

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ARKANSAS		
LITTLE ROCK BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)	HS 1	Wrong Rwy Departure Risk – Rwy 36 and Rwy 04L thlds in close proximity and share single hold lines at both Twy A and Twy F. Ensure correct rwy alignment.
LOUISIANA		
BATON ROUGE BATON ROUGE METRO, RYAN FLD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13–31 and Rwy 04L–22R.
	HS 2	Rwy 04R–22L and Twy E in close proximity, pilots sometime confuse the runway as Twy E.
	HS 3	Acft taxiing fr Twy F, turning onto Twy E southbound, sometime crosses the Rwy 13–31 hold bar wo authorization.
	HS 4	Pilots exiting Rwy 13 onto Twy E sometimes exits onto Rwy 04R–22L wo authorization.
HOUMA HOUMA–TERREBONNE (HUM)	HS 1	Rwy Incursion Risk: Complex intersection Twy H, Twy E and Twy B east of Rwy 18–36 & Rwy 12–30.
	HS 2	Remain alert due to numerous copter ops
LAFAYETTE LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	Twy D and Twy C may experience ramp congestion and a short taxi transition to Rwy 11. Be alert not to enter Rwy 11–29 without ATC approval. Acft on the Terminal Ramp, contact Ground Control prior to push back.
	HS 2	Twy F and Twy J extend across Rwy 11–29, and Twy B extends across Rwy 04L–22R, all in close proximity. Be alert for Rwy Holding Position Markings.
	HS 3	Twy F East of Rwy 04L has max weight restriction. Some acft exiting Rwy 22L at Twy H have entered Twy F instead of making the sharp right turn onto Twy J.
NEW ORLEANS LAKEFRONT (NEW)	HS 1	Rwy Incursion Risk at Twy F and Rwy 09–27 – Wide intersection.
	HS 2	Rwy Incursion Risk at Twy F and Rwy 27– Hold Line is at Apron exit on Twy F.
	HS 3	Rwy Incursion Risk at Twy B and Rwy 36L– Apron exit east of Rwy 36L is inside Hold Lines.
NEW ORLEANS LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	Lead–Off lines from Rwy 11 can be misinterpreted for Twy F, a perpendicular crossing, due to visual obstruction caused by crowned rwy.
	HS 2	Green painted ovrn for Rwy 11–29 can be misinterpreted for Twy E when landing Rwy 02–20.
	HS 3	Rwy 11–29 and Twy C, hi No of rwy crossings.
MISSISSIPPI		
COLUMBUS COLUMBUS AFB (CBM)	HS 1	Maint vigilance numerous twys in area of Rwy 13R.

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OKLAHOMA		
ALTUS		
ALTUS AFB (LTS)	HS 1	Acft taxiing on Twy B between Spot 47 and Twy D.
NORMAN		
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)	HS 1	Rwy 03–21 hold marking is in close proximity to the ramp.
	HS 2	Rwy 03–21 hold marking is in close proximity to the ramp.
	HS 3	Rwy 03–21 hold marking is a short taxi distance from Rwy 18–36.
	HS 4	Pilots taxiing westbound on Twy B risk incursion of Rwy 18–36 if they miss the turn to Twy C.
TEXAS		
AUSTIN		
AUSTIN–BERGSTROM INTL (AUS)	HS 1	Drivers northbound on E svc road may be unaware of acft from Rwy 35R exiting at Twy G and Twy H.
AUSTIN		
SAN MARCOS RGNL (HYI)	HS 1	Rwy incursion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry at rwy/rwy int.
	HS 2	Rwy incursion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry. Rwy thlds in close proximity.
BEAUMONT/PORT ARTHUR		
JACK BROOKS RGNL (BPT)	HS 1	South end of Twy B not visible from ctl twr.
COLLEGE STATION		
EASTERWOOD FLD (CLL)	HS 1	Rwy holding posn markings non typical lctn. Pilots sometime incorrectly cross the holding posn markings on Twy B when taxied to Rwy 11.
DALLAS		
ADDISON (ADS)	HS 1	Twy A and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 34. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.
DALLAS		
DALLAS LOVE FLD (DAL)	HS 1	Acft NW bound on Twy A sometimes cross reldct Rwy 13L hold short line.
	HS 2	Pilot confusion, non–typical rwy holding posn marking lctn. Pilots sometime cross rwy holding posn markings for rwy 13R on Twy C.
DALLAS		
MCKINNEY NTL (TKI)	HS 1	Maint vigilance pilots incorrectly align to Twy B for ldg/dep.
EL PASO		
EL PASO INTL (ELP)	HS 1	Rwy 08R apch considered act, do not proceed on or cross wo ATC clnc especially when taxiing to Rwy 04 via the terminal ramp.
GEORGETOWN		
GEORGETOWN MUNI (GTU)	HS 1	Acft taxiing on Twy A should exp to giveaway to acft exiting Rwy 18–36 at Twy J.

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	HS 2	Acft taxiing on Twy A should exp to giveaway to acft exiting Rwy 18–36 at Twy D.
HARLINGEN VALLEY INTL (HRL)	HS 1	Southeast corner of the airport and coincident thlds of Rwy 31 and Rwy 35R may cause confusion for departing acft.
HOUSTON CONROE/NORTH HOUSTON RGNL (CXO)	HS 1	Twy F west of Twy D not visible from ctl twr.
HOUSTON DAVID WAYNE HOOKS MEML (DWH)	HS 1	Rwy Incursion Risk– Ramp accessible to inadequately trained drivers; inadequate signage leaving ramp.
	HS 2	Rwy Incursion Risk– Complex twy intersection near Rwy 17L.
	HS 3	Rwy Incursion Risk– Previous Incursions occurring Twy E at Rwy 17R–35L.
	HS 4	Rwy Incursion Risk – Int of Twy G and Rwy 17L–35R. Acft exiting Rwy 17R–35L at Twy G sometimes fail to turn onto Twy F and enter Rwy 17L–35R wo a clnc.
	HS 5	Rwy Incursion Risk – Int of Twy H and Rwy 17L–35R. Acft exiting Rwy 17R–35L at Twy H sometimes fail to turn onto Twy F and enter Rwy 17L–35R wo a clnc.
	HS 6	Rwy Incursion Risk – Incursions occurring on Twy K at Rwy 17L.
HOUSTON SUGAR LAND RGNL (SGR)	HS 1	Twy E int with Twy A and Twy A3 incr likelihood of conflicts btn acft due to short dist fr Rwy 17–35.
HOUSTON WILLIAM P HOBBY (HOU)	HS 1	Rwy Incursion Risk– Twy D crosses Rwy 13L in close proximity. Rwy 13R share single Hold Line. Ensure correct Rwy alignment.
	HS 2	Rwy Incursion Risk– Twy G at Rwy 13R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 13R.
	HS 3	Rwy Incursion/Wrong Rwy Departure Risk: Twy K1 at Rwy 04– Ensure corr Rwy alignment. Complex afd geometry associated with int Rwys/Twys.
	HS 4	Rwy Incursion Risk: Twy E crosses Rwy 13L in close proximity; Complex afd geometry along Twy E resulting in numerous incursions associated with pilots inadvertently crossing Hold-lines.
MC ALLEN MC ALLEN MILLER INTL (MFE)	HS 1	Rwy 14 hold short marking lctd on Twy A is perpendicular to Rwy 14.
MIDLAND MIDLAND INTL AIR AND SPACE PORT (MAF)	HS 1	Twy B and Twy P merge.
	HS 2	Area not visible from twr. Limited air tfc services provided.
SAN ANGELO SAN ANGELO RGNL/MATHIS FLD (SJT)	HS 1	Rwy 18–36 at the int of Rwy 09–27 is a hi energy areas where extra caution is nec dur rwy crossings.
	HS 2	Rwy 18–36 at the int of Twy D is a hi energy areas where extra caution is nec dur rwy crossings.
	HS 3	Rwy 03 Hold Short Line is a Hot Spot where acft are required to hold when req a Rwy 36 Departure and ops are being conducted on Rwy 03–21.
SAN ANTONIO KELLY FLD (SKF)	HS 1	The unpaved portion of the north overrun.
	HS 2	Int of Rwy 16–34, Twy D, and Twy G.
SAN ANTONIO SAN ANTONIO INTL (SAT)	HS 1	Rwy 04 at Rwy 31L. Acft taxiing on Rwy 04 sometimes fail to hold short of Rwy 31L.
	HS 2	Twy G and Twy N in close proximity of Rwy 31L. Acft taxiing northbound on Twy N sometimes fail to make the turn onto Twy G and enter Rwy 31L without approval.

AIRPORT DIAGRAMS

491

CITY/AIRPORT	HOT SPOT	DESCRIPTION
TYLER		
TYLER POUNDS RGNL (TYR)	HS 1	Rwy Incursion Risk: Complex int Twy K, Twy K2 leads to the approach end of 2 Rwy's, Rwy 18-36, and Rwy 13-31.
	HS 2	Hold posn 600 ft SW of EOR 22 on Twy F.
WICHITA FALLS		
SHEPPARD AFB/WICHITA FALLS MUNI (SPS)	HS 1	Rwy 18-36 and Twy E. High number of vehicle traffic and crossings.
	HS 2	Twy G and Rwy 15R-33L. High numbers of aircraft and vehicles crossing and entering runway.
	HS 3	Twy G and Rwy 15C-33C. High numbers of aircraft and vehicles crossing and entering runway.