

5/7/2025

FOR YOUR INFORMATION

2025-104/5-35

To: Airport Manager, Cleveland-Hopkins Int'l Airport (CLE), OH, Jeppesen Sanderson Inc. 2227487

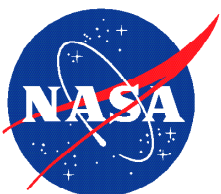
Info: FAA (AAS-300, AGL-600, AFS-260, AJV-A, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

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

Re: CLE Airport Holding Spot Confusion

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.



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



ACN 2227487**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	1801 to 2400

PLACE

Locale	CLE.Airport
State	OH
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	CLE
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2227487

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Ramp
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew

NARRATIVE 1

The CLE 10-9 Airport Info page, and the 10-9B Parking Gates and Coordinates page, indicate Holding Spot 1 where it is painted and referred to by Ground as Spot 2. This was confirmed on the 10-9 taxi diagram with ownship on and showing directly over the top of Spot 1 on the diagram while clearly seeing 2 painted on the surface. We were instructed to taxi and hold at Spot 2, and we taxied and held directly to and on Spot 2, but the diagram appears to be wrong and led to a little confusion. The last revisions were about a few months ago for the 10-9 page, and over a year ago for the 10-9B page. Contact Jeppesen to investigate and revise the diagrams.

SYNOPSIS

Air carrier First Officer reported confusion with the Jeppesen charts regarding Holding Spot 1 and 2 at CLE Airport.