale	AUS.Airport
State	TX
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	AUS
Make Model Name	No Aircraft
PERSON 1	
Function - Air Traffic Control	Ground
Function - Air Traffic Control	Local
ASRS Report Number	2212060
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Detector - Person	Other Person

NARRATIVE 1

The airport recently upgraded our airfield lighting panel and there were numerous changes to what the buttons do. An airport operations person called asking about if a specific section of lighting was turned on or not as he was troubleshooting why it wasn't working. I realized it was turned off because on the old panel you would turn the circuits controlling reverse high-speed turn off since they aren't used. The old panel also made it very clear which sections were on and off. The new panel depicts runways and taxiways much smaller and it is more difficult to tell which centerline light sections are on and off. We did not receive any training or an explanation of what changed with the new panel and no one knows exactly what buttons turn what sections on or off.

We were not given an opportunity to provide input (that I'm aware of) when the airport was installing and adjusting the panel settings. At a minimum we should get a quick briefing of the changes and know that the reverse high speeds must always be on because they are tied to centerline lighting that leads to the full length of the runway. If you turn them off, a pilot might turn to Taxiway F or M and depart at the intersection because the centerline lights are not on full length.

SYNOPSIS

AUS Controller reported there was no training or explanation on changes to the new circuit panel that controlled the lighting at the airport and airport personnel were having difficulty in troubleshooting a lighting problem. The new panel’s indicators for runway and taxiway centerline lighting were also unclear and difficult to see.