

10/1/2025

**FOR YOUR INFORMATION**

2025-245/5-80

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (ASO-600) 2278026

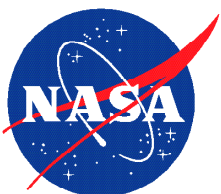
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM CLT Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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



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



**ACN 2278026****DATE / TIME**

Date of Occurrence	202508
Local Time Of Day	1201 to 1800

**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	Captain
ASRS Report Number	2278026

**PERSON 2**

Function - Flight Crew	Relief Pilot
ASRS Report Number	2278058

**PERSON 3**

Function - Flight Crew	Pilot Flying
ASRS Report Number	2279665

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Air Traffic Control
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance

**NARRATIVE 1**

We pushed back from [Gate] XX. After engines started, we were cleared to Spot 24C. We noticed an area of construction in front of us and a scrubbed out yellow line toward the G taxiway. I commented that we cannot taxi there due to the scrubbed line and proximity to the terminal and construction. R taxiway was wide open with no activity around it and I asked my FO to request that taxiway. I believed he requested that taxiway and I believed we were cleared R to J. Apparently we were actually cleared to G taxiway. I taxied out R and was told to stop by the Ground Controller. We were inspected by the city and they concluded there were no safety issues and we were cleared to taxi to Runway 36C and continued to our destination without further incident.

Cause: I was told CLT has 17 construction areas. CLT has a habit of just scrubbing yellow lines. We need those yellow lines to ensure wing and tail clearance. I believe if we would have taxied the way the controller cleared us it would have created an unacceptable risk of a wing or tail contact with other aircraft at [the] terminal and/or near the construction area. CLT is literally the worst airport I have operated at IN THE ENTIRE WORLD!!!! CLT needs an entire review of their operations and we need taxiway lines that we can rely on for wing tip clearance. In addition, we need an ATIS that identifies new and existing areas under construction emphasizing closures with accurate newly labeled "spots" that actually exist on our Jeppesen charts. In the

future, I will not taxi without guaranteed wing and tail clearance. Widebody aircraft should either be towed to an acceptable taxiway with yellow lines, or a follow me truck with wing walkers.

## **NARRATIVE 2**

Was cleared to Spot 24C by Ramp Controller after pushing off of Gate XX. Captain began taxiing towards where he thought 24C was located and then questioned how to proceed in the absence of the taxi line. Ground Controller then issued taxi instruction to proceed via Golf. There was a second communication with the Ground Controller that I couldn't hear, but both pilots in the seat seemed comfortable with how to proceed. Captain saw the construction and absence of the taxi line and thought Taxiway Romeo was Taxiway Golf since Romeo had a visible taxi line and appeared unimpacted by the construction. He turned the aircraft onto Romeo and was directed to hold position by Ground. We were then advised by Ground that we had turned onto the wrong taxiway and that the area would have to be inspected prior to and during our taxi out. City of Charlotte vehicle appeared and inspected the process. They advised that no damage to the construction site had occurred from our engine blast. We continued our taxi to the center runway and the flight continued without further incident.

Cause: I'm new to the aircraft and especially new to role as the Relief Pilot. Expectation bias played a role as expectations were that 24C was within the construction area as well as the historical expectation that Romeo was a useable taxiway and lacked any markings otherwise, lack of taxi lines and spot marking, ATC comms were mildly hostile which may have given the FO a slight pause before questioning further, several distractions forced me to go heads down in the moment and miss that the Captain had made the wrong turn.

## **NARRATIVE 3**

Pushed from [Gate] XX. Ramp cleared us to Spot 24C. Then contacted Ground prior to Spot 24C. Ground cleared us to Runway 36C via G-J-E-U. We taxied by mistake on to Taxiway R. The construction, scrubbed lines, and proximity of gates all aided in our mistaking R for G taxiway, especially given that we are a widebody aircraft.

Recommend Airport Operations to include Taxiway (R/G) restrictions on ATIS with defined times given in Z or L time. THIS was NOT on our ATIS.

## **SYNOPSIS**

Air carrier flight crew reported the lack of clear taxiway lines led a taxiway incursion at CLT.