

6/6/2024

**FOR YOUR INFORMATION**

2024-116/5-46

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, FAA 2112888  
(AAS-1, ATM DCA Tower)

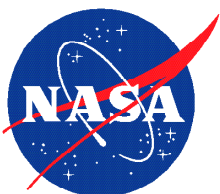
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, AEA-600, AFS-260, AFS-200,  
Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE,  
ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA,  
IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DCA 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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2112888

### DATE / TIME

Date of Occurrence	202404
Local Time Of Day	1201 to 1800

### 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	Pilot Flying
ASRS Report Number	2112888

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - General	None Reported / Taken

### NARRATIVE 1

Instructed to cross Runway 15 and continue J to 19. Another aircraft was also instructed to cross 15 on K into the hold block. We waited for two arrivals and then we were cleared to line up and wait. Several markings on J, old and new made us concerned that we were in the wrong area to hold short but couldn't readily see. After line up and wait, a normal takeoff occurred.

Although already listed as a hotspot, this hold short area for 19 is very congested and can be confusing.

### SYNOPSIS

Air carrier Captain reported not being in the proper ATC assigned holding position prior to the runway due to multiple old and new markings on the taxiway at DCA.