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 ellipses 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
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 04–22.
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	Rwy incursion risk. Rwy 11–29, Rwy 04L–22R, Twy B, F, and J. Complex geometry due to converging Rwy and Twys.
	HS 2	Risk of surface incident. Twys F, J, H, and K. Complex geometry due to converging Twys.
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	Limited wingtip clearance on Twy G near Concourse Bravo due to acft pushbacks. Maint vigilance exiting Rwy 11/29 on Twy G8 and when taxing on Twy G. High Traffic area.
	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 G6, hi No of rwy crossings.
MISSISSIPPI		
COLUMBUS		
COLUMBUS AFB (CBM)	HS 1	Maint vigilance numerous twys in area of Rwy 13R.
	HS 2	Rwy incursion risk for Rwy 13R/31L, Twy M.
	HS 3	Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.
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

CITY/AIRPORT	HOT SPOT	DESCRIPTION
AUSTIN		
AUSTIN–BERGSTROM INTL (AUS)	HS 1	Drivers northbound on E svc road may be unaware of acft from Rwy 36R exiting at Twy G and Twy H.
	HS 2	Risk of surface incident. Acft exiting Rwy 36R on Twy G sometimes turn onto Twy H thinking it is a continuation of Twy G.
AUSTIN		
SAN MARCOS RGNL (HYI)	HS 1	Rwy incusion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry at rwy/rwy int.
	HS 2	Rwy incusion/wrong rwy depature 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 cros 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.
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 EXEC (GTU)	HS 1	Acft taxiing on Twy A should exp to giveway to acft exiting Rwy 18–36 at Twy J.
	HS 2	Acft taxiing on Twy A should exp to giveway 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 36R 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 occuring 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
	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 occuring 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 G at Rwy 13R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 13R.
	HS 2	Rwy Incursion Risk. Twy E crosses Rwy 13L approach. Runway Holding Position Markings are crossed inadvertently.
MC ALLEN		
MC ALLEN 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	Rwy Incursion Risk: northbound pilots inadvertently miss turn onto Twy A on Twy P and incur Rwy 10–28. Confusing intersection: Twy B and Twy P converge on Rwy 10–28.
	HS 2	Area not visible from twr. Limited air tfc services provided.
NEW BRAUNFELS		
NEW BRAUNFELS NTL (BAZ)	HS 1	Wrong Rwy Departure Risk – Rwy 13 intersection Twy D and Rwy 17 threshold in close proximity. Ensure correct rwy alighnment. Rwy 13 and Rwy 17 share the same hold short line at Twy D.
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.
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.
WACO		
WACO RGNL (ACT)	HS 1	Rwy 01 hold short line at approach end not visible from the tower.
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.