

6/3/2025

FOR YOUR INFORMATION

2025-127/5-44

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (ASO-600) 2233325

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM CLT Tower), 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: CLT 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 2233325**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	0601 to 1200

PLACE

Locale	CLT.Airport
State	NC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	CLT
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2233325

PERSON 2

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2233297

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Instructed by Ground to taxi to 36C via Golf, Juliet, Fox, hold short Bravo. Due to unfamiliarity with new taxiway names, procedures, and signage, we continued taxiing on Juliet past Bravo intersection until contacting Ground approximately 50 feet past Bravo.

Cause: Unfamiliarity with standard clearances, running Before Takeoff Checklist which requires FO to point to closeout, and poor taxiway markings, I did not realize where Bravo bisects Juliet. If every aircraft is instructed to hold short Bravo, there should be either a painted line or signage on the south side of Juliet that indicated appropriate hold-short clearance position.

NARRATIVE 2

We were given taxi instructions from East Ground Control (121.9) G – J – hold short of B and contact 121.8. We got tasked saturated and were late to call 121.8 and went past B. When we contacted Ground Control on 121.8 they pointed out that we missed the hold short instruction and then told us to hold short of F.

Cause: Getting task saturated by confirming load closeout and congestion and busy Ramp. Slow down and wait to complete load closeout till free of busy taxi instructions.

SYNOPSIS

Air carrier flight crew reported missing a hold short instruction while taxiing to the runway and cited task saturation and poor taxiway markings as contributing.