

9/8/2025

FOR YOUR INFORMATION

2025-223/5-74

To: Airport Manager, Detroit Metro Wayne Co. (DTW) MI, FAA (AGL-600, AJV-A), 2266181
Jeppesen Sanderson Inc.

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

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

Re: DTW 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 2266181

DATE / TIME

Date of Occurrence	202507
Local Time Of Day	1201 to 1800

PLACE

Locale	DTW.Airport
State	MI
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	DTW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2266181

EVENTS

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

NARRATIVE 1

We were at the north terminal area ready for taxi instructions for takeoff. The instructions were to taxi K, K9, Y, hold short Taxiway B. We briefed the route, read it back, and both said that we expect the first right turn followed by the first left turn to go down to Taxiway B. However, a discrepancy on our Airport Moving Map (AMM) in the Jeppesen charts shows what looks like a concrete island in between Y and K and Y9/Y10. Furthermore, the signage on the ground was showing Y9 and we did not see K9. So, we confused the actual concrete island that exists between K8 and K9 for one that we expected to exist between K9 and Y10. As we moved along we passed K9. Ground quickly noticed and rectified our taxi by instructing a turn onto K8 to get back on track.

Causal factor is the signage for Y9 and K9 from our taxi out location being hard to see. Y9 was very visible but nothing for K9, and it makes it a bit tricky now seeing that K9 becomes Y9 or vice versa. The AMM would also be more of a help if it did not outline the taxiway areas as having gaps in pavement, which the taxiway chart does not show. The depiction seems as though it is not all paved the same, but it is. The chart page is more accurate in this case.

SYNOPSIS

Air carrier pilot flying reported DTW taxiway signage is difficult to see and led to the flight crew passing the instructed taxiway. The reporter also noticed there was a discrepancy on the AMM in the Jeppesen charts and taxiway charts, which contributed to the confusion.