

9/8/2026

FOR YOUR INFORMATION

2026-308/5-91

To: Airport Manager, Hartsfield-Jackson Atlanta Int'l (ATL), GA, FAA (ASO-600) 2390605

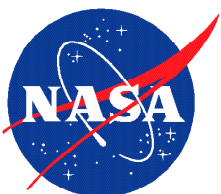
Info: FAA (AVP-1, AVP-200, AAS-300, AAS-1, AFS-260, AFS-200, ATM ATL Tower, Director of Air Traffic Operations, ESA South, Runway Safety Team), A4A, ALPA, APA, ASAP, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, CAPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ATL 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 2390605**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	0601 to 1200

PLACE

Locale	ATL.Airport
State	GA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	ATL
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	2390605

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued Advisory / Alert
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

We landed in ATL per SOP. After landing on [Runway] 28, tower told us to taxi SC, cross 27L, left on N, join W and contact ground on W. We complied and once on W, I attempted to call ground 3 – 5 times or so. Ground never responded back to us. Controller was extremely busy with other traffic due to thunderstorms in the area. We were going for our ramp entry point. After doing the W loop, we were approaching our ramp entry point, so I told the captain I'm going to radio 2 to call ramp. Ramp cleared us in via left side of terminal ramp to the gate. However as we were approaching the ramp entry point, the ground controller called us and said we didn't have clearance to be where we were. We told them we thought we had clearance and was cleared into the ramp entry point. Controller had us stop and stay where we were (which was basically at the ramp entry point at this point). We waited there for about 5 minutes until they cleared us to continue taxiing into the ramp. There were never any aircraft near us and we weren't a traffic hazard to anyone. After blocking in, we realized that Taxiway W turns into Taxiway L. There isn't a hold short line separating the two taxiways. We had clearance to go onto W, but never had clearance to technically continue onto L before reaching the ramp entry point. If you look at the Victor loop on the north side of the airport, they have a hold short line at the end of Taxiway V, so you know to hold short before entering the next taxiway. However, Taxiway W does not have that. The captain and I both thought we complied with the instructions correctly to begin with, but looking back I do see we entered L without proper 'clearance.' We apologized to the ground controller for the confusion and no phone number was given out.

SYNOPSIS

Air carrier First Officer reported the flight crew entered Taxiway L at ATL without proper clearance as there was no hold-short line to separate taxiways W and L.