

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting – October 24 - 25, 2018**

**RECOMMENDATION DOCUMENT**

**FAA Control #18-02-326**

**Subject: Change to Hot Spot Publishing Requirements**

**Background/Discussion:** Currently the interpretation of the airport diagram publishing requirements limits hot spot (and other) information to “ground movement only”. This has been interpreted to exclude wrong surface landing risks, as the risk begins while airborne, or during approach and landing.

**Recommendations:** Allow publishing of wrong surface arrival risks on airport diagrams.

**Comments:** While wrong surface landing risks need to be addressed while airborne, if a wrong surface landing happens, the risk is on the ground.

**Submitted by:** Cheri Walter  
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**Date:** 17 Aug 2018

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**MEETING 18-02**

Cheri Walter, FAA/AJI-141, [presented this recommendation](#). Cheri stated that Wrong Surface Landing (WSL) risk is one of the Air Traffic Organization’s Top 5 hazards. WSL events occur when aircraft tries to land on the wrong runway or taxiway. She said that there is an average of one WSL event per day. Cheri said that the Runway Safety Office’s position is that WSLs are surface events and should qualify for publication as a Hot Spot on Airport Diagrams. She pointed out that there have already been several WSLs published as Hot Spots.

Valerie Watson, FAA/AJV-553, [showed the audience](#) the text from the Aeronautical Information Manual (AIM), the Chart User’s Guide, the Terminal Procedures Publication (TPP) Legend, and the TPP Hot Spot page. She pointed out that they all have language describing the purpose of Airport Diagrams as assisting in the movement of ground traffic and not for use during approach or landing operations and that Hot Spots are to be used to highlight locations with an increased risk during surface operations. She explained that there is no expectation that a landing pilot would consult an airport diagram prior to alighting. In practice they might, but that is not the expectation. John Barry, FAA/AIR-6B1, agreed that it is unrealistic to expect that pilots on approach are looking at the airport diagram. Rune, AOPA, agreed and also said that he had

seen the safety study and there was not a recommendation to revise Hot Spots to mitigate landing risk.

Valerie explained that the few existing Hot Spot descriptions that were published using the words “wrong surface *landing* risk” were published in error and should have been reworded by the Airport Mapping Team in conjunction with the Runway Safety Office prior to publication. Bob Carlson, FAA/AJV-524, stated that the Airport Mapping Team would work with Runway Safety to arrive at text acceptable for the errant entries so that they can be republished in compliance with current guidance. Bob suggested that simply removing the term “landing” so that these entries read “wrong surface risk” would probably solve the issue in most cases. Cheri agreed with this plan, will work with the Airport Mapping Team to correct the existing errant entries and will ensure that future Hot Spot submissions from Runway Safety do not speak to “landing” risk.

Charles Wade, Delta Air Lines, asked if the FAA has criteria that identifies which areas of an airport are high enough risk to qualify as a Hot Spot. Cheri said that there is no specific criteria, but that they are charted at airport locations that have known issues. Rich Boll, NBAA, said that there seems to be a growing use of Hot Spots for issues other than runway incursions. Cheri said that her office does a lot of coordination locally to determine problem areas, but agrees that the decision to create a Hot Spot is subjective. She said that her office tries to be proactive rather than reactive, while at the same time trying to keep the number of published Hot Spot to a minimum.

Valerie indicated that Airport Mapping Team will work with the Runway Safety Office on the specific verbiage to use in order to correct the errant published Hot Spots that contain “landing” risk wording. She also pointed out the consensus of the room that Hot Spots have started to proliferate and that perhaps the Runway Safety Office should look into tightening publication requirements to reduce the number of Hot Spots and to ensure that Hot Spots are not used for identifying commonplace airport situations (such as short taxiways between runways) that pilots are expected to know how to handle. Cheri agreed and stated that she would take this input to her management in Runway Safety.

**STATUS: CLOSED**