

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 14-02 – October 28 - 30, 2014

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 14-02-286

Subject: Airport Diagram Symbol for Runway Holding Position Markings

Background/Discussion:

Runway Incursions have been attributed to pilots crossing runway holding position markings because the markings were placed in an unexpected or non-typical location. Such is the case in SEA. Several Runway Incursions (RI) took place in SEA at Taxiway Foxtrot and Runway 34R, one of which involved an air carrier aircraft missed the markings and crossed under a departing air carrier aircraft. In this case, Taxiway Foxtrot is a taxiway that meets the runway entrance at an angle and the holding position marking is unexpectedly encountered prior to the entrance. (See graphic at the end of this document.) Actions taken to mitigate this threat included the then Director of Runway Safety, Wes Timmons, coordinated with charting to chart the runway holding position marking location and published a hot spot. The following is the hot spot description that was published as a result of the RIs that took place at this location on SEA airport.

HS 3 Acft exiting Rwy 34C at Twy F sometimes enter Rwy 34R
without authorization, taxi distance is very short and
pilots should use caution to stop at hold line unless
authorized to cross the rwy.

Please see image of Hot Spot 3 and SEA airport diagram at the end of this document.

Another example of pilots involved in RIs due to encountering the holding position marking at an unexpected location is North Las Vegas Airport (VGT). VGT was the nation's leading airport for runway incursion in 20011/2012. Over 90 % of the PDs that occurred during this time period were attributed to itinerant pilots that completed the run up checks and then crossed the hold bar without authorization. Of those pilot interviews Runway Safety Program was able to capture, the common theme was pilots encountering the hold position marking unexpectedly. The rate of RIs were so high that the condition caused the FAA and Clark County to redesign the run up area and runway entrances.

Runway Incursion remains a high priority for the FAA. Providing Pilots and other stakeholders timely, accurate, and meaningful information is key to mitigating Runway Incursion.

Recommendations:

Develop standard(s) that would establish standard symbols to be used in charting runway holding position markings and ILS holding position markings on airport diagrams when these locations were determined to be in non-typical locations, causing pilot confusion or potentially causing pilot confusion, resulting in a surface event/error.

Comments: The following graphics are provided for references to the above background para.



SEA HOT SPOT 3

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