

11/27/2024

FOR YOUR INFORMATION

2024-216/5-72

To: Airport Manager, Washington Dulles International Airport (IAD), VA, FAA (AAS-1) 2177170

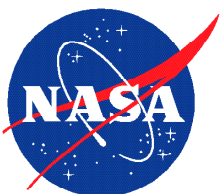
Info: FAA (Director of Air Traffic Operations ESA North, ATM IAD Tower, AAS-300, AVP-1, AVP-200, AEA-600, AFS-260, AFS-200, AJI-144, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAD Taxiway Clearance Concerns

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 2177170

DATE / TIME

Date of Occurrence 202410
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale IAD.Airport
State DC
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground IAD
Make Model Name Widebody Transport
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2177170

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew

NARRATIVE 1

At IAD, I believe that the turn from Taxiway Y onto Taxiway Y11 does not provide adequate space to conduct a safe turn in a widebody. Aircraft are frequently given instructions to taxi south on Y and hold short of Y11. Then they are cleared to turn left on Y11 and taxi to Runway 30.

The angle of the turn and the position of taxiway lights and markings, make it very difficult to complete this turn safely and with the left main gear remaining on the taxiway and away from taxiway lighting.

Most pilots angle away from the turn then initiate the turn, but that still leaves too small of a margin to be safe.

I did this turn in a widebody and watched on the cameras. I was surprised as the left main gear crossed the yellow taxi edge markings and came within 2 feet of the taxiway lights.

I now do not accept that turn and go down taxiway Y and turn on Q taxiway instead.

SYNOPSIS

Air carrier Captain reported frequent taxi instructions at IAD to taxi south on Y to left turn onto Y11 lacks adequate space to conduct a safe turn due to lighting, markings, and angle of turn.