

3/10/2021

**FOR YOUR INFORMATION**

2021-30/5-12

1781368

To: Airport Manager, Denver Int'l Airport (DEN), CO, FAA (AAS-1)

Info: FAA (Director of Air Traffic Operations WSA North, ATM DEN Tower, AAS-300, AVP -1, AVP-200, ANM-600, AFS-280, AFS-200, AJI-144, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DEN Taxiway ED Hot Spot Markings

We recently received an ASRS report 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 1781368

### DATE / TIME

Date of Occurrence 202101  
Local Time Of Day 0601 to 1200

### PLACE

Locale DEN.Airport  
State CO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground DEN  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower DEN  
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part Other: unknown

### PERSON 1

Function - Flight Crew Captain  
ASRS Report Number 1781368

### PERSON 2

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 1781369

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Runway  
Detector - Automation Air Traffic Control  
Detector - Person Air Traffic Control  
Result - Flight Crew Became Reoriented  
Result - Air Traffic Control Issued Advisory / Alert

### NARRATIVE 1

DEN ground instructed us to taxi to RWY 17L from E4 via mike, hold short of ED. Once on Mike northbound Ground instructed us to turn right at ED and hold short of the approach end of Runway 17R. The FO (First Officer) was in the process of completing his delayed engine start flow as I started the turn on ED. At this point I noticed traffic on short final to Runway 17R and thinking to myself that it didn't seem right to turn on ED. I stopped the aircraft as soon as it was straight and pointed east on ED. I asked the FO if he saw a sign or hold short line on his side. I saw no signage in front of us and now felt extremely uncomfortable with our proximity to the Runway 17R approach path. At this point the Ground Controller told us we were supposed to stop 50 ft.

further back. I looked behind us and noticed the left wing tip was over the east edge of Taxiway Mike. I could not see a hold line below the wing. We were switched to Tower. The Tower Controller gave us a number to call for a possible pilot deviation. Shortly after writing down the number we were cleared for takeoff. As we rolled down the runway I realized we failed to complete the final items.

I spoke to the Tower supervisor later that day and explained the events as they occurred. He admitted that this hot spot is an ongoing issue, the hold area is not well marked and the Controller's intent was to have us pointed east to help move aircraft through the Runway 17R approach path faster. Unfortunately the Tower had to send around the landing traffic I was distracted with during the turn because they were not sure if we would stop.

I have flown in and out of DEN since the day it opened and have never been issued a clearance like this. I have always been instructed to hold short of ED when aircraft are landing Runway 17R. I believe this type of clearance should be avoided, specially in an area that is a hot spot. The aircraft behind us which received the same clearance had to confirm the clearance and the intent to hold short immediately after turning.

## **NARRATIVE 2**

We had a leg planned for DEN-ZZZ with Runways 17L, 17R, and 8 being used for departure. Going westbound, I programmed and planned and briefed a 17R departure. The captain briefed a single-engine taxi. After block out we were advised of a 17L departure. For me that is several threats; a runway change requiring FMC programming, retrieving new performance, single-engine taxi ( increased workload, 2 engine-start flows etc), and unavoidable time when only the captains eyes are outside the cockpit during FO single-engine duties during hi intensity ground operations @ DEN.

On taxi out we were instructed to taxi to Runway 17L via Taxiway M and hold short of ED. At some point northbound on Taxiway M with a hold short instruction in hand, I initiated start of ENG 1. During the engine start, the ground controller gave an additional instruction to turn right on to ED and hold short of the Runway 17R approach area. Due to my required duties during an engine start which aren't easily paused/stopped, I could not write down the instruction, nor could I refer to my taxi diagram so that I could act as a backup-another set of eyes in the cockpit; I was only able to say-back the instruction and nothing else. The captain had a response to me that conveyed that he heard and understood the instruction. I pressed on completing the engine-start. I was heads down completing my duties during our expected right hand turn onto ED. Shortly thereafter I heard the captain make a comment about an aircraft landing on Runway 17R and he brought the airplane to stop. It was several moments before the ground controller came on the radio to say that we were to hold short of the approach area which was now behind us. We were then instructed to continue taxi, switched over to tower, given a phone number and cleared for takeoff.

## **SYNOPSIS**

Air Carrier Pilot Crew reported Ground Control instructions and the charted version of this Hotspot at DEN airport are confusing.