

4/17/2025

FOR YOUR INFORMATION

2025-88/5-30

To: Airport Manager, Arturo Merino Benítez International Airport (SCEL/SCL), 2217922
Santiago, Chile, FAA (MIA-IFO), Jeppesen Sanderson Inc.

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Directorate General
of Civil Aviation (Chile)

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

Re: SCEL/SCL Taxiway Markings and 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.



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



ACN 2217922**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	1801 to 2400

PLACE

Locale	SCEL.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SCEL
Make Model Name	Widebody, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	SCEL
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

COMPONENT 1

Aircraft Component	Electronic Flt Bag (EFB)
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2217922

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2217913

PERSON 3

Function - Flight Crew	Pilot Not Flying
Function - Flight Crew	Relief Pilot
ASRS Report Number	2217902

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Automation	Air Traffic Control
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

We were departing from gate XX and had briefed our taxi route for our expected departure of RW (Runway) 17R, including HS (Hold Short) and company pages. After calling for taxi we were given instructions to taxi to

RW17L. Before AC movement, we modified the FMC SID, and well as the FMC EO (Engine Out) SID for RW 17L. Additionally we talked about the HS for our new taxi route, which were similar in nature to those or RW 17R.

Our taxi clearance was essentially to taxi to 17L via P, H, K, T, and A. After making the turn N onto A, we could see an A/C on final (appx 5-7 miles out) for RW 17L. Switching to TWR the A/C on final was mentioning that he was being "lasered" by someone on the ground. As we approached RW 17L via A, I did not see the Cat (Category) II HS line prior to making the Right turn to HS of RW 17L. As I made the turn and approached the large red HS line to RW 17L, it says in VERY large while letters painted within the RED HS line, 17L Cat II/III. I therefore assumed that there would be another HS line for RW 17L. I was using the AMM (Airport Moving Map) chart for ground navigation and the 17L RW sign on the chart covers up what now appears to be a taxi area that is an extension of RW 17L centerline. The taxi chart has the 17L identifier offset and clearly shows the 17L extended centerline taxi area.

While the pages mention faded taxi lines, there is no mention of the nomenclature for the 17L HS line or the fact that the taxi way extends to part of the RW17L extended centerline. There are "blue" taxi lights extending past the HS line and encompassing part of the extended centerline for RW17L. The RW lights were somewhat dim and several hundred feet to the right of the A/C position. This all added to my confusion that I was still well short of the RW. After about half of the A/C had passed the 17L Cat II/III HS line, it became apparent we were much closer to the RW than we thought. The TWR inquired as to whether we were on the RW. We responded that we were not, but shortly thereafter mentioned that we were in fact over the 17L HS line. The tower then instructed the A/C on an about 3 mile final to execute a Go Around.

I'm diligent about A/C movement on the ground, including briefing the HS's and company pages to any threats. In my brief, I always mention that we will mitigate many of the threats by going slow and agreeing on a plan first. I announce a taxi turn as we approach each turn to make sure where we are going agrees with our clearance. At no point did we "rush" our movement to the RW.

The mitigating factors in this event are the different nomenclature on the 17L HS line. The taxiway extending through the extended centerline or the runway, the 17L marking on the AMM page that covers up most of the taxiway that sits in the extended centerline, nighttime, and finally the somewhat dim 17L RW lights that are not in front of you, but rather several hundred feet to the right of the A/C when approaching the HS line.

My recommendation is to add some verbiage to the pages about the unique nature of the nomenclature and the fact that the taxiway extends to the extended centerline of RW 17L.

NARRATIVE 2

During taxi out to Rwy 17L we followed taxiway A around the corner and saw clearly marked on the pavement 17L Cat (Category) III. We taxied beyond the hold line and realized we were very close to the runway. The captain immediately stopped the aircraft and parked the brakes. The tower called to confirm that we were not on the runway, which we were not. I confirmed that we were beyond the ILS hold line but holding short of the runway. The tower immediately sent the aircraft on approach around and subsequently cleared us into position and then to takeoff.

The company page references "former runway markings on taxiway A are faded, it should more clearly state the correct location of the ILS hold point as well as incorrect nomenclature on the taxiway by the runway hold line.

NARRATIVE 3

We were departing from gate XX and had briefed our taxi route for our expected departure of RW (runway) 17R, including HS (Hold Short) and company pages. After calling for taxi we were given instructions to taxi to RW 17L. Before AC (Aircraft) movement, we modified the FMC SID, and well as the FMC EO (Engine Out) SID for RW 17L. Additionally we talked about the HS for our new taxi route, which were similar in nature to those or RW17R.

Our taxi clearance was essentially to taxi to 17L via P, H, K, T, and A. After making the turn N onto A, we could see an A/C on final (appx 5-7 miles out) for RW 17L. Switching to TWR the A/C on final was mentioning that he was being "lasered" by someone on the ground. As we approached RW 17L via A, we did not see the Cat II HS line prior to making the Right turn to HS of RW 17L. As we made the turn and approached the large red HS line to RW 17L, it says in VERY large white letters painted within the RED HS line, 17L Cat II/III. We therefore assumed that there would be another HS line for RW 17L. We were using the AMM (Airport Moving Map) taxi chart for ground navigation and the 17L RW sign on the chart covers up what now appears to be a taxi area that is an extension of RW 17L centerline. The taxi chart has the 17L identifier offset and clearly shows the 17L extended centerline taxi area.

While the pages mention faded taxi lines, there is no mention of the nomenclature for the 17L HS line or the fact that the taxi way extends to part of the RW 17L extended centerline. There are "blue" taxi lights extending past the HS line and encompassing part of the extended centerline for RW 17L. The RW lights were somewhat dim and several hundred feet to the right of the A/C position. This all added to the confusion that we were still well short of the RW. After about half of the A/C had passed the 17L Cat II/III HS line, it became apparent we were much closer to the RW than we thought. The TWR inquired as to whether we were on the RW. We responded that we were not, but shortly thereafter mentioned that we were in fact over the 17L HS line. The tower then instructed the A/C on an about 3 mile final to execute a Go Around.

The causal factors in this event are the different nomenclature on the 17L HS line, the taxiway extending through the extended centerline of the runway, the 17L marking on the AMM page that covers up most of the taxiway that sits in the extended centerline, nighttime, and finally the somewhat dim 17L RW lights that are not in front of you, but rather several hundred feet to the right of the A/C when approaching the HS line.

My recommendation is to add some verbiage to the pages about the unique nature of the nomenclature (17L Cat II/III), and the fact that the taxiway extends to the extended centerline of RW 17L.

As Relief Pilot or FO, I will now always make an effort to zoom in on the AMM taxi chart and compare markings on the chart to the actual taxiway markings and signs on airport.

SYNOPSIS

Air carrier pilots reported a runway incursion, caused by confusion reading the description of the hold short line, faded hold short line paint and unusual taxiway lighting for runway 17L at SCEL airport.