

1/23/2026

FOR YOUR INFORMATION

2026-21/11-5

To: Airport Manager, Richmond Int'l Airport (RIC), VA., FAA (AEA-600),
Jeppesen Sanderson Inc.

2314063

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

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

Re: RIC Taxiway Charting

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 2314063

DATE / TIME

Date of Occurrence 202512
Local Time Of Day 0001 to 0600

PLACE

Locale RIC.Airport
State VA
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2314063

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly Deviation / Discrepancy - Procedural - Weight and Balance
Anomaly Ground Event / Encounter - Fuel Issue
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

On day 3 of a four day trip, my crew and I arrived at our gate in Richmond, and I noticed that we had a lot of fuel, including over 500 lbs above what was planned on the release. Sure enough, the ACARS data revealed that we were overweight by 789 lbs. I knew we would need to burn quite a bit of gas, so Dispatch was notified, and he changed our ALT to ZZZ, thereby allowing a lower min fuel requirement. After pushback, Ground Control gave us taxi instructions of A, E, U, hold short of G. Then, he instructed us to hold short of U5, which I read back. When looking at the RIC 10-9 page, that taxiway was not depicted, so I conferred with my First Officer who advised ground that we could not find it on our charts. The Ground Controller had alluded to the fact that the diagrams were not the same, so he cleared us to hold short of the next intersection after G. I elected to hold short of U3, and we waited there until our FOB was within ACARS takeoff limits.

Suggestions: While not a threat to air safety, the fact that what we as pilots see on our Jeppesen plates may not be the same as what Ground Control uses can be a cause for a potential taxi deviation. Once this gets resolved, it will eliminate any confusion for both inbound and outbound crews.

SYNOPSIS

Air carrier Captain reported a discrepancy between the RIC ATC Ground clearance and the taxi chart where the issued taxiway clearance name was not depicted on the taxi chart.