

1/19/2023

**FOR YOUR INFORMATION**

2023-7/5-1

1951964

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, FAA (AAS-1)

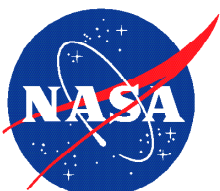
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, ATM DCA Tower, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DCA Airport Taxiway J Ground Conflict Issues

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 1951964

### DATE / TIME

Date of Occurrence 202211  
Local Time Of Day 0601 to 1200

### PLACE

Locale DCA.Airport  
State DC  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower DCA  
Make Model Name A320  
Operating Under FAR Part 121

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower DCA  
Make Model Name B737 Undifferentiated or Other Model  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew Pilot Flying  
ASRS Report Number 1951964

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Critical  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Other / Unknown  
Anomaly No Specific Anomaly Occurred - Unwanted Situation

### NARRATIVE 1

Runway 19 hold short line has been moved. Taxiway Juliet center line markings have been moved 75 feet west. There is a NOTAM for non-standard markings. This change has changed the Tower controller's options for aircraft movements at the hold short line. This is an accident waiting to happen! We were number 1 in the hold bay. Tower instructed us to pull up to the hold short line of Runway 19. Tower changed the plan and cleared a B737-800 to position and hold. This aircraft was holding short on the taxiway Juliet line. As the 737 started to roll it quickly became apparent that the left wingtip of 737 family aircraft hangs over the north-south hold short line by 15 to 20 feet. Same for A320 family aircraft. Luckily, the 737 pilot realized his left wing tip to my nose clearance was not sufficient and he moved off the taxiway Juliet line to allow enough clearance for him to taxi on the runway. Terrible engineering and measurements! Never should have moved the Juliet taxi line! Tower controllers had standard operating procedures and overnight they were made obsolete. Was any training conducted for Tower Controllers with new SOPs? Repaint the hold short lines back the way they were. If not, at least repaint the lines such that there is proper wing-tip clearance by making proper measurements!

### SYNOPSIS

Air Carrier pilot reported an air carrier taxiing onto the runway had to take evasive action to avoid the reporter's aircraft which was at the hold short line. B737 and A320 aircraft taxiing on the new Taxiway J centerline markings at DCA do not remain clear of the north-south hold short line.