

7/20/2026

FOR YOUR INFORMATION

2026-254/5-78

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, 2373712
FAA (AEA-600, AJV-A)

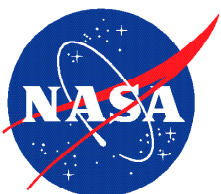
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, ATM DCA Tower,
Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE,
ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS,
IFALPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: DCA Taxiway Signage and 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 2373712**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	1801 to 2400

PLACE

Locale	DCA.Airport
State	DC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Check Pilot
Function - Flight Crew	Pilot Flying
ASRS Report Number	2373712

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2373718

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Was told to enter runway 15 at the departure end and taxi down on the runway and exit on K into the hold bay of 19. When taxiing down while referencing the airport chart/amm (Airport Moving Map) it looked as if it was the second exit to the left. We passed S, and didn't see any signage for K on the eastern side of the runway and accidentally taxied past. Ground told us to simply stop and take the next left on Juliet.

Suggestions: There is a distinct gap and apparent separation between S and K on the eastern side exit of runway 15 on the AMM chart. This is why we were confused. On the eastern side S and K join together with only signage of S visible . In either case we should have clarified with ground that they wanted us off on the first exit

NARRATIVE 2

We were in the holding bay for 15 to burn off fuel since we were overfueled at the gate at DCA. We were told to taxi to runway 19 via runway 15, left on kilo. As we were taxiing down 15 there were no signs indicating a left turn off for taxiway kilo. The taxi chart is misleading because it shows a gap in the pavement between kilo and sierra indicating kilo should be the second left turn off of runway 15. In reality there is no gap in the pavement and both kilo and sierra exit at the same spot. It was tough to see the kilo taxiway line until we had

already passed it and I recognized our gps position on the taxi chart. Before I could speak up ground told us to stop and informed us we missed kilo and to take the next left onto Juliet.

Suggestions: Get rid of the gap in the pavement between sierra and kilo on the taxi chart and AMM (Airport Moving Map). Add proper signage on the ground at DCA to indicate where taxiway kilo is. From a crew standpoint we should have stopped and asked for taxi clarifications

SYNOPSIS

Air carrier flight crew reported that they missed the turn onto Taxiway K from Runway 15 at DCA due to insufficient taxiway signage and confusing chart depiction.