

10/1/2025

FOR YOUR INFORMATION

2025-244/5-79

2278068

To: Airport Manager, Singapore Changi Airport, (WSSS/SIN), Singapore,
FAA (LAX- IFO)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Civil Aviation Authority of Singapore

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

Re: WSSS/SIN 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 2278068**DATE / TIME**

Date of Occurrence	202508
Local Time Of Day	1801 to 2400

PLACE

Locale	WSSS.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2278068

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Immediately after pushback and engine start, we were cleared to taxi from Gate XX on Taxiway P to T, hold short of Q. Despite good crew communication and reference to all posted signs and taxi charts (by both crew members), we inadvertently turned onto Taxiway P8 instead of T and held short of Q. We did not realize our mistake until Ground Control re-cleared us to taxi via P8, hold short of Q (since we were already doing that). No traffic conflict due to our mistake.

Cause: Poor signage, coupled with confusion over Taxiway P flowing directly into (becoming) Taxiway T allowed me to confuse Taxiway P8 with Taxiway T and not intervene when an incorrect right turn was made.

Suggestions: Better signage and closer attention to detail could have prevented this.

SYNOPSIS

Air carrier First Officer reported poor signage and confusion over the taxiways led to the flight crew turning onto the wrong taxiway.