

6/11/2026

FOR YOUR INFORMATION

2026-210/5-58

To: Airport Manager, San Francisco International Airport (SFO), CA, FAA 2359009
(ATM SFO Tower, AWP-600)

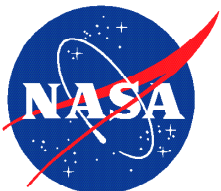
Info: FAA (AAS-1, AAS-300, AFS-260, AJV-A, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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 2359009**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	1801 to 2400

PLACE

Locale	SFO.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SFO
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2359009

EVENTS

Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Ground Event / Encounter - Vehicle
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

While on the takeoff roll on Runway 28L at SFO at XA:00, a super tug with an aircraft attached taxied from one of the Runway 1s (relatively confident it was 1R) directly up to the edge of our active runway. The speed and timing of their approach left us with essentially zero margin to initiate a safe rejected takeoff had the vehicle/aircraft not stopped in time.

The tug was not on Tower frequency, so I did not hear any clearance or acknowledgment. Given the circumstances, I believe a rejected takeoff would have been fully justified. I elected not to call for one only because of trust in the ATC system – a trust that has been called into question recently.

There is no hold-short line painted on the Runway 1s. As a result, the tug proceeded all the way to the edge of the white runway designation line for 28L. This created another serious time/distance dilemma for deciding whether to reject. Runway monitoring systems and stop-bar lights on the Runway 1s are presumably inoperative due to ongoing construction and vehicle traffic. Had they been active, the lights on 28L probably could have illuminated given the tug's rate of closure.

SFO's runway width is published as 200 feet. Aircraft X exceeds this, as do larger aircraft. While it was impossible to accurately judge lateral separation at night during the takeoff roll, the absence of a hold-short line raises legitimate concerns about wingtip clearance. From my observation, the tug and attached aircraft stopped right at the edge of the 28L runway line.

SYNOPSIS

Air carrier First Officer reported SFO Runways 1L and 1R do not have hold short lines due to ongoing construction and a tug was observed driving right to the edge of Runway 28L during takeoff roll.