

12/19/2025

FOR YOUR INFORMATION

2025-331/5-112

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, FAA
(ASW-600, AJV-A), Jeppesen Sanderson Inc.

2303860

Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AAS-1, AAS-300,
AVP-1, AVP-200, AFS-260, AFS-200), ATSG, ALPA, ICASS, IFALPA, AOPA, APA,
ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAH Taxiway Closure Issues

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 2303860

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	1801 to 2400

PLACE

Locale	IAH.Airport
State	TX
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	IAH
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	2303860

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

During our preflight briefing, the FO and I specifically discussed the various taxiway closures identified in the NOTAMs, as well as the possibility of the West 2 standard taxi route. I annotated the listed closures on my FliteDeck (FD) Pro Airport Moving Map (AMM) page with closures in red, and the expected taxi route in yellow. Upon initial contact, Ground Control directed us to "taxi via the West 2, hold short of NE." We complied with this direction, and taxied at approximately 10 kt. ground speed, awaiting further instructions. Prior to NF, Ground Control instructed us to "follow Aircraft Y to NA." The aircraft was pretty far ahead, but we saw them take a right turn onto a perpendicular taxiway, towards NA. Using the Traffic (TFC) function of the FD Pro AMM page, I determined that an aircraft was turning right from NB onto WB, and communicated to the FO that we should turn there. As we continued to taxi, we identified an aircraft rapidly taxiing on NE, across Runway 8R. As we approached NE, the crossing aircraft was just clearing the runway, and our aircraft to follow was established well down NA. The FO questioned which taxiway we should take. I slowed my taxi and directed him to ask Ground Control.

He informed them that Aircraft Y was too far ahead for us to verify which taxiway they used, and asked if we could just continue to taxi on NB. Ground Control responded that NB was closed ahead, and that we should take WB to NA. This closure was neither present in the NOTAMs, nor was it lit in any way, and we do not recall

seeing it listed in the ATIS. Upon taxiing onto WB, we finally saw the unlit traffic cones identifying the closure. We continued taxiing down NA, and upon reaching WP, were surprised to learn that WP was also closed, and also identified by unlit traffic cones. We again slowed, realizing that all of the preceding traffic was lined up on the dashed line establishing the 15R run-up pad. We continued taxiing behind these aircraft until reaching WC.

SYNOPSIS

Air carrier Captain reported there were multiple taxiways that were closed at IAH but not stated on the ATIS and the traffic cones identifying the closures were unlit.