

10/30/2025

FOR YOUR INFORMATION

2025-265/5-90

To: Airport Manager, Guangzhou Baiyun International Airport (ZGGG/CAN),
Guangzhou, China, FAA (DFW-IFO)

2284938

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

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

Re: ZGGG/CAN 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 2284938

DATE / TIME

Date of Occurrence	202509
Local Time Of Day	1201 to 1800

PLACE

Locale	ZGGG.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	2284938

EVENTS

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

NARRATIVE 1

Possible taxi deviation. Upon vacating the runway, we received multiple taxi instructions from Ground Control. After crossing Runway 20R, we were directed to taxi via Taxiway A10, T1, and hold short of Taxiway B. As we approached the T1 holding point, Ground instructed us to continue via Taxiway B and T2.

At that point, there was uncertainty regarding the exact location of Taxiway B. We immediately stopped the aircraft to clarify the instructions. Once clarification was obtained, it became evident that the aircraft was not in a safe position to make the turn onto Taxiway B. We advised Ground Control of our position, and a revised clearance was issued to taxi via Taxiway C and T2.

One contributing factor to the confusion was unclear or inadequate signage for Taxiway B. Improved and more prominent signage in this area would reduce ambiguity for flight crews, particularly when transitioning between T1 and B. Enhanced markings or lighting would help ensure safe and efficient taxi operations, especially during periods of complex instructions or low visibility.

SYNOPSIS

Air carrier First Officer reported the flight crew missed the turn onto Taxiway B at ZGGG due to unclear or inadequate signage.