4/7/2026 **FOR YOUR INFORMATION** 2026-124/5-35

To: Airport Manager, San Francisco International Airport (SFO), CA, FAA (ATM SFO Tower, AWP-600) 2336064

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

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

Re: SFO 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 2336064	
DATE / TIME	
Date of Occurrence	202602
Local Time Of Day	1201 to 1800
PLACE	
Locale	SFO.Airport
State	CA
Altitude - AGL	0
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ground	SFO
Make Model Name	Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135
PERSON 1	
Function - Flight Crew	Captain
ASRS Report Number	2336064
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Clearance
NARRATIVE 1	

While operating a Part 135 charter flight in Aircraft X at SFO, we were instructed to taxi from the ramp to Runway 1R. Ground Control issued progressive taxi instructions; however, due to frequency congestion and perceived pressure from the controller to expedite movement, the taxi clearance was delivered rapidly.

The airport surface environment at SFO is complex, with numerous closely spaced and angled intersections. Taxiway markings in the area appeared faded and were difficult to distinguish, particularly at high-workload intersections. Signage and painted surface identifiers did not provide clear situational awareness in the moment.

While attempting to comply promptly with ATC instructions and maintain flow, we inadvertently taxied onto the incorrect taxiway at one of the intersections. The error was recognized shortly thereafter through cross-checking the airport diagram and outside visual cues. We immediately corrected course and notified Ground Control. No loss of separation or runway incursion occurred.

Contributing factors included: Complex taxiway layout at SFO. Faded or unclear taxiway markings. High workload during taxi phase. Congested frequency. Perceived ATC pressure to expedite. Time pressure associated with Part 135 operations. Crew resource management was utilized to identify and correct the deviation promptly. After recognizing uncertainty, we slowed the aircraft and verified position using the airport diagram before proceeding.

Human Factors: Time pressure. Communication workload. Expectation bias. Reduced situational awareness due to environmental complexity.

Corrective Actions / Recommendations: When operating at complex airports such as SFO, request progressive taxi instructions early and advise ATC if unable to comply promptly. Reduce taxi speed in high-density ramp and intersection areas. If any uncertainty exists, stop the aircraft and clarify position before proceeding. Airport authority should evaluate taxiway marking visibility and signage clarity in the departure areas.

SYNOPSIS

Air taxi Captain reported some SFO taxiway markings and signage were unclear and faded.