

6/10/2026

FOR YOUR INFORMATION

2026-205/5-56

To: Airport Manager, Portland International Jetport (PWM), ME, FAA (ANE 2359673
-600)

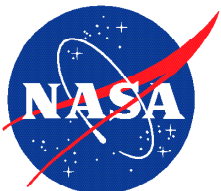
Info: FAA (ATM PWM Tower, AAS-1, AAS-300, AFS-260, AFS-200, AJV-A, AVP-1, AVP
-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A,
AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA,
IPA, NATCA, NTSB, RAA, SWAPA

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

Re: PWM Airport Runway 18 Hold Short Line Issue

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 2359673**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	1201 to 1800

PLACE

Locale	PWM.Airport
State	ME
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
Weather	Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	PWM
Make Model Name	Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Single Pilot
ASRS Report Number	2359673

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

NARRATIVE 1

In low light, high commercial traffic, and intersecting runways in use setting, Ground and Clearance frequency were same guy and they were trying to get planes out and in as weather worsened. There was confusion on my call for clearance, then a rushed taxi instruction. Taxiing to Runway 18, there is a noise abatement sign, which when read, distracts pilot from displaced hold short line well before the turn to the runway from Taxiway C. Easy to miss hold short line. Moving the noise abatement sign and making the hold short line distinct from it would lessen confusion, as would staffing Ground and Clearance Delivery frequencies.

SYNOPSIS

General aviation pilot reported the noise abatement sign at PWM airport distracts pilots from the hold-short line.