

9/4/2024

FOR YOUR INFORMATION

2024-176/5-60

To: Airport Manager, Niagara Falls Int'l Airport (IAG), NY, FAA (AAS-1)

2146069

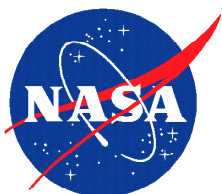
Info: FAA (AVP-1, AVP-200, AEA-600, ATM IAG Tower, AFS-260, AFS-200, AAS-300, AJI -144, Director of Air Traffic Operations ESA North, Runway Safety Team), ATSG, ALPA, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAG Airport 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 2146069

DATE / TIME

Date of Occurrence	202407
Local Time Of Day	1801 to 2400

PLACE

Locale	IAG.Airport
State	NY
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	IAG
Make Model Name	Small Aircraft
Operating Under FAR Part	135

PERSON 1

Function - Flight Crew	Pilot Flying
Function - Flight Crew	Single Pilot
ASRS Report Number	2146069

EVENTS

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

NARRATIVE 1

After contacting Niagara Falls Ground, I was given clearance to taxi to runway 28R via taxiway D, intersection D1. This airport has a lot of construction, with all runways closed except runway 10L-28R. On the surface of intersection D1, I noticed a painted sign for runway 6-24, and then just beyond it, another painted sign for runway 10L-28R. The presence of the surface painted sign for runway 6-24, followed by the sign for runway 10L-28R, caused some confusion. The confusing pavement intersections contributed to my inadvertent crossing of the hold short line for runway 28R, but the aircraft did not enter runway 28R. I immediately recognized the mistake and contacted the Ground Controller to inform them of the situation and to ask if I should taxi back. The Ground Controller responded that it was not necessary to taxi back behind the hold short line and asked how much time I needed to get ready. There were no other aircraft in the vicinity, and the incident did not result in any disruption to airport operations. I take full responsibility for this inadvertent mistake and want to emphasize that it was not a deliberate action. I have reviewed my taxi procedures to prevent a recurrence. As an example of clear understanding, taxiway D3 has surface painted signs for runways 10R-28L and 6-24. They are placed in the order as the runways are actually located. In contrast, intersection D1 has signs in the reversed order as the runways are located, which caused confusion. To further enhance my understanding and adherence to runway safety procedures, I successfully completed an online safety course.

SYNOPSIS

Pilot reported a runway incursion at IAG due to confusing runway signs in place during airport construction.