

3/29/2024

FOR YOUR INFORMATION

2024-55/5-27

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, FAA 2082359
(AAS-1, ATM DCA Tower)

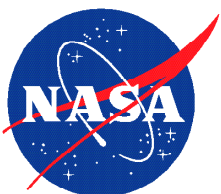
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, AEA-600, AFS-260, AFS-200,
Director of Air Traffic Operations ESA North), A4A, AAAE, ALPA, AOPA, APA, ASAP,
CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB,
RAA, SWAPA

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

Re: DCA Ground Lighting

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 2082359

DATE / TIME

Date of Occurrence	202402
Local Time Of Day	1801 to 2400

PLACE

Locale	DCA.Airport
State	DC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	DCA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2082359

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2082365

EVENTS

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

NARRATIVE 1

Initial taxi instructions were to taxi to Runway 01 from Spot X via [taxiway] K, C and cross Runway 4. On the straight away of [taxiway] K, I began the briefing when Ground gave amended taxi instructions. The aircraft was abeam K1 at this time. The amended instructions were to "side step to Juliet and cross Runway 4, contact Tower on the other side". The Captain side stepped at K2 and approached Taxiway Mike. At this time I discontinued the briefing and went back to heads up to guard against the threat of the taxi change. I began scanning the taxi environment to regain my bearings and saw the hold short line for runway 01/19. Upon realizing we may not be in position I called "stop" and the Captain responded stopping the aircraft on the intersection of J and M, short of runway 01/19. ATC also asked us to stop. At no time was the any part of the aircraft intruding onto runway 01/19. The entire aircraft stopped short of the hold short line. Our speed at the time was approximately 2-3 knots, an appropriate speed to approach a turn or a hold short line. ATC issued instructions to turn on runway 01 and then [taxiway] G to resume our taxi. The flight continued without further incident.

Cause: Poor ground lighting in DCA. Lack of hold short lighting to clearly define the runway boundary. Non specific taxi instructions issued during the amendment (a specific taxi way to turn on would have aided situational awareness). Issuing of an amendment while taxiing in a confined environment. The confined environment reducing time available to react to a change. Task saturation.

Suggestions: Additional ground lighting in DCA. Use of specific taxi instructions. Avoiding “heads down” work during task saturation in a confined environment.

NARRATIVE 2

We pushed back normally from Gate X at DCA to spot X. Initial taxi clearance from Ground Control was to taxi K, C and hold short of Runway 4 on Taxiway C to depart Runway 1. Established on the straightaway Taxiway K I advised the First Officer it was safe for him to go heads down. As the First Officer was conducting his brief and just south of the K2 intersection Ground Control amended our taxi clearance to “shift to Taxiway J to hold short of Runway 4.” Both pilots cleared left and right and I proceeded to transfer to Taxiway J approximately abeam the M intersection. As I’m doing this I notice an outlined area between taxiways K and J and allowed myself to become distracted by the concern I had transferred between the two taxiways at an incorrect area although Ground at not specified where to shift from K to J. In the process of that distraction the First Officer advised me we were approaching Runway 1/19 on Taxiway M, I had overshot taxiway J. The aircraft was taxiing at approximately 3-5kts and was brought to an immediate stop well short of the HoldShort line for Runway 1/19. Ground Control then issued taxi clearance onto Runway 1/19 and an immediate exit at Taxiway G to rejoin Taxiway J. The remainder of the taxi and flight proceeded normally.

Cause: A non-specific clearance from Ground Control to “shift” between taxiways without a point to do so along with allowing myself to become distracted during the maneuver and overshooting Taxiway J. A dark evening and reduced visibility was a causal factor as well.

Suggestions: While the decision to do non-taxi tasks during a long straightaway of the original taxi clearance the moment an amended clearance was received I should have asked the FO (First Officer) to stop what he was doing and join me in the taxi. Additionally, without a specific transition point issued in the amended taxi clearance we should have queried ATC on where we should make the transition.

SYNOPSIS

Air carrier flight crew reported a runway incursion occurred at DCA and suggested ground lighting improvements.