**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.

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<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
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<tr>
<td>LITTLE ROCK</td>
<td>HS 1</td>
<td>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.</td>
</tr>
<tr>
<td>BATON ROUGE</td>
<td>HS 1</td>
<td>Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13–31 and Rwy 04L–22R.</td>
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<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 04R–22L and Twy E in close proximity, pilots sometime confuse the runway as Twy E.</td>
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<td></td>
<td>HS 3</td>
<td>Actx taxing fr Twy F, turning onto Twy E southbound, sometime crosses the Rwy 13–31 hold bar wo authorization.</td>
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<td></td>
<td>HS 4</td>
<td>Pilots exiting Rwy 13 onto Twy E sometimes exits onto Rwy 04R–22L wo authorization.</td>
</tr>
<tr>
<td>HOUMA</td>
<td>HS 1</td>
<td>Rwy Incursion Risk: Complex intersection Twy H, Twy E and Twy B east of Rwy 18–36 &amp; Rwy 12–30.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Remain alert due to numerous copter ops</td>
</tr>
<tr>
<td>LAFAYETTE</td>
<td>HS 1</td>
<td>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. Actx on the Terminal Ramp, contact Ground Control prior to push back.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy F East of Rwy 04L has max weight restriction. Some actx exiting Rwy 22L at Twy H have entered Twy F instead of making the sharp right turn onto Twy J.</td>
</tr>
<tr>
<td>NEW ORLEANS</td>
<td>HS 1</td>
<td>Rwy Incursion Risk at Twy F and Rwy 09–27 – Wide intersection.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy Incursion Risk at Twy F and Rwy 27– Hold Line is at Apron exit on Twy F.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy Incursion Risk at Twy B and Rwy 36L– Apron exit east of Rwy 36L is inside Hold Lines.</td>
</tr>
<tr>
<td>NEW ORLEANS</td>
<td>HS 1</td>
<td>Lead–Off lines from Rwy 11 can be misinterpreted for Twy F, a perpendicular crossing, due to visual obstruction caused by crowned rwy.</td>
</tr>
<tr>
<td>LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)</td>
<td>HS 2</td>
<td>Green painted ovrn for Rwy 11–29 can be misinterpreted for Twy E when landing Rwy 02–20.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 11–29 and Twy C, hi No of rwy crossings.</td>
</tr>
<tr>
<td>COLUMBUS</td>
<td>HS 1</td>
<td>Maint vigilance numerous twys in area of Rwy 13R.</td>
</tr>
</tbody>
</table>
ALTUS
ALTUS AFB (LTS)
NORMAN
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

OKLAHOMA
HS 1
Acf taxiing on Twy B between Spot 47 and Twy D.

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.

AUSTIN
AUSTIN–BERGSTROM INTL (AUS)
SAN MARCOS RGNL (HYI)
BEAUMONT/PORT ARTHUR
JACK BROOKS RGNL (BPT)
COLLEGE STATION
EASTERWOOD FLD (CLL)

HS 1
Drivers northbound on E svc road may be unaware of acft from Rwy 35R exiting at Twy G and Twy H.

HS 1
Rwy incursion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry.

HS 1
South end of Twy B not visible from ctl twr.

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.

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
ADDISON (ADS)
DALLAS LOVE FLD (DAL)
DALLAS
MCKINNEY NTL (TKI)
DALLAS
EL PASO
EL PASO INTL (ELP)
GEORGETOWN
GEORGETOWN MUNI (GTU)

HS 1
Acf NW bound on Twy A sometimes cross relctd Rwy 13L hold short line.

HS 2
Pilot confusion, non–typical rwy holding posn marking lctn. Pilots sometime incorrectly cross rwy holding posn markings for rwy 13R on Twy C.

HS 1
Maint vigilance pilots incorrectly align to Twy B for ldg/dep.

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.

HS 1
Acf taxing on Twy A should exp to giveaway to acft exiting Rwy 18–36 at Twy J.
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 (C XO)

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–35L. Acft exiting Rwy 17L–35L at Twy G sometimes fail to turn onto Twy F and enter Rwy 17L–35L wo a clnc.

HS 5
Rwy Incursion Risk – Int of Twy H and Rwy 17L–35L. Acft exiting Rwy 17L–35L at Twy H sometimes fail to turn onto Twy F and enter Rwy 17L–35L 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

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 afld geometry associated with Int Rwys/Twys.

HS 4
Rwy Incursion Risk: Twy E crosses Rwy 13L in close proximity; Complex afld 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 taxing northbound on Twy N sometimes fail to make the turn onto Twy G and enter Rwy 31L without approval.
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<tr>
<td>TYLER</td>
<td>HS 1</td>
<td>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.</td>
</tr>
<tr>
<td>TYLER POUNDS RGNL (TYR)</td>
<td>HS 2</td>
<td>Hold posn 600 ft SW of EOR 22 on Twy F.</td>
</tr>
<tr>
<td>WICHITA FALLS</td>
<td>HS 1</td>
<td>Rwy 18–36 and Twy E. High number of vehicle traffic and crossings.</td>
</tr>
<tr>
<td>SHEPPARD AFB/WICHITA FALLS MUNI (SPS)</td>
<td>HS 2</td>
<td>Twy G and Rwy 15R–33L. High numbers of aircraft and vehicles crossing and entering runway.</td>
</tr>
<tr>
<td>WICHITA FALLS</td>
<td>HS 3</td>
<td>Twy G and Rwy 15C–33C. High numbers of aircraft and vehicles crossing and entering runway.</td>
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