

6/4/2026

FOR YOUR INFORMATION

2026-197/11-35

To: Airport Manager, Dublin Airport (EIDW/DUB), Ireland, Jeppesen
Sanderson Inc.

2357063

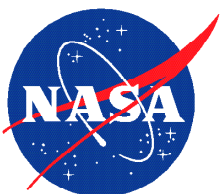
Info: FAA (AFS-260, AFS-200, NYC-IFO, AVP-1), ATSG, ALPA, IFALPA, APA, ASAP,
A4A, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB, Irish Aviation Authority (IAA)

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

Re: EIDW/DUB 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 2357063**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	0601 to 1200

PLACE

Locale	EIDW.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	EIDW
ATC / Advisory - Ground	EIDW
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	2357063

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Excursion - Ramp
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Taxiway B1 and pushback spot Q do not appear on our charts. It appears that Taxiway T no longer exists and has been replaced by Taxiway B1. After the completion of our pushback our aircraft position on the Airport Moving Map (AMM) indicated that we were off the airport's prepared surface. We were giving instructions to taxi via B1. We could only determine our location using airport markings. My FliteDeck Pro app was current and updated before the flight. Additionally, it showed "all data current / data is current" during the event.

SYNOPSIS

Air carrier First Officer reported Taxiway B1 and the pushback spot Q at EIDW airport do not appear on their FD Pro charts.