

8/13/2024

FOR YOUR INFORMATION

2024-146/11-20

To: Airport Manager, Philadelphia Int'l (PHL), PA., FAA (AAS-1, AJV-A), Jeppesen Sanderson Inc. 2133517

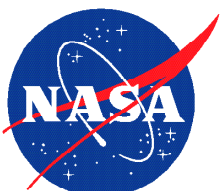
Info: FAA (Director of Air Traffic Operations ESA North, AVP-1, AVP-200, AEA-600, ATM PHL Tower, AJI-144, AAS-300, AFS-260, AFS-200, Runway Safety Team), A4A, ALPA, IFALPA, APA, ASAP, ATSAP, ATSG, IATA, CAPA, ICASS, ICAO, IPA, NTSB, RAA, SWAPA

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

Re: PHL Runway 27R ATC Procedures

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 2133517

DATE / TIME

Date of Occurrence 202406
Local Time Of Day 0601 to 1200

PLACE

Locale PHL.Airport
State PA

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2133517

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2133535

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Ground Conflict, Less Severe
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Landing 27R at PHL, it had been a while since I had landed there. We briefed the approach like normal. I was Pilot Flying. It was my first trip off IOE, having transitioned from Aircraft Y to Aircraft X. During final approach I noticed two aircraft which appeared to be crossing the runway towards the end. I pointed this out to my Captain, stating that it looked like airplanes were crossing the runway. He looked outside and agreed. I couldn't remember if there was a taxiway at the end of the runway or not and we did not have time to look it up, so I went around. We were vectored around quickly by ATC to conduct the same approach with no issues.

I should have briefed the existence of the taxiway at the end of the runway. Both the Captain and I have flown into PHL many times over the years and neither of us remember landing with airplanes taxiing on that taxiway during landing. There is no information or explanation warning about it in the briefing and we received no warning from Tower that this would be the case either.

I would recommend the addition of a note referencing this taxiway and the possibility that ATC may utilize it while aircraft are landing Runway 27R.

NARRATIVE 2

During the final phase of landing on runway 27R at PHL, while in the flare, the FO noted two aircraft appearing to cross the departure end of the landing runway. It was unclear if these aircraft were actually on the active

runway or on the taxiway located just past the departure end. Taking the safer, more conservative course of action, she elected to go around. We then entered the downwind pattern and landed uneventfully. This landing resulted in us landing with 47 minutes of fuel. The weather was clear and traffic into PHL was not excessive. We were not delayed in our return to land.

Cause: The close proximity of the taxiway just beyond the departure end of runway 27R led to uncertainty as where exactly the two aircraft were-on the taxiway or crossing an active runway.

Suggestions: Difficult to say if anything short of moving the taxiway further from the departure end of the runway could be of help. Now that we have both experienced this situation, we will be aware of it in the future and if in doubt as to the location of an aircraft in the same position, will seek clarification earlier with tower.

SYNOPSIS

Air carrier crew executed a go-around after observing two aircraft that appeared to be taxiing across their landing runway at the far end. Neither pilot realized there was a taxiway that ATC utilized for access to the parallel runway and recommended a reference to this being communicated to pilots.