

4/9/2025

FOR YOUR INFORMATION

2025-78/5-24

To: Airport Manager, San Diego Int'l Airport (SAN), CA, FAA (AAS-1)

2218603

Info: FAA (AAS-300, AVP-1, AVP-200, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), 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: SAN Taxiway Markings

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 2218603**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	0001 to 0600

PLACE

Locale	SAN.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	SAN
Make Model Name	Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2218603

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2218601

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Ramp
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

Taxi started on B then A, A2, B standard for the construction. I followed the sign to A and went too far and ended up on the right side of A. FO called Ground and told them what had happened, and they sent out an Airport Operations vehicle to make sure we got back onto A safely. No marshaling was necessary. We taxied back onto A and had normal taxi from there.

Contributing was the painted A sign on the ground had marking for a 90-degree right turn and there was another taxi line that I followed that took me to where I wasn't supposed to be.

The A painted on the ground seems like it should be a 45-degree arrow. The yellow taxi line I was on was brighter and more visible than the one I was supposed to be on. I think they should paint over the yellow line as it goes nowhere when it ends. Granted it had changed since the last time I was there.

NARRATIVE 2

Taxiing from Gate XX to Runway 27 at SAN via B, A, A1. Captain turned right onto the non-movement area just before the actual 90-degree turn onto A just prior to the lighted and barricaded construction. Captain was following signs for A and turned too far resulting in the aircraft being to the right of A taxiway. We realized that we had mistakenly exited A onto the non-movement area because we no longer had a taxiway marking and the blue taxiway edge markers were now to our left. Captain stopped the aircraft and I contacted Ground Control to advise them of the situation and request instructions to get back on A taxiway. Ground Control sent out Airport Operations to lead us back on to A taxiway. Once on A taxiway we continued with normal operations.

The markings near the construction are confusing and it was not clear that we should continue forward towards the barricade before making the right turn. The path to the right looked like correct turn and taxiway.

Place a barricade on the right to prevent pilots from inadvertently turning into the non-movement area. Mark a hot spot on the airport diagram outlining that due to construction pilots sometimes mistaken the non-movement area for A taxiway. Issue a NOTAM describing the risk as previously outlined.

SYNOPSIS

Air carrier flight crew reported exiting the taxiway and entering a non-movement area as the markings and signage near the construction were confusing. Airport Operations was called for assistance and the flight crew safely got back onto the taxiway.