

7/10/2026

FOR YOUR INFORMATION

2026-245/5-76

To: Airport Manager, Albuquerque International Sunport Airport, (ABQ), NM, FAA (ASW-600) 2372025

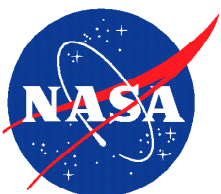
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, ATM ABQ Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ABQ 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 2372025**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	1201 to 1800

PLACE

Locale	ABQ.Airport
State	NM
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	ABQ
Make Model Name	Military Trainer
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Pilot Flying
Function - Flight Crew	Single Pilot
ASRS Report Number	2372025

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	Provided Assistance

NARRATIVE 1

After landing, taxiing to E. Cleared by ground to hold short of Runway 3. Approaching a strange intersection of multiple taxiways, I saw green markings on the ground, and other what appeared to be non-standard markings on the taxiway, even the color green. It was not intuitive and I could not see a runway, rather it looked like just taxiways intersecting. The actual runway threshold is over 300 yards away from that point. I slowed to stop as I was confused with what I saw and intended to stop and ask ground for progressive taxi. I said on Intercommunications System (ICS) to the CFI in the back seat, "Am I supposed to stop here," as I was coming to a stop, and he responded, "No continue to that dog leg to the left." At that point I believe my nose was on or near the hold short line and I heard from ground, Aircraft X no delay cross Runway 3, at which point I continued to taxi on E. I saw what looked like what used to be a hold short line closer to Runway 3 and eventually saw the runway environment and overrun at the departure end of Runway 3. Contributing factors: confusing and non-intuitive hold short and taxiway markings that were not near the runway or like anything I had ever seen; I was stopping at the hold short line when my CFI told me to continue as it was apparently confusing to him as well.

SYNOPSIS

General aviation pilot reported there are confusing markings in green on the taxiway at ABQ.