

Date:9/18/2023

Time:6:04 PM

FLT OPS / SAFETY / 6/Sep 18, 2023

To :

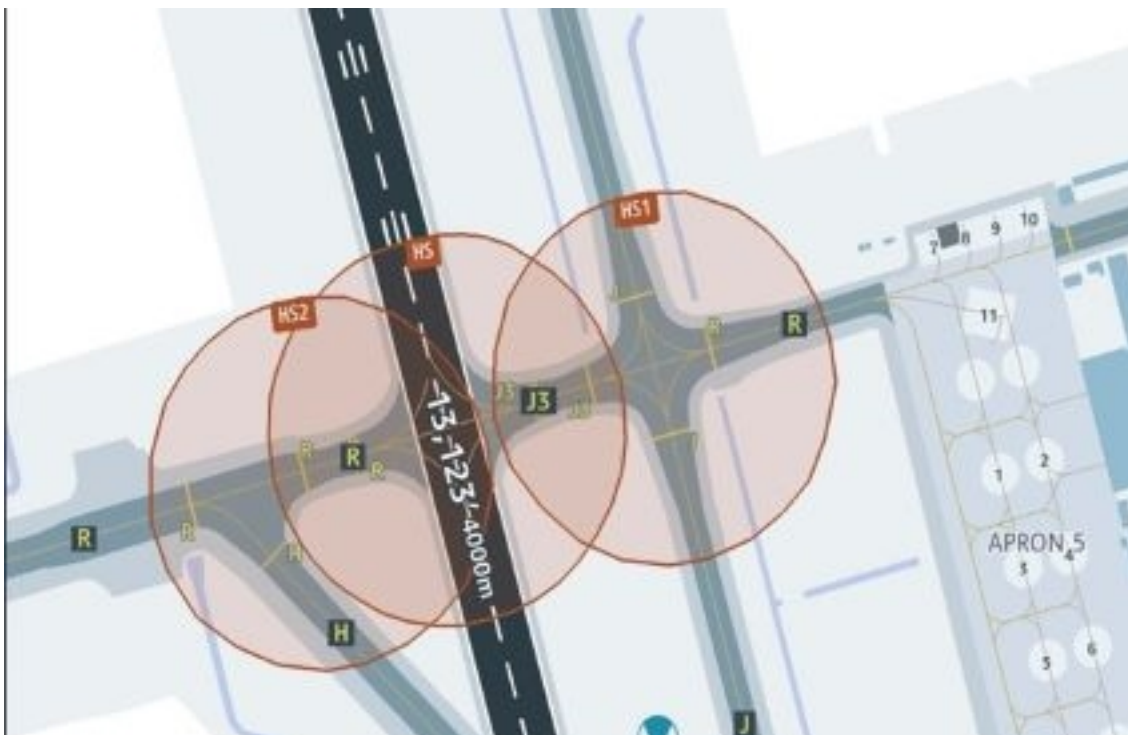
B777

A320

Subject : POTENTIAL RISK FOR TAXIWAY INCURSION AT OEDF

A potential risk has been identified by a crew regarding "Taxiway Incursion" after landing on Runway 16L at OEDF (DMM).

Due to construction work multiple taxiways at OEDF have been closed. After vacating runway 16L, ATC generally gives clearance to taxi via "J" and hold short of "J3". The markings on the Jeppesen AMM chart for "J3" may be misinterpreted by the crew as intermediate holding position after the left turn on taxiway "J3" from taxiway "J". Hence, the aircraft should hold at taxiway "J", short of the intersection.



Please refer to Taxi chart 10-9 for clarity and point 2.2 on Chart 10-1P shared below:

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## 2. ARRIVAL

### 2.1. ENTRANCE TO TWY R AFTER LANDING ON RWY 34R

All arrival traffic intending to park on apron 1 and apron 2, when landing on RWY34R are to vacate the RWY via TWY H and to hold short of TWY R, if unable, vacate the RWY via the end. It is not permitted to turn left on TWY R directly from the RWY if passing TWY H unless otherwise instructed by ATC.

### 2.2. HOLDING BEFORE INTERSECTION J3 AFTER VACATING RWY 16L

All arrival traffic landing on RWY 16L, after vacating the RWY and joining TWY J intending to park on aprons 1, 2 and 5 shall hold position well before intersection TWY J3 facing North. ATC will issue further taxi instruction based on traffic situation.

Any confusion regarding clearances/instructions shall be clarified by reconfirmation with ATC. Task prioritization and alertness are effective tools for maintaining "Situational Awareness" and assists in "Error Management".



September 18 2023  
Capt. Khalid Muhammad  
Chief of Safety

CC -----

Chief Of Flight Operations  
Chief Pilot Crew Training  
Chief Pilot Standard Inspection  
Chief Pilot Technical  
Chief Pilot Scheduling

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Chief Pilot North  
Dy. Chief Pilot A-320  
Dy. Chief Pilot ATR  
Chief of Safety