

5/15/2026

FOR YOUR INFORMATION

2026-173/8-17

To: Airport Manager, Philadelphia Int'l (PHL), PA., FAA (ATM
PHL Tower, AEA-600)

2333568

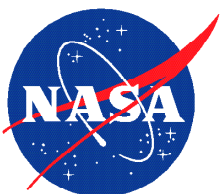
Info: FAA (Director of Air Traffic Operations ESA North, AVP-1, AVP-200, AAS-1, AJV-A, AAS-300, AFS-260, AFS-200, Runway Safety Team), A4A, ALPA, IFALPA, APA, ASAP, ATSAP, ATSG, IATA, CAPA, ICASS, ICAO, IPA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: PHL Tower Procedures

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 2333568**DATE / TIME**

Date of Occurrence 202602
Local Time Of Day 0001 to 0600

PLACE

Locale PHL.Airport
State PA
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower PHL
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Ramp PHL
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2333568

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2333781

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Ground Conflict, Critical
Detector - Person Air Traffic Control
Detector - Person Flight Crew
Result - Flight Crew Took Evasive Action
Result - Air Traffic Control Issued Advisory / Alert
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

We were flying to PHL I was PF and made a routine landing on RWY 35. We exited the runways at the proper speed on to the E3 as tower instructed us to do and contact ramp at spot 14. We had transferred controls to the captain at 60 knots on the runway. As exiting on e3 we heard tower instruct an Aircraft Y to hold short of us exiting the runway. They were northbound on E. They were already on the ramp frequency and entering the ramp at spot 14. They did not stop and we were forced to stop On E3 to prevent a ground collision.

Cause: Using spot 14 as a entry spot to the ramp when planes are landing 35 and exiting onto e3

Suggestion: If planes are landing 35 we should not have planes taxiing north on E to enter the ramp past spot 13. It's hard to see the planes exiting the runway and they are going to already be on the ramp frequency.

NARRATIVE 2

After landing, while exiting from RWY35 on the high speed taxiway (E3), we heard tower instruct Aircraft Y to give way to the traffic exiting 35 on the high speed (us), but there was no response. Tower immediately instructed us to hold position and give way to the aircraft to our left, on taxiway E, as they were not responding. We brought the aircraft to an immediate stop and observed the Aircraft Y taxiing quickly past us (from left to right) and turn onto taxiway B in front of us. No acknowledgment was made by tower of the close call, nor by ramp or Aircraft Y once we switched to ramp frequency.

Cause: The Aircraft Y, taxiing on E was monitoring ramp frequency, while our aircraft was communicating on tower frequency as we exited RWY35 on the high speed taxiway, E3.

Suggestion: When landings on RWY9 and RWY35 are in use, there needs to be better coordination between controllers on tower and ramp frequencies to avoid possible collision from aircraft exiting runway 35 (on tower frequency) and aircraft taxiing north on taxiway E (on ramp frequency).

SYNOPSIS

Air carrier flight crew reported a critical ground conflict after exiting the landing runway with an aircraft on an intersecting taxiway. Reporters stated the second aircraft was on ramp frequency and that this configuration risks a potential collision.