

12/6/2023

FOR YOUR INFORMATION

2023-205/5-68

To: Airport Manager, Phoenix Sky Harbor International (PHX) AZ, FAA (AAS-1) 2038190

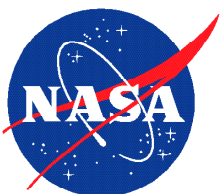
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AFS-400, AJI -144, Director of Air Traffic Operations WSA, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: PHX Taxiway Signage

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 2038190

DATE / TIME

Date of Occurrence 202309
Local Time Of Day 1801 to 2400

PLACE

Locale PHX.Airport
State AZ
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower PHX
Make Model Name Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2038190

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Taxiway
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

Landing on 25L in PHX, we began a right turn off on the high speed G3, although, we believed it was G2 due to signage. It was a busy day so we were moving appropriately quick to not cause delays on the runway. As we entered the high speed, the controller, who had not previously given any instructions told us to take G2. We had only a split second to determine where that was, and the signage directly in front of us depicted G2 with a diagonal line, not horizontal. This led us to believe we were on G2 because it was a high speed with a less than 90 degree intersection angle. The controller then told us to turn right on F, but at that point we were already too far to make the greater than 90 turn.

We had taxied toward an area NOTAMed closed for aircraft of our size due to obstructions outside. We were aware of the NOTAM, but due to the signage, we exited the runway towards it. We held short of the area, and waited for a ops vehicle to monitor our wings as we taxied thru. The rest of the flight was without incident. The taxiway sign on 25L at are incorrect. The sign depicting G2 should have a horizontal arrow, not diagonal. At a crucial moment, this will easily mislead any pilot.

SYNOPSIS

Air carrier Captain reported confusing taxiway signage depicting a high speed taxiway off of runway 25L at PHX airport led to the crew inadvertently taxiing onto a NOTAM closed surface area.