

9/17/2024

**FOR YOUR INFORMATION**

2024-172/5-61

To: Airport Manager, Austin-Bergstrom International Airport (AUS), TX, FAA  
(AAS-1)

2152148

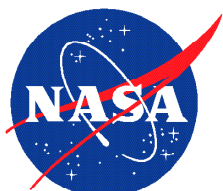
Info: FAA (AAS-300, AJI-144, AVP-1, AVP-200, AFS-200, AFS-260, ASW-600, Runway Safety Team), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT, ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA, TWU

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

Re: AUS Airport Taxiway P 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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2152148

### DATE / TIME

Date of Occurrence 202408  
Local Time Of Day 1201 to 1800

### PLACE

Locale AUS.Airport  
State TX  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground AUS  
Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng  
Operating Under FAR Part 91

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2152148

### EVENTS

Anomaly Aircraft Equipment Problem - Less Severe  
Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Ground Incursion - Taxiway  
Detector - Person Flight Crew  
Result - Flight Crew Became Reoriented  
Result - Flight Crew Requested ATC Assistance / Clarification

### NARRATIVE 1

Upon landing and receiving taxi instructions, after I repeated the instructions to exit 18L at Mike, taxi to the ramp via Bravo and Papa, the Captain noted that had not heard the inbound radio call. We performed a quick mic check and discovered no side tone was passing into the Captains headset. I raised my voice significantly and repeated the taxi instructions. We exited at taxiway Mike and entered taxiway Bravo. We noted a service vehicle, which ATC had informed us would be present. We noted the sign, as we turned North on Bravo, We both noted there had been no sign for Papa. The Captain stopped the aircraft and I called Ground to inform them we had made a mistake and missed the turn at Papa. I sought permission to complete a 180 degree turn on Bravo. There were no other aircraft on or near Bravo. Our request was approved and we completed the turn at again looked for a Papa taxiway sign, there was none. We entered the ramp without incident.

I should have been less focused on trouble shooting the audio issue for the Captains headset and noted that Papa was present as the only entrance to the ramp, as per the taxi diagram.

### SYNOPSIS

Captain reported missing signage for Taxiway P at AUS airport contributed to a taxiway deviation.