

7/2/2026

FOR YOUR INFORMATION

2026-229/5-70

To: Airport Manager, Albuquerque International Sunport Airport, (ABQ), NM, 2367807
FAA (ASW-600)

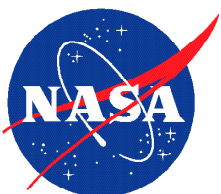
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, ATM ABQ Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ABQ Airport 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 2367807**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	ABQ.Airport
State	NM
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	ABQ
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2367807

PERSON 2

Function - Flight Crew	Pilot Flying
ASRS Report Number	2367809

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Runway
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

While taxiing to Runway 26 via Alpha at ABQ, we mistakenly turned onto Taxiway A3 and crossed the hold short line for Runway 08/26 by a few feet. Captain immediately stopped the aircraft and reported to Ground. Ground acknowledged and subsequently cleared us to cross Runway 08/26 via A3 to continue our taxi.

Cause: A loss of situational awareness occurred due to divided attention. I was distracted by a gate-departure logbook outage and further fixated on an unfamiliar, non-standard ramp marking near A3.

Suggestions: As the PM, it is my responsibility to maintain strict situational awareness and actively cross-check our taxi route to back up the PF. However, I allowed the logbook outage and the unfamiliar ramp markings to divide my attention as well, failing to provide an effective backup. Additionally, having a note or description of the green oval marking on published charts would prevent crew confusion, as it remains highly distracting in its current state.

NARRATIVE 2

When departing ABQ, we were cleared to taxi to Runway 26 via Alpha. While taxiing we mistakenly turned onto Taxiway A3 leading to Runway 26-08. I noticed the mistake and immediately brought the aircraft to a stop, but by this time the aircraft was already a few feet past the hold short bars. I immediately advised

ground that we mistakenly crossed the hold short bars of Runway 26-08. Ground acknowledged and a few moments later cleared us to cross Runway 26-08 via A3 and continue our taxi to Runway 26.

Cause: I allowed unnecessary distractions to pull my attention away from the task at hand, taxiing the aircraft. We departed the gate during a logbook outage. Even though I complied as necessary with company logbook outage SOPs I still found myself running through the steps in the back of my mind as we began our taxi. Additionally there were nonstandard markings on the ramp abeam A3. A large green painted oval with yellow dashes. I had never seen this before and I was unsure if it was acceptable to taxi inside the green circle. Out of precaution I taxied around it, but as I maneuvered the aircraft around the green circle I allowed myself to become fixated on it. It was at this time I lost situational awareness and made the wrong turn onto A3.

Suggestions: As PIC it is required of me to focus 100% of my attention to the movement of the aircraft and not allow myself to become complacent in simple taxi instruction. Additionally it would be helpful there was a note or description of the painted green oval abeam A3 on published taxi charts. As of right now the markings are unclear and distracting.

SYNOPSIS

Air carrier flight crew reported confusing taxiway markings at ABQ led to a runway incursion.