



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# InFO

Information for Operators

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Washington, DC

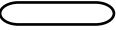


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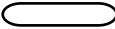
*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

**Subject:** Arrival Alert Notice (AAN) and Airport Diagram Symbols for Wrong-Surface Hotspots.

**Purpose:** This InFO provides information on testing of AANs and updated airport diagram symbols to help mitigate runway confusion.

**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 hotspots 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 hotspots. These standardized shapes are:

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

**Discussion:** Beginning in May of 2022, the FAA will begin 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 hotspots and will be 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 existing wrong-surface/landing hotspots will have an AAN with a standardized wrong-surface hotspot symbol in the form of a cylinder  to depict potential runway confusion during approach and landing.

Additionally, the Wrong Surface hotspot cylinder symbol will be charted on the applicable airport diagrams as part of this test. The cylinder symbol will be charted at the runway ends associated with the hotspot and labeled with "HS" followed by a number, correlating with the information located in the Chart Supplement Hotspot 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)

**Recommended Action:** Pilots, operators, aircrew training, Director of Operations (DO), and Directors of Safety (DoS) should familiarize themselves with the information contained in this InFO and ensure that they are aware of the hotspot symbols for the test airfields.

**Contact:** Questions or comments regarding this InFO should be directed to Flight Technologies and Procedures Division e-mail: [9-AWA-AFS400-COORD@faa.gov](mailto:9-AWA-AFS400-COORD@faa.gov).