

Wrong Surface Landing Risk as Hot Spots

Presented to: Aeronautical Charting
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Date: October 25, 2018



Federal Aviation
Administration



Issue

- Wrong Surface Landing (WSL) risk is one of the ATO Top 5 hazards for the 2nd year in a row.
- One of the Runway Safety Group's key outreach mechanisms is through published flight information.
- We have several airports in the NAS that use hot spots to identify wrong surface landing risk and the runway safety group would like to continue to use hot spots to alert pilots this risk.



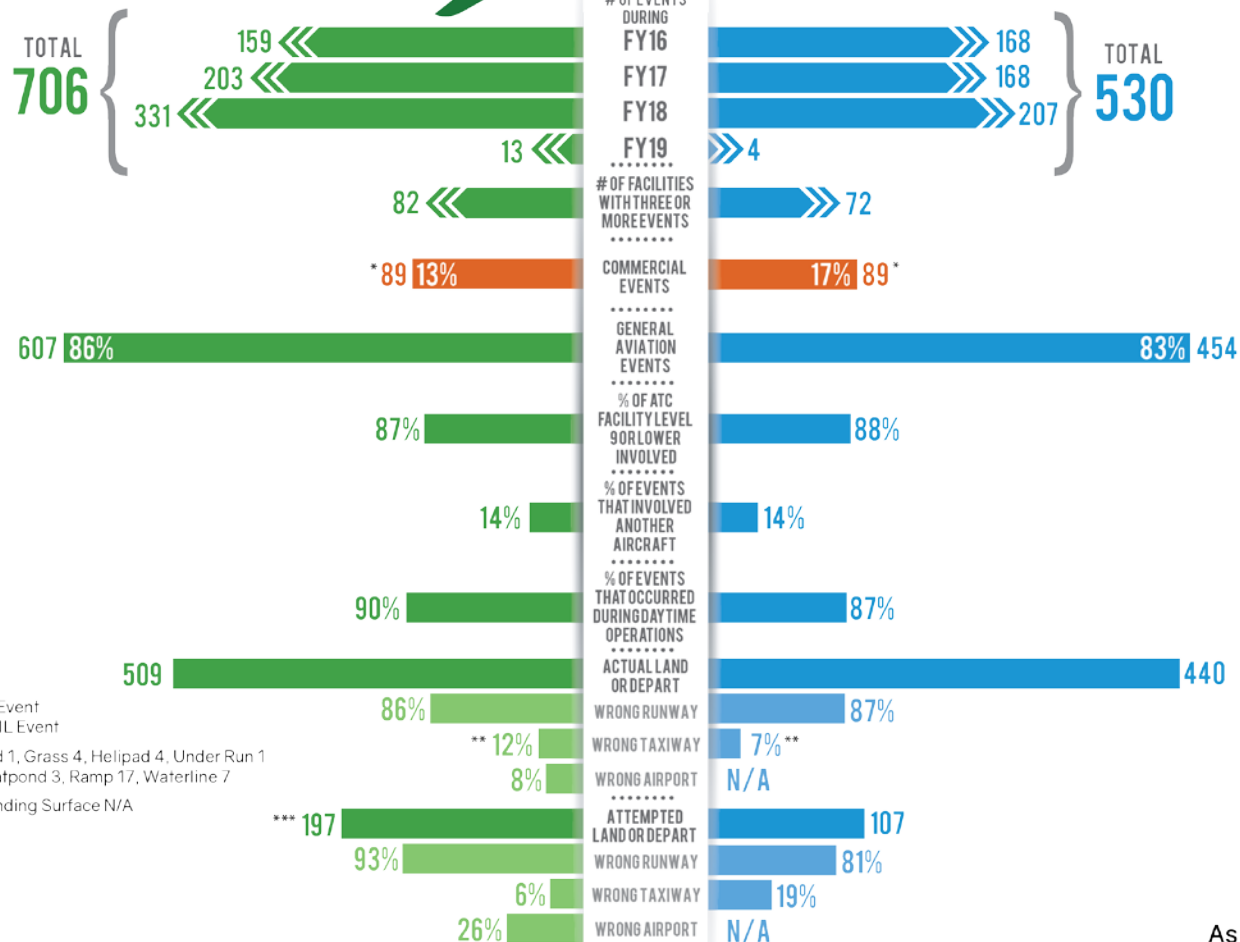


Wrong Surface Operations

ARRIVALS

&

DEPARTURES



* Arrival: 10 MIL Event
Departure: 4 MIL Event

** Arrival: Dirtroad 1, Grass 4, Helipad 4, Under Run 1
Departure: Floatpond 3, Ramp 17, Waterline 7

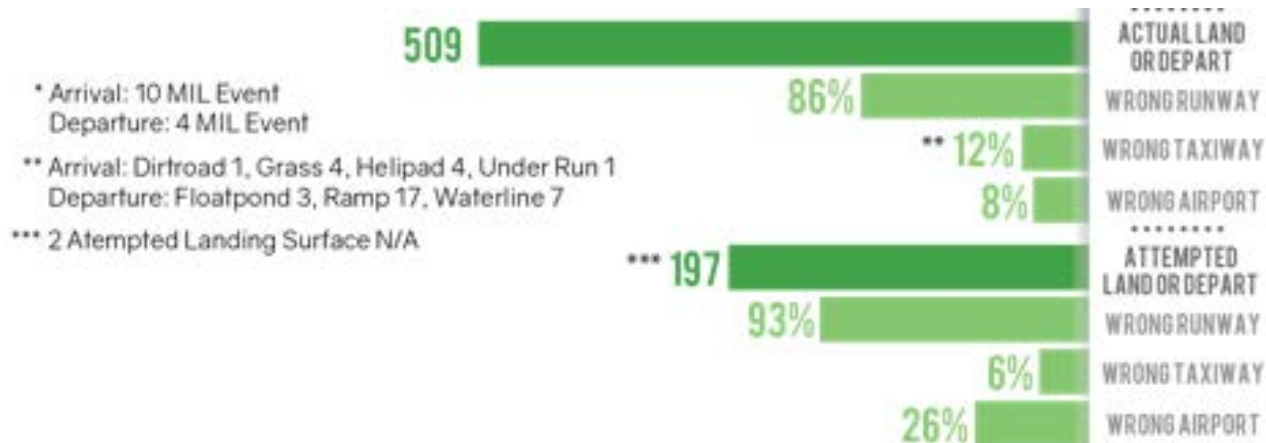
*** 2 Attempted Landing Surface N/A

As of 10/22/2018





Wrong Surface Operations

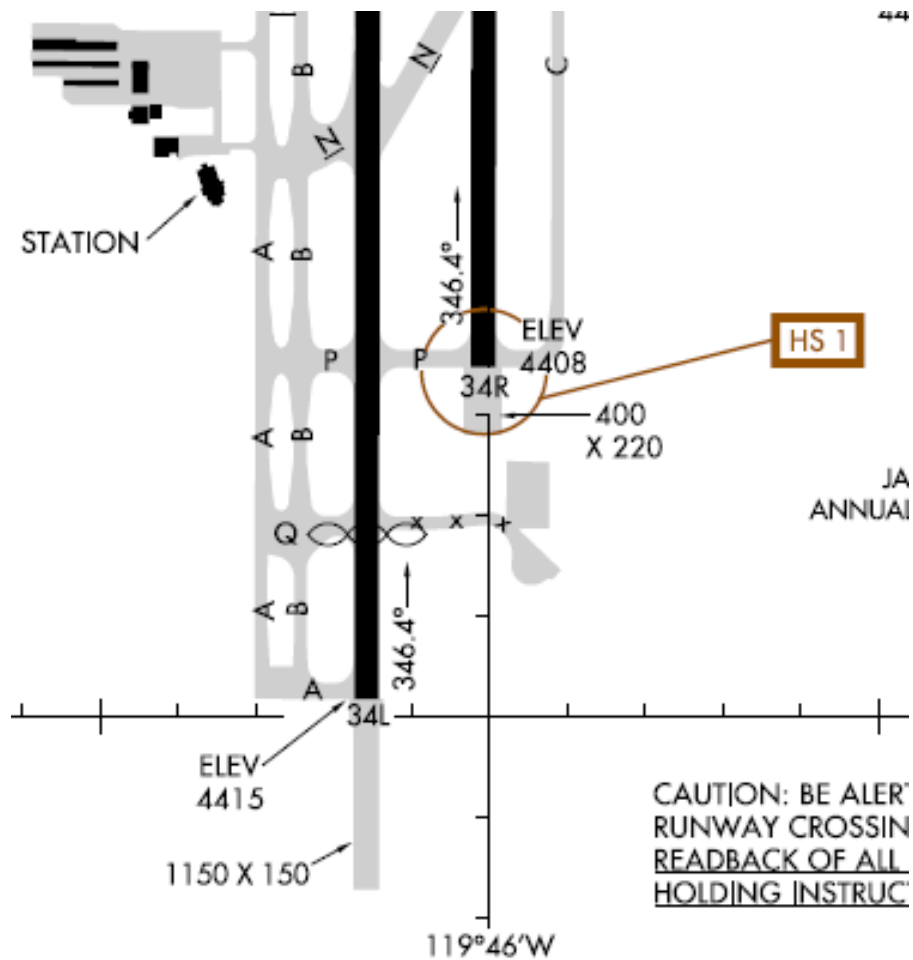


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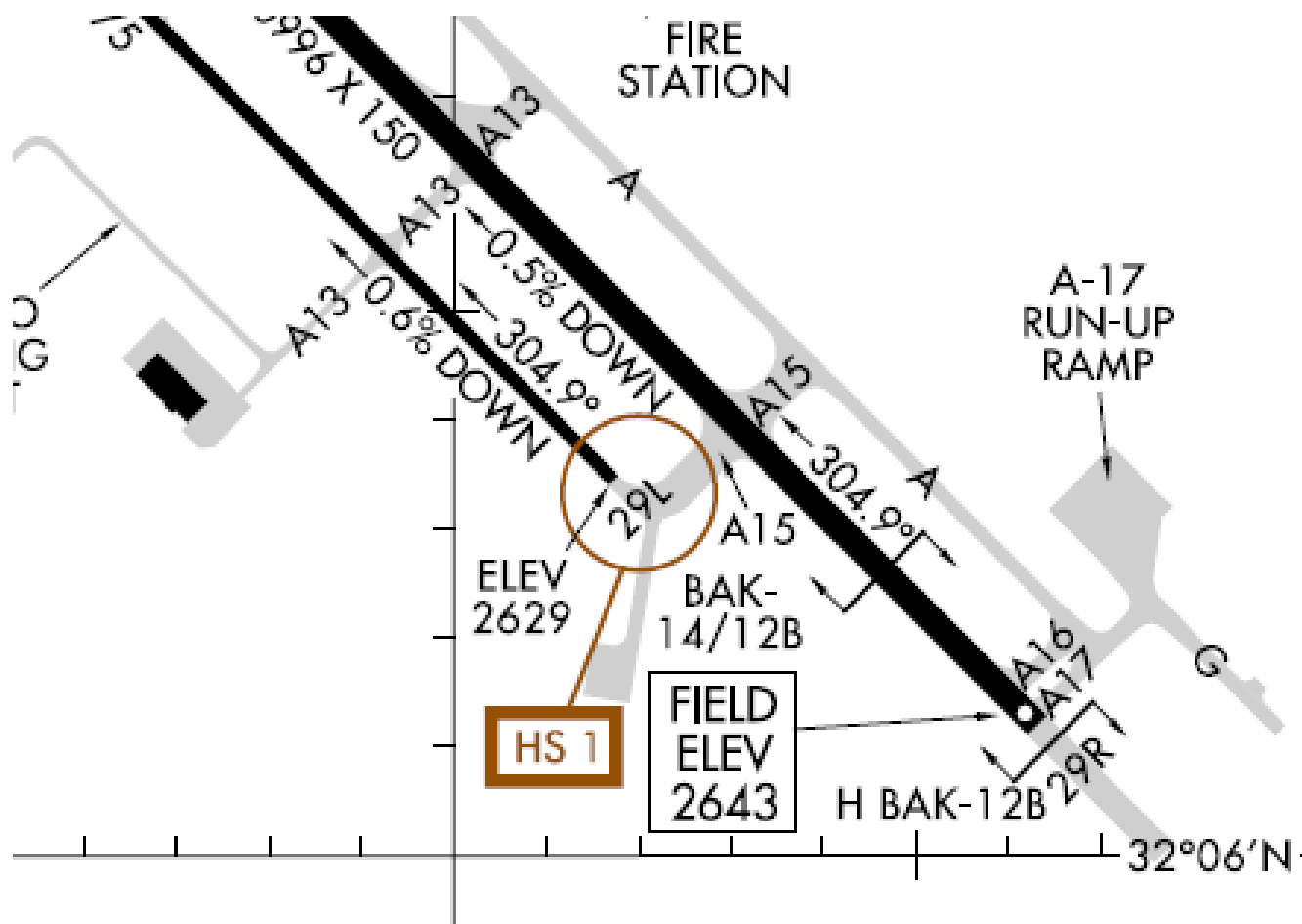




HS 1

Wrong rwy ldg risk – Rwy 34L mistaken for Rwy 34R.
Rwy 34R thld is 2,000 feet offset to the North.



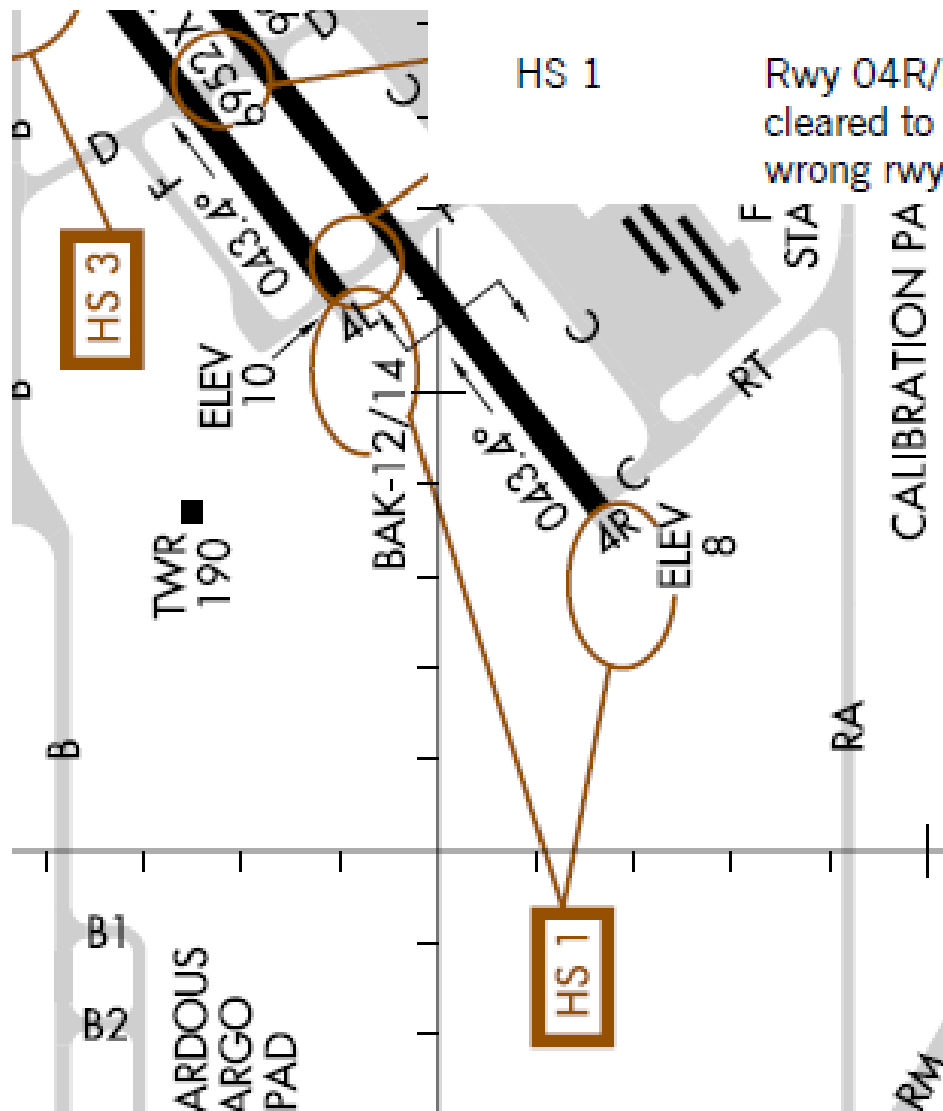


HS 1

Rwy 29R sometimes mistaken for Rwy 29L.



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HS 1

Rwy 04R/Rwy 04L thresholds: wrong sfc ldg risk. Pilots cleared to land Rwy 04L or 04R sometimes land on the wrong rwy.



Charting standard

Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations.

Airport Diagrams are not intended for use in approach and landing or departure operations.

An airport diagram assists pilots in identifying their location on the airport, thus reducing requests for “progressive taxi instructions” from controllers.



Proposal

The Runway Safety Group's position is that WSLs are surface events and do qualify for publication as a hot spot under the aforementioned standard.

WSLs are classified as Surface Events. They are further broken down into a Runway Incursion (wrong surface is a runway) or Surface Incident (wrong surface is other than runway). Reference FAA Order 7050.1B Runway Safety Program.



Definitions

Definitions per 7050.1B

Surface Event. An occurrence at an airport involving a pedestrian, vehicle, or aircraft on the defined airport movement area that involves either a runway excursion, or an incorrect presence, unauthorized movement, or occurrence that affects or could affect the safety of flight of an aircraft.

Runway Incursion. Any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.

Surface Incident. Unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.



Recommendation

Adopt the premise that a WSL is a surface event and no change to the existing standard is required.

Alternately, if the panel does not agree that the existing verbiage includes WSLs as surface events, then the Runway Safety Group petitions the panel to make the appropriate changes to the standard's verbiage. This will allow the continued use of hot spots to alert the pilots to the WSL risk.

