

12/19/2024

FOR YOUR INFORMATION

2024-229/11-32

To: Airport Manager, San Luis County Reg'l Airport (SBP), CA, FAA (AAS-1, 2185420
AJV-A), Jeppesen Sanderson Inc.

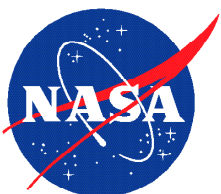
Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, AWP-600, AJI-144, Director of
Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA,
ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI,
NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SBP Taxiway M Availability

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 2185420

DATE / TIME

Date of Occurrence	202411
Local Time Of Day	1801 to 2400

PLACE

Locale	SBP.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM	SBP
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	2185420

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Other Person

NARRATIVE 1

We had a non-eventful landing on Runway 29 and then I transferred the controls to the Captain. The Captain then turned left onto Taxiway M before I had a chance to remind them the terminal was to the right. We decided to just adjust our taxi route and make a position report to continue taxiing up Taxiway M to cross the runway and taxi into the terminal. After making a position report, Airport Operations responded and said we are not supposed to taxi on Taxiway M. There was no indication of this on the charts, notes or in the NOTAMs. If Airport Operations had not said anything we would have had no indication that was not allowed. We continued to the gate with no issue.

We briefed the arrival and taxi but the Captain had the wrong idea in their head after landing of where the terminal was. I think another factor was the missing information on the charts and NOTAMs about the inability to use Taxiway M. There was no indication of this information.

In the future I will make sure to emphasize the taxiway plan in my briefing better. I will also make sure to speak up more quickly if the Captain does make a wrong turn while taxiing. I also think it would be a good idea to add that information onto the charts or NOTAMs.

SYNOPSIS

Air carrier First Officer reported the Captain took the wrong turn after landing at SBP and proceeded onto Taxiway M in apparent violation of procedure. The First Officer stated that there were no NOTAMs or any indication on charts of that taxiway not being allowed for use at the airport.