

6/18/2026

FOR YOUR INFORMATION

2026-214/5-61

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (ASW-600), 2358070
Jeppesen Sanderson Inc.

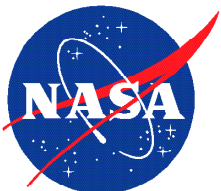
Info: FAA (AAS-300, AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team, AJV-A), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DFW Airport Taxiway Spot 25 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 2358070**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	1801 to 2400

PLACE

Locale	DFW.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	DFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2358070

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

On Day 0, approximately XA:30. Aircraft X. DFW – ZZZ. Aircraft X pushed from DFW Gate XX and was released at the 'X' by the ground crew. Ramp cleared Aircraft X to taxi out to Spot 25. Using the Jeppesen Airport Moving Map (AMM) on page 10-9 of the 'Taxi' tab, Spot 25 appeared to be south of the three light poles.

Construction, light poles and spot locations are accurately depicted on company page. Ramp notified the crew that Spot 25 was to the left and that we were the second aircraft to taxi towards Spot 26 in lieu of 25. There was plenty of space to turn left back to Spot 25. The aircraft's magenta dot is on the line for Spot 25, but north of the number 25 on the AMM. The chart depicts 25 in a non-taxi area with light poles and construction staging equipment.

Cause: Geospatial data is not slewed precisely between the GPS position and the Jeppesen chart. Perspective taxiing from XX alley made Spot 25 looked precariously close to the three light posts and more maneuvering space was open near Spot 26.

Recommendations: Resync or recalibrate the GPS signal accuracy for electronic devices if needed. Paint the number 25 with arrow on taxi line where the fork is to clarify. Update the Jeppesen chart by moving Spot 25 exactly adjacent to the line. Limit use of Spot 25 until construction is complete or discrepancies listed above are resolved.

SYNOPSIS

Air carrier pilot reported a discrepancy with the location of Spot 25 at DFW.