AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 22-02 – October 25-27, 2022

RECOMMENDATION DOCUMENT

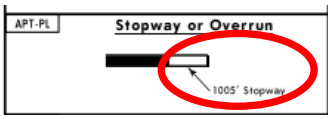
FAA Control #22-02-375

Subject: FAA Charting depictions of stopways and blast pads

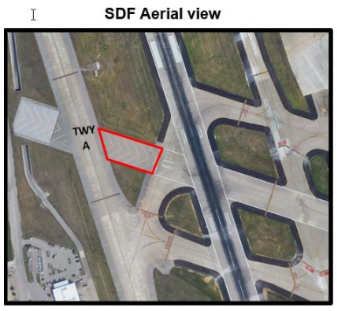
Background/Discussion: In 2020, a low-speed runway excursion at SDF occurred when a UPS aircraft exited the end of Runway 29, taxiing onto a stopway. Stopways and blast pads, (which are painted with yellow chevrons) according to the AIM 2-3-3, are not supposed to be used for taxi.

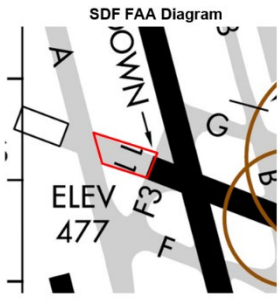
After the event, the flight crew indicated that they believed the area was usable for taxi, based on the airport diagram they were using. A subsequent review in conjunction with the 2021 SDF Runway Safety Action Team meeting revealed that the stopway depiction on both the FAA and Jeppesen Airport Diagrams appeared the same as taxiways.

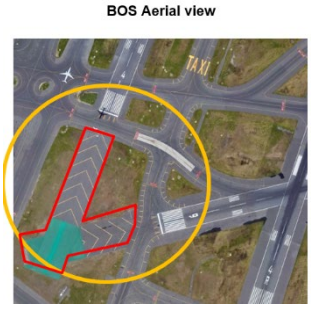
I reached out to Jeppesen to alert them about this discrepancy. Jeppesen has since agreed to correct the stopway depiction on their SDF Diagram. The stopway will now appear in accordance with their charting legend indicated in this figure:

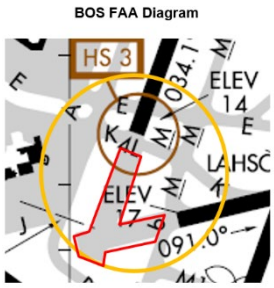


However, the FAA Charting standards depict all stopways, taxiways, and ramps using the same shading. This is potentially confusing for flight crews at airports where stopways are traversed by taxiways. (e.g. SDF, PHL, BOS). See SDF and BOS, below:









In situations where visibility is limited, or painted chevrons are obscured by contaminants such as snow or ice, a flight crew referencing their FAA Airport Diagram might mistakenly believe the surface to be usable for taxi. Such a mistake could cause damage to the aircraft, or the airport surface itself, as they are not typically stressed for use as taxi surfaces.

Recommendations:

Change the depiction of stopways on FAA airport diagrams to appear differently than taxiways. Changing the chart image would prevent potential flight crew confusion in situations where visibility is limited, or painted chevrons are obscured by contaminants such as snow or ice.

Comments:

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MEETING 22-02

Greg Petto, FAA/TCID1-SDF, presented the new recommendation. He explained that a low-speed runway excursion at Louisville Muhammad Ali Intl (SDF) airport occurred when an aircraft exited the end of a runway and taxied onto a stopway. The flight crew indicated that they believed the area was usable for taxiing because the FAA-produced airport diagram depicted the stopway in gray screen, the same as a taxiway. Greg recommends that the FAA change the depiction of stopways and blast pads on airport diagrams so they can be clearly differentiated from taxiways.

Rich Boll, NBAA, said the areas presented in this recommendation are not stopways, but are blast pads. A stopway is usable in the event of an aborted takeoff, is included in performance planning and is associated with the runway declared distances. Carlton Lambiasi, FAA/AAS-120, agreed and said most airports have blast pads, but do not have stopways. Carlton asked if there is a need to depict a stopway on the chart at all. If they cannot be used by the pilot he thinks they should be completely removed from the airport depiction.

Valerie Watson, FAA/AJV-A250, pointed out that ICAO guidance supports depiction of stopways differently than taxiways (see ICAO depiction) and voiced support for the U.S. adopting something similar. She then asked how the AJV-A charting offices, without doing declared distance assessments, can confirm if an area should be charted as a stopway or blast pad. She said the information needs to be accurately provided by the airport and is concerned that currently it may not be. Jeff Lamphier, FAA/AJV-A240, agreed and said this information is not contained in a database and is self-reported by the facility.

Valerie said the source piece will have to be worked internally, but asked the audience if there is agreement that stopways should be depicted differently if their existence can be confirmed as such by source. Mike Stromberg, UPS-IPA, agreed stating that if you don't want a pilot taxiing on an area, you need to change the way it is charted. Rich said from a pilot's view out the window, both stopways and blast pads are marked on the ground with chevrons. Mike Rottinghaus, FAA/AAS-110, confirmed that blast pad and stopway surface markings are painted in the same chevron pattern. Mike Crim, private pilot, suggested using chevrons on the Airport Diagram to match the symbol on the runway in both instances.

Valerie said she agrees with Mike's the suggestion to chart the chevron symbol for both stopways and blast pads as that is how the surface is actually marked and chart compilers would not need to discriminate between the two. Chevrons have meaning to pilots, i.e. don't taxi here. Rich said that while he doesn't necessarily think it is necessary to depict blast pads and stopways at all, he would support a charting standard to depict them with chevrons.

Mike Crim asked if the current blast pad/stopway text would be removed if the new symbol is used. Valerie said yes, the symbol would appear in the legend making identifying text unnecessary.

Valerie summarized that there was audience support that if there is a confirmed blast pad or stopway, it should be depicted with chevrons and explained as such in the legend. Jeff said he agrees with the proposal and his team will draft an Interagency Air Committee (IAC) Specification change for the revised depiction of stopways and blast pads when provided by source.

STATUS: OPEN

ACTION: Jeff Lamphier, FAA/AJV-A240, will report on the proposed Interagency Air Committee (IAC) Specification change for a new depiction of stopways and blast pads at the next meeting.

MEETING 23-01

Jeff Lamphier, FAA/AJV-A240, presented a prototype of the proposed change to the depiction of blast pads and stopways on Airport Diagrams. The recommendation is to show the areas with a chevron pattern when provided by source. No ACM concerns were raised with the proposed depiction. Jeff said he will draft an Interagency Air Committee (IAC) specification change.

STATUS: OPEN

ACTION: Jeff Lamphier, FAA/AJV-A240, will report on the proposed Interagency Air Committee (IAC) Specification change for the revised depiction of stopways and blast pads.

MEETING 23-02

Jennifer Hendi, FAA/AJV-A250, reported that the Interagency Air Committee (IAC) specification change for the revised depiction of stopways and blast pads is currently in signature process. Once signed, the Chart Supplement team will identify an implementation date. Jennifer will report on this issue at the next ACM.

STATUS: OPEN

ACTION: Jennifer Hendi, FAA/AJV-A250, will report on the status of the Interagency Air Committee (IAC) specification change for the revised depiction of stopways and blast pads.

MEETING 24-01

Jennifer Hendi, FAA/AJV-A250 reported that the Interagency Air Committee (IAC) specification change for the new symbol for stopways and blast pads was signed by the IAC. The Airport Mapping team is planning to begin implementation of the new symbol in Summer 2024. This item will remain open to report on the implementation of the change at the next ACM.

STATUS: OPEN

ACTION: Jennifer Hendi, FAA/AJV-A250, will report on the status of the implementation of the IAC Specification change for the revised depiction of stopways and blast pads.

MEETING 24-02

Jennifer Hendi, AJV-A250, reported that the specification change for the use of the chevron symbol has been approved. Implementation of the new stopway depiction will begin with the 31 October 2024 publication cycle. A Charting Notice was issued on July 10, 2024, announcing the change to the symbology. The Terminal Procedures Publication (TPP) legend and the Chart Users' Guide have been updated. There are 48 airports total that will have chevron symbology applied to the airport diagrams. Jennifer said that all actions are now complete, and this item can be closed.

STATUS: CLOSED