

11/25/2025

**FOR YOUR INFORMATION**

2025-293/5-98

To: Airport Manager, Tulsa International Airport (TUL), OK, FAA (ASW-600) 2294106

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, ATM TUL 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. Hooley, Director  
NASA Aviation Safety Reporting System

Re: TUL Airport Taxiway 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 2294106

### DATE / TIME

Date of Occurrence	202510
Local Time Of Day	1801 to 2400

### PLACE

Locale	TUL.Airport
State	OK
Altitude - AGL	0

### ENVIRONMENT

Flight Conditions	VMC
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### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	TUL
Make Model Name	Light Transport
Operating Under FAR Part	135

### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2294106

### PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2294104

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Excursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Clearance

### NARRATIVE 1

I was taxiing and after landing 18L following our taxi clearance C, L, LB. On LB facing the ramp I saw the line guy at the far end of a line of orange cones extending out toward me. There was quite a bit of room north of the cones. I felt the furthest out cone was in play and it would be a tight fit if I continued further. I think I even vocalized my concern with the cones. With my focus there and coming around for the line guy, I turned left too early and went into the grass. It was dark and obviously didn't realize I was turning onto the grassy area. After realizing I was in the grass I saw only ramp and no obstacles in front of me and continued to the concrete.

Cause: Darkness, obstacles, SA (Situational Awareness), no blue taxi way lighting on LB.

Suggestions: Many non movement areas have no line guidance and self guidance is used. Like what we had to do at our departure airport. I thought I was in that regime. In looking at the scene afterward, I did have more taxi line to use. Should have used that in conjunction with my PNF for guidance against the cone hazard.

## **NARRATIVE 2**

While pulling into the ramp at night on Taxiway LB, my SIC made the decision to make an early left turn to not get too close to cones on the ramp. Unfortunately while he made that early turn, my head was down and I did not see him roll into the grass until it was too late. The aircraft rolled through the corner and continued on turn park in the ramp without any damage.

My head was down, when I felt aircraft hop I knew something was off. When I looked up, I saw that my SIC had turn the aircraft into the grass without realizing it.

Cause: Poor lighting conditions in that area of ramp.

Suggestion: It may be a better idea to have the PIC stay in the left seat even while pilot monitoring. This would for the most part avoid these kind of issues.

## **SYNOPSIS**

Air taxi flight crew reported a taxiway excursion from Taxiway LB going toward the ramp at TUL airport during night time operations. The crew reported poor lighting in that area as a contributing factor.