

7/8/2025

**FOR YOUR INFORMATION**

2025-162/5-52

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, FAA  
(ASW-600, AJV-A), Jeppesen Sanderson Inc.

2244256

Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AAS-1, AAS-300, AVP-1  
AVP-200, AFS-260, AFS-200), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP,  
A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAH Ramp Procedures

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 2244256****DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	1801 to 2400

**PLACE**

Locale	IAH.Airport
State	TX
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2244256

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Excursion - Ramp
Detector - Person	Flight Crew

**NARRATIVE 1**

After landing, Tower cleared us, "Taxi to park, [Taxiway] NN, [Taxiway] SF, ramp uncontrolled." Since we were parking at Gate XX and multiple airplanes were parked on the ramp, we may have exceeded the ramp's territory in order to successfully maneuver around the parked planes and into the alley. We were unclear on what our limitation was in terms of clearance and ramp territory when the ramp is uncontrolled after hours.

Better taxi instructions, better ramp markings, note in company Jepp pages.

**SYNOPSIS**

Air carrier pilot monitoring reported unclear markings and lack of published information on procedures during after hours when the IAH ramp is uncontrolled.