

10/29/2025

**FOR YOUR INFORMATION**

2025-263/5-89

To: Airport Manager, Dover Air Force Base (DOV), DE, FAA (ANE-600)

2282168

Info: FAA (AAS-300, AAS-1, AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, ESA North), A4A, AAEE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

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

Re: DOV Taxiway Signage and Lighting

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 Hooley at (408) 541-2854 or email at [becky.l.hooley@nasa.gov](mailto:becky.l.hooley@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2282168

### DATE / TIME

Date of Occurrence 202509  
Local Time Of Day 0001 to 0600

### PLACE

Locale DOV.Airport  
State DE  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower DOV  
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 2282168

### EVENTS

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

### NARRATIVE 1

Misinterpretation of taxi chart.

ATC "Cleared to taxi D, hold short RWY 19". Approaching RWY 19. "Cleared to cross RWY 19, Cleared to cross RWY 14, Bravo, hold short RWY 19."

The taxi route given was as we had briefed in the preflight, including hotspot 1. Included in brief was that a hard turn to the right onto B was required after crossing RWY 14. This is where my interpretation was incorrect. The Centre intersection of all 4 taxiways on the taxi chart is on the North side of RWY 14, leading me to believe that I needed to cross RWY 14 before turning Right onto B. In retrospect a Right turn onto RWY 14, then right onto taxiway B is what was required.

Before crossing RWY 14 on taxiway D, we didn't see any signs indicating that taxiway B was a right turn. This is a dark part of the airport, the signs may exist, but we didn't see them.

As we crossed the 2nd RWY crossing (as instructed) , RWY 14, I slowed the aircraft looking for taxiway B, I commented, "I can see a taxiway ahead, but that's a bit further ahead than I expected", then I spotted that taxiway sign as Alpha. " I said "Ohhh that's Alpha" and stopped the aircraft, just as ATC said " Looks like you missed Bravo, continue straight ahead turn Right onto Alpha.....etc"

The ATC clearance to "cross RWY 14" re-affirmed in my mind that we needed to actually cross the RWY. In retrospect it seems obvious we could have backtrack on RWY 14, then turn right onto Bravo.

Suggestions: Enhanced signage prior to RWY 14, that taxiway Bravo is to the right.

This, although short , is a backtrack on RWY 14, NOT a crossing. Perhaps ATC should issue the clearance as " Cleared to cross RWY 19, Cleared for a right turn and backtrack on RWY 14, Right onto B....."

I shall be more mindful of the confusion possible with taxiway intersection in close proximity to a RWY.

## **SYNOPSIS**

Air carrier pilot reported a taxiway incursion at DOV, citing a combination of lack of signage and poor surface lighting as contributing.