

4/6/2026

**FOR YOUR INFORMATION**

2026-117/11-24

To: Airport Manager, Central Nebraska Regional Airport (GRI), NE, FAA 2337251  
(ACE-600)

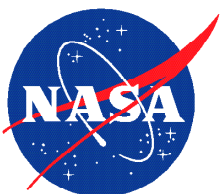
Info: FAA (AAS-300, AVP-1, AVP-200, AFS-200, AFS-260, AAS-1, ATM GRI ATCT,  
Runway Safety Team), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT,  
ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA, TWU

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

Re: GRI Push Back Procedure Confusion

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2337251

### DATE / TIME

Date of Occurrence	202602
Local Time Of Day	No Local Time Of Day Stated

### PLACE

Locale	GRI.Airport
State	NE
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2337251

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued Advisory / Alert

### NARRATIVE 1

After an engine start at the gate we pushed back for a crossbleed start and taxi out. We completed the tasks and received taxi instructions from Tower (they were handling everything on Tower frequency). When we started to taxi, I believe it was a Tower Manager or Supervisor told us that we had pushed into the movement area. We apologized. I mentioned we used to power out and this was the first time I had pushed out. He stated that he was aware that we had once powered out and said something to the effect that this has happened a lot lately. Also that the people that were pushing us were instructed to inform us to call for push, which we didn't get. Despite that, ultimately it is my fault for allowing the aircraft to push into the movement area. Tower informed us "no harm, no foul" which was kind, but there was a foul. My fault. Biggest reason to write the report is so perhaps pilots can be given a bulletin to watch out for this issue, only because the Tower stated it has been happening lately (pushes into the movement area). I incorrectly thought there was space to push but was incorrect and it appears others have had the same issue.

### SYNOPSIS

Air carrier Captain reported GRI Tower informed the flight crew of pushing into the movement area without clearance and that this is a recurring issue.