

10/19/2023

FOR YOUR INFORMATION

2023-167/5-58

2033103

To: Airport Manager, Santa Barbara Muni, (SBA), CA, FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, AWP-600, AJI-144, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SBA Airport Taxiway Edge Clearance

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 2033103

DATE / TIME

Date of Occurrence	202308
Local Time Of Day	1201 to 1800

PLACE

Locale	SBA.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SBA
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	2033103

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

Due to flow into ZZZ, we waited in the south [run up area] of Runway 25 by Taxiway G until our release time. Upon taxiing into position, we noticed that if we stayed on the taxi lane nearest us, we would not have proper clearance from the taxiway edge. We deviated well left of the taxiway in order to line up to have normal clearance. We noticed that the north [run up area] taxiway lead in line properly entered the runway with normal clearance. It was VMC, the risk is the same event in a low visibility situation. Repaint taxi line from [run up area] to the runway. Until then a safety note if it doesn't already exist.

SYNOPSIS

Air carrier Captain reported a deviation from the center taxi line when taxiing from the holding area to Runway 25 at SBA in order to maintain clearance from the taxiway edge.