

2/24/2026

**FOR YOUR INFORMATION**

2026-59/5-23

To: Airport Manager, Palm Springs International Airport (PSP), CA, FAA  
(AWP-600)

2321930

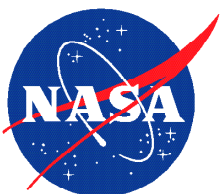
Info: FAA (Director of Air Traffic Operations WSA, AAS-300, AJV-A, AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: PSP Taxiway/Runway Confusion

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 2321930

### DATE / TIME

Date of Occurrence	202601
Local Time Of Day	No Local Time Of Day Stated

### PLACE

Locale	PSP.Airport
State	CA
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	PSP
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2321930

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

### NARRATIVE 1

The recently completed black, and very wide parallel taxiway closest to the terminal is easily confused with the main Runway 31L/13R. Especially if the NOTAMs say PAPIs are out on the main runway and PAPIs are actually working. Compound this with LA Center saying that the SBONO RNAV Arrival is no longer in use, that connects to the RNAV Visual 31L, that if you want to fly may be a late intermediate fix that you need to fly to, to fly a 3.1 glidepath rather than the RNAV GPS with a 3.5 glidepath. The RNAV Visual 31L has a fairly late turn to 31L that can easily be overshoot and roll out on the parallel taxiway. Complicating the visual approach, 31R blends quite well, basically camouflaged with the rest of the airfield as you're fighting +/- 15-kt. winds over the mountains.

On taxi-in we inquired about 31L PAPIs actually working (which are between 31L and very short 31R), the Ground Controller mentioned that they've been trying to get things straightened out with their PAPIs/NOTAMs, and the controller mentioned that a report would help them.

### SYNOPSIS

Air carrier Captain reported it is easy to confuse the recently completed parallel taxiway at PSP with the main Runway 31L/13R.