

2/7/2024

**FOR YOUR INFORMATION**

2024-19/5-9

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, FAA (AAS-1, AJV-A, ATM DCA Tower), Jeppesen Sanderson Inc 2058691

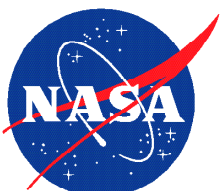
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: DCA Hot Spot Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2058691

### DATE / TIME

Date of Occurrence 202312  
Local Time Of Day 1801 to 2400

### PLACE

Locale DCA.Tower  
State DC  
Altitude - MSL 200

### ENVIRONMENT

Flight Conditions Marginal  
Weather Cloudy

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower DCA  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Air Traffic Control Local  
ASRS Report Number 2058691

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Inflight Event / Encounter - Weather / Turbulence  
Detector - Person Air Traffic Control  
Result - Flight Crew Executed Go Around / Missed Approach  
Result - Flight Crew Requested ATC Assistance / Clarification  
Result - Air Traffic Control Issued New Clearance  
Result - Air Traffic Control Provided Assistance

### NARRATIVE 1

Low ceilings and visibility obscured by clouds. Aircraft X was on an instrument approach to Runway 19. Another inbound checked in on frequency and I was clearing that aircraft to land when I scanned my radar and saw that Aircraft X was not where they would typically be if they were landing Runway 19. I assumed Aircraft X had never spotted the airport and was going around until I scanned out the window and saw Aircraft X at eye level approximately 200 feet heading towards Runway 15 instead. I immediately sent Aircraft X around and gave them go around instructions and they were able to make two more attempts at the approach and land safely later on that hour.

Runway 19 and Runway 15 has historically been misidentified by flight crews. It is not an issue that can be solved or that will ever go away unless significant changes to the airport layout are made. That's not what I suggest. My concern is, the DCA airport diagram valid from 07 Sep 2023 to 05 Oct 2023 included Hot Spot #4 which was for flight crews misidentifying Runway 15 and Runway 19. In the latest airport diagram, this hot spot is completely gone. I am very involved in our facility safety. I participate in Local Safety Council and

Runway Safety meetings. Not once did I ever hear any news or permissions or consultation on this hot spot being removed from the diagram. It needs to be added back in immediately on the next charting cycle.

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## **SYNOPSIS**

DCA Tower Controller reported a previously charted hot spot was omitted from the latest airport diagram and may have been a factor in an aircraft on an instrument approach approaching the wrong runway in marginal weather.