

1/23/2026

FOR YOUR INFORMATION

2026-23/5-12

To: Airport Manager, San Carlos Airport (SQL), CA, FAA (AWP-600)

2313687

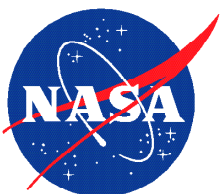
Info: FAA (AVP-1, AVP-200, AAS-300, AAS-1, AFS-260, AFS-200, AJV-A, Director of Air Traffic Operations WSA), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NAFI, NATCA, NBAA, NTSB, Jeppesen Sanderson Inc.

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

Re: SQL 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 2313687

DATE / TIME

Date of Occurrence	202512
Local Time Of Day	1201 to 1800

PLACE

Locale	SQL.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SQL
Make Model Name	Single Engine Turboprop Undifferentiated
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Pilot Flying
Function - Flight Crew	Single Pilot
ASRS Report Number	2313687

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

After landing Rwy 30, I taxied back via taxiways Juliet and Kilo. The taxiway ground markings, particularly centerlines were largely not visible. There was apparently neither light-reflective paint on or visible on the centerlines nor elsewhere on the taxiways. Also, area lighting was largely absent. I queried the SQL tower controller regarding this problem and was told they were aware of the problem.

My assessment. These conditions create a hazard that should be remediated immediately perhaps by at least adding a reflective paint center line to the taxiways.

SYNOPSIS

General aviation pilot reported that the taxiway ground markings are not visible at SQL.