

4/17/2026

**FOR YOUR INFORMATION**

2026-137/5-42

To: Airport Manager, Minneapolis-St Paul International Airport (MSP), MN, 2340854  
FAA (AGL-600)

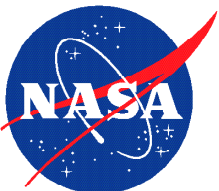
Info: FAA (AAS-1, AAS-300, AFS-200, AFS-260, AVP-1, AVP-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

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

Re: MSP Gate E9 Faded 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 2340854****DATE / TIME**

Date of Occurrence	202603
Local Time Of Day	1801 to 2400

**PLACE**

Locale	MSP.Airport
State	MN
Altitude - AGL	0

**ENVIRONMENT**

Flight Conditions	VMC
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**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

Function - Flight Crew	Captain
ASRS Report Number	2340854

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Other / Unknown
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - General	None Reported / Taken

**NARRATIVE 1**

The lead-in line for E gate at MSP was non-existent, it was almost 100% faded. The only part of the line that was visible was the actual T at the end of the lead-in line for the nose wheel stopping position. Additionally, the red safety line was also very badly faded/with most of the safety zone unmarked completely. In addition, there looked like an old lead-in line had been removed adjacent to the faded line which created a shadow and confusion. We were able to slow down and just take directions from the marshaller and parked in the appropriate spot/angle. I would imagine that other gates in the area are in the same condition.

**SYNOPSIS**

Air carrier Captain reported the lead-in line for a gate at MSP was completely faded and the red safety line was also badly faded with most of the safety zone unmarked.