

3/14/2024

FOR YOUR INFORMATION

2024-50/5-24

2075781

To: Airport Manager, Bob Hope Airport, (BUR) CA, FAA (AAS-1)

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

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

Re: BUR Taxiway Lighting and Markings

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 2075781

DATE / TIME

Date of Occurrence	202401
Local Time Of Day	1801 to 2400

PLACE

Locale	BUR.Airport
State	CA
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	BUR
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2075781

PERSON 2

Function - Air Traffic Control	Ground
ASRS Report Number	2074999

PERSON 3

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2076133

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Aircraft was located on the ramp at BUR for an night departure. SIC called for taxi clearance after crew completed the After Start checklist. ATC cleared us to taxi to runway 33 for departure via D8 - D - B - hold short of runway 26. Crew briefed the taxi route, noted no hotspots along the cleared route and departed the ramp. The taxi checklist was completed while on D and shortly after ATC cleared us across runway 26. The crew did not see the turn onto B as the markings were very poor or non-existent (I don't recall seeing any lighted signs and there was no center line taxi lighting on D or B) and continued to taxi on D. There were no other aircraft on the ground control frequency. Upon reaching the intersection of runway 33 (which neither crew member realized was the wrong runway to be crossing) the SIC turned on all strobes and landing lights per SOP. The PIC checked the runway to the left for traffic on the runway and final and the SIC checked the runway and final to the right. Both stated verbally that the runway was clear as per SOP. Shortly after crossing

the runway ATC called to say we were not cleared to cross the runway. The PIC stopped the aircraft east of runway 33 on taxiway D to sort out the situation.

After some discussions with ATC the PIC asked for progressive taxi instructions to the approach end of runway 33. ATC instructed us to taxi southbound on taxiway A, westbound on runway 26 and turn left onto runway 33. We were subsequently told to turn right onto taxiway C, and after doing that ATC instructed us to turn left onto taxiway G and continue to the approach end of runway 33. We departed without further incident.

This report has been reviewed by the SIC and he reports that, while he had Ownship position enabled for his iPad it was behaving erratically and not reliable. Tower controller said there was no loss of separation between our aircraft and any landing/departing/ taxiing aircraft.

NARRATIVE 2

Initially I instructed the pilot to Taxi to RWY 33 via D hold short of RWY 26 at B. Once the aircraft was on Taxiway D, I've coordinated with LC (Local Control) and got the RWY 26 crossing at B. I instructed Aircraft X to Cross RWY 26 at B and taxi via Charlie, Golf. The pilot read back correctly. However, the pilot never made the right turn to cross RWY 26, and it looked like he was going Straight ahead. I saw that there was no traffic to RWY 33, so I called LC to cross RWY 33 at D. However, by the time I could give the pilot the RWY 33 crossing he was already on RWY 33. So, once he crossed the RWY 33 with no harm, I told him to hold short.

It was a pilot deviation that occurred so I do not think there could have been any recommendation to prevent.

NARRATIVE 3

[Report narrative contained no additional information.]

SYNOPSIS

Captain reported a runway and taxiway incursion at BUR due to inadequate markings. ATC provided further taxi instructions to the runway.