

4/17/2026

FOR YOUR INFORMATION

2026-133/5-39

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (ASW-600)

2341403

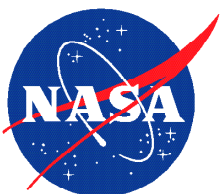
Info: FAA (AAS-300, AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DFW 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 2341403

DATE / TIME

Date of Occurrence	202603
Local Time Of Day	0001 to 0600

PLACE

Locale	DFW.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	DFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2341403

PERSON 2

Function - Flight Crew	Pilot Flying
ASRS Report Number	2340974

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Ground Incursion - Ramp
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

NARRATIVE 1

Upon entry to ramp from EK taxiway, entering spot 23 the lead-in line for Taxiway EK ends suddenly and the new lead-in line for spot 23 is about 10 feet to the left. During night time operations, it is hard to see the new lead-in line and following the taxi line markings can lead to improper aircraft positioning due to its sudden ending. The transition from EK taxi line to spot 23 does not have a (in my opinion) sufficient marking for night time/low visibility operations.

Cause: Night time operations mixed with taxiway lines being obscured and hard to maneuver with construction nearby. Thankfully we mitigated this by having two heads up in the "hotspot" and by taxiing in at a slow speed.

NARRATIVE 2

Turning into ramp at DFW assigned spot 23. Totally dark and noticed lead-in line we followed had no number assigned. Realized this was wrong turn in and then corrected to spot 23.

Cause: Lots of moving construction. Surprised me how easy it was to choose the wrong line in the dark. Possibly 22 line should be blanked out until construction is completed.

SYNOPSIS

Air carrier flight crew reported the lead-in line was confusing and hard to see during night time operations and inadvertently followed the wrong line before correcting back to the correct line.