

12/3/2025

FOR YOUR INFORMATION

2025-304/11-38

To: Airport Manager, Willow Run Airport (YIP), MI, FAA (AGL-600), Jeppesen Sanderson Inc. 2299448

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AJV-A, AAS-300, ATM YIP 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. Hooey, Director
NASA Aviation Safety Reporting System

Re: YIP Airport Taxiway Charting

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 2299448

DATE / TIME

Date of Occurrence 202510
Local Time Of Day 1801 to 2400

PLACE

Locale YIP.Airport
State MI
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower YIP
Make Model Name Light Transport, Low Wing, 2 Turbojet Eng

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower YIP
Make Model Name Small Aircraft, Low Wing, 1 Eng, Fixed Gear

PERSON 1

Function - Air Traffic Control Ground
ASRS Report Number 2299448

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Ground Conflict, Critical
Anomaly Deviation / Discrepancy - Procedural - Other / Unknown
Anomaly Ground Incursion - Runway
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

Aircraft X was told to taxi to RWY 5 via TWY G, A, B and the pilot read it back correctly. This route would not cause them to cross any RWY so a hold short instruction was not necessary. Aircraft X then crossed RWY 5 at TWY G without authorization in front of Aircraft Y who was departing RWY 5. My trainee and I did not notice the unauthorized crossing until the aircraft was on the RWY.

A portion of TWY A was just opened and it is not on the charts even though it is allowed to be used. Specifying to the pilot that portions of TWY A are uncharted might have alleviated some of the confusion for the pilot. The intersection of TWY A and TWY G is also in close proximity to RWY 5. Even though we did have traffic, a more diligent scan when aircraft are on TWY G about to turn onto TWY A would have helped me to spot the aircraft as they were about to have a runway incursion and I could have had a better chance at stopping the incursion.

SYNOPSIS

Tower Controller reported a runway incursion at YIP airport. Reporter stated Taxiway A is not depicted on the airport charts which contributed to the event.