

5/7/2024

FOR YOUR INFORMATION

2024-89/8-7

To: Airport Manager, Cape Town Int' Airport (FACT/CPT), South Africa, FAA
(DFW-IFO)

2093064

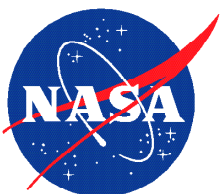
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, South African Civil
Aviation Authority

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

Re: FACT/CPT Runway Incursion Threat Potential

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 2093064

DATE / TIME

Date of Occurrence	202403
Local Time Of Day	1801 to 2400

PLACE

Locale	FACT.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
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AIRCRAFT / EQUIPMENT X

Make Model Name	Widebody Transport
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2093064

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Runway incursion threat potential. Cape Town goes to a single communications frequency in the evening. The Controller monitors Clearance Delivery, Ground and Tower calls. We were cleared to taxi on A1, cross Runway 16 to Taxiway A2 holding point for Runway 19. Except for the red stop bar at the ILS critical area holding point on Taxiway A2, there was no indication by the Controller or ATIS that the Runway 19 ILS critical holding point was in use. The Taxiway A2 holding area in question is very close to the approach end of Runway 16. When a [widebody aircraft] is holding at this location, one-half to one-third of the aircraft overlaps and is on actually on Runway 16 approach end. This is a potentially dangerous condition. It would be better to know in advance and hold on Taxiway A1 before crossing Runway 16 to get to Runway 19.

SYNOPSIS

Air carrier Captain reported a lack of indication of whether the ILS critical holding point was in use at FACT airport. Additionally, as the holding area is close to the approach end of another runway, larger aircraft could overlap the approach end.