

12/12/2025

**FOR YOUR INFORMATION**

2025-316/8-31

To: Airport Manager, Albuquerque International Sunport Airport, (ABQ), NM, 2299197  
FAA (ASW-600)

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, AJV-A, ATM ABQ Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ABQ Ramp Procedures

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 2299197

### DATE / TIME

Date of Occurrence	202510
Local Time Of Day	0601 to 1200

### PLACE

Locale	ABQ.Airport
State	NM
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### AIRCRAFT / EQUIPMENT Y

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
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### PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2299197

### EVENTS

Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew

### NARRATIVE 1

Regarding ramp taxi in instructions. Landed Runway 3 and taxied to Gate XX via D A. 10-7 pages were reviewed prior to arrival and we entered the east end of the ramp from A and proceeded via the ramp taxi line to the gate. There was one aircraft parked on an overnight parking spot and the wingtip clearance, though acceptable, seemed to be fairly tight so I reviewed the 10-7 pages again after parking. I then noticed the ramp taxiway line on 10-7 does not connect to A on the east end and became unsure if an east entry was acceptable.

Cause: Recommend 10-7 statement "all aircraft are to proceed to the end of the terminal ramp" be revised as "the end" is ambiguous. "West end" or if an east entry is unacceptable or "east or west end" if both are acceptable. Also, we should've clarified with ATC but the ambiguity wasn't obvious until after the fact.

### SYNOPSIS

Air carrier pilot reported the ABQ 10-7 pages are ambiguous regarding which direction of entry on the ramp is acceptable.