

8/15/2024

**FOR YOUR INFORMATION**

2024-154/5-59

2136566

To: Airport Manager, Dublin Airport (EIDW/DUB), Ireland

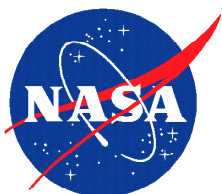
Info: Irish Aviation Authority (CAA), FAA (AFS-260, AFS-200, NYC-IFO, AVP-1),  
ATSG, ALPA, IFALPA, APA, ASAP, ATA, IATA, CAPA, ICAO, ICASS, IPA,  
NBAA, NTSB

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

Re: EIDW/DUB Airport Signage and 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 2136566

### DATE / TIME

Date of Occurrence 202406  
Local Time Of Day No Local Time Of Day Stated

### PLACE

Locale EIDW.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew Captain  
ASRS Report Number 2136566

### EVENTS

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

### NARRATIVE 1

Taxiing out for departure in DUB to runway 28R we were told from taxiway holding point Neptune to proceed to runway 28R via N1 and line up and wait. We proceeded after the runway stop bars located immediately after N2 intersection were turned off. We continued via N and made the turn towards the runway end. I was surprised to find that other than a taxiway centerline there are no markings, no hold short markings, or runways identification as all have been covered up. Paint on the taxiway surface looks like it is being repainted. Other than our Nav Display there is no way to reference runway 28R (other than experience.) I double checked NOTAMs after takeoff and confirmed that there is no mention of this work in progress. Visibility was good but this could become problematic in reduced visibility. The only thing that I can come up with is the technical hold short point / markings are the red lights right after Neptune/ N2 intersection and that is considered the entry point to the runway for full length. Just an observation that caught us off guard since that is not what we are expecting to see. There was no painted taxiway painting alerting us to the fact that we were approaching the runway either right after N2 or closer to the runway.

### SYNOPSIS

Air carrier Captain reported a lack of airport signage and runway identification markings at EIDW/DUB as the taxiway was undergoing re-painting.