

6/2/2025

FOR YOUR INFORMATION

2025-126/5-43

To: Airport Manager, Dallas Love Field Airport (DAL), TX, FAA (ASW-600)

2233357

Info: FAA (AAS-300, AVP-1, AVP-200, AAS-1, AJV-A, ATM DAL Tower, AFS-260, AFS-200 Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: DAL Taxiway 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 2233357**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	0601 to 1200

PLACE

Locale	DAL.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	DAL
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2233357

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2233360

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Taxi out, cleared C8 C hold short C6. Lima which was not marked and not briefed for taxi out as the first possible left turn before C was taken. We realized the mistake and Ground gave C7 to join C to hold short C6.

Cause: Signage at C8 does have signage for L as well as the L designation on chart is well behind C8 on 10-9.

Suggestion: Better signage.

NARRATIVE 2

Obtain taxi clearance from Ground Control, which was Aircraft X taxi Runway 31L via C8, C hold short of C6. Crew verified route on taxi diagram and did not notice and brief first turnoff C8 is L. Crew taxied out from the Ramp, joined C8 and approaching C crew thought they turned left on to C, but instead joined L. By the time the crew realized what happened Ground Control announced Aircraft X you're on Taxiway L. Ground Control gave new clearance to join C from C7. No other aircraft was in the vicinity.

That part of the airport leaving the ramp that joins C8 can be a little confusing. C8 is defined visually with signs, but Taxiway L from my recollection is not as noticeable or identifiable until you make the wrong turn. Airport diagram could be a little bit better identifying Taxiway L with the labeling.

Suggestions: Improve taxi brief and more visually aware. Better signage distinguishing L, better 10-9 identifying Taxiway L leaving ramp to Runway 31L, some of the taxiway signage is labeled only on one side not both, so looking at the sign it's just black, better taxi brief and slightly more aware.

SYNOPSIS

Flight crew reported being confused by the poor taxiway signage at DAL Airport and joined the wrong taxiway while taxiing to the runway.