

8/28/2025

FOR YOUR INFORMATION

2025-221/5-73

2262339

To: Airport Manager, Shannon Airport (SNN/EINN), Ireland

Info: The Shannon Airport Group, FAA (AFS-260, AFS-200, NYC-IFO, AVP-1, AVP-200),
ATSG, ALPA, IFALPA, APA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB

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

Re: EINN/SNN Taxiway Signage and Markings

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 2262339

DATE / TIME

Date of Occurrence 202506
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale EINN.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2262339

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2262967

PERSON 3

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2262286

EVENTS

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

NARRATIVE 1

We had a thorough departure brief including threats at the gate prior to pushback. This was the first time for all 3 pilots to fly in and out of EINN.

After pushback from Gate XX we were cleared to taxi D1 D2 to Runway 24. The ramp has no markings and the taxi line is faded and nonexistent most of the time. I was extremely cautious and taxied at 5 – 7 knots as we maneuvered in the tight ramp space. We were arcing to the right on the ramp when I saw a taxiway sign 3 – 400 feet ahead and right of the aircraft. The sign had black “D1” on yellow background indicating the taxiway was coming up. Unfortunately the sign was placed in the grass hundreds of feet past the actual taxiway which

was actually 120 degrees behind my left shoulder. I stopped the aircraft as we were just slightly past the taxiway and didn't want to maneuver aggressively in the tight ramp space.

I asked the FO to call Ground and tell them we missed the turn. They said to hold position and a Marshaller would come out and guide us through the turn back around 240 degrees right to the taxiway. It only took about 90 seconds and the Marshaller was dropped from Operations car and guided us.

As we taxied out the controller asked us why we missed the turn and the FO said we were confused by the location of the D1 sign being past the actual taxiway.

NARRATIVE 2

Taxiing out to runway at EINN. Given instructions to taxi D1, D2 to Runway 24. Taxi instructions were read back to Ground contact and correctly briefed to the crew by the CA. It was the whole crew's first time at EINN (CA, FO, and Relief Pilot). Signage looked strange as the sign was 50 yards past the taxiway in the grass and was black D1 on yellow background. As we are approaching D1 I was following along on my EFB and felt we may overshoot the taxiway and should have spoke up. However, by the time I did we had already overshoot the taxiway to where a left turn would've been impractical. We came to a stop and advised Ground Control of the mistake. We were told to hold until a Marshaller could come out and guide us in a right turn back to D1. Once we were marshalled back around we asked if we could continue our taxi as previously instructed. Ground Control said yes and restated taxi instructions of D1, D2 to Runway 24. Rest of taxi uneventful.

NARRATIVE 3

ATC (Ground) gave us instructions to Runway 24 via D1 and hold short of D2. We saw the taxiway sign of D1 and so we said we will make the next left turn. However, the signage of D1 is located past Taxiway D1. We realized we passed D1 and so we stopped and advised Ground we had passed D1. ATC told us to wait for an Airport Marshall so that we can do a right 180 degrees turn. We then verified the taxi instructions again and taxied to the runway without any problems.

SYNOPSIS

Air carrier flight crew reported missing the turn due to confusion with the location of the taxiway signage being past the actual taxiway. The ramp also had no markings and the taxi line is mostly faded and nonexistent.