



Federal Aviation Administration

CHARTING NOTICE

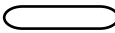


Date: October 20, 2022

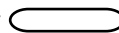
To: Users of FAA Airport Diagrams and Chart Supplements

From: Aeronautical Information Services

Subject: Arrival Alert Notice (AAN) and Airport Diagram Symbols for Wrong-Surface Hot Spots

Background: Numerous wrong-surface events have occurred which present a possible safety risk to the aviation industry and the flying public. Wrong-surface alignment has risen to the level of a Top 5 Safety Issue for the Federal Aviation Administration (FAA) Air Traffic Organization (ATO). Currently, wrong-surface hot spots are depicted graphically on the airport diagram with multiple shapes. The FAA, aviation industry, and safety panels have recommended the adoption of three standardized shapes for both surface-based and wrong-surface hot spots. These standardized shapes are:

1. Cylinders  to represent wrong-surface hot spots (landing surface).
2. Circles  or Ellipses  to represent surface-based hot spots, depending on the size of the hot spot.

Discussion: In May of 2022, the FAA began a test period to evaluate the concept of using AANs to help create situational awareness for pilots during their preflight planning. The AAN has been created to provide a visual graphic of the wrong-surface landing hot spots and are currently being published in the Chart Supplement. The test is a result of the feedback received from a working group and safety panel and is intended to mitigate safety concerns and standardize symbology on airport diagrams. Eleven airports with wrong-surface/landing hot spots have an AAN with a standardized wrong-surface hotspot symbol in the form of a racetrack cylinder  to depict potential runway confusion during approach and landing. A twelfth airport will be added to the test for the December 29th publication cycle.

Additionally, the Wrong Surface hot spot cylinder symbol is charted on the applicable airport diagrams as part of this test. The cylinder symbol is charted at the runway ends

associated with the hot spot and labeled with "HS" followed by a number, correlating with the information located in the Chart Supplement Hot Spot tabulation section.

The test and evaluation airports are:

1. Tucson, AZ, Tucson Intl (TUS)
2. Reno, NV, Reno/Tahoe Intl (RNO)
3. Palm Springs, CA, Palm Springs Intl (PSP)
4. San Jose, CA, Reid-Hillview of Santa Clara County (RHV)
5. Rochester, NY, Frederick Douglass/Greater Rochester Intl (ROC)
6. Honolulu, HI, Daniel K Inouye Intl (HNL)
7. Idaho Falls, ID, Idaho Falls Rgnl (IDA)
8. Atlanta, GA, DeKalb-Peachtree (PDK)
9. Dallas, TX, McKinney Ntl (TKI)
10. Minneapolis, MN, Flying Cloud (FCM)
11. Lincoln, NE, Lincoln (LNK)
12. Las Vegas, NV, North Las Vegas (VGT) - Dec 29th 2022 effective date.

Publication Information: The airports listed above have a Chart Supplement Special Notice(s) containing the AAN. Please visit https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/aan/ for more information on the AAN.