

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 NATIONAL/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 METROPOLITAN, 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 w/o 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
LA FAYETTE LA FAYETTE 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.
MONROE MONROE RGNL (MLU)	HS 1	Acft taxiing on Twy A between Rwy 14 and Rwy 18 note the rwy hold lines in close proximity.
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.
MISSISSIPPI		
COLUMBUS COLUMBUS AFB (CBM)	HS 1	Maint vigilance numerous twys in area of Rwy 13R.

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OKLAHOMA		
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 acct 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.
DALLAS ADDISON (ADS)	HS 1	Twy A and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 33. 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 relctd Rwy 13L hold short line.
DALLAS MCKINNEY NATIONAL (TKI)	HS 1	Maint vigilance pilots incorrectly align to Twy B for ldg/dep.
DENTON DENTON ENTERPRISE (DTO)	HS 1	Rwy incursion risk–Pilots frequently enter Twy A4 when taxiing on Twy B towards Rwy 18–36.
EL PASO EL PASO INTL (ELP)	HS 1	Rwy 08R apch considered acct, do not proceed on or cross wo ATC clnc especially when taxiing to Rwy 04 via the terminal ramp.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
FORT WORTH FORT WORTH ALLIANCE (AFW)	HS 1	Rwy incursion risk—pilots occasionally miss turn from ramp onto Twy A and enter Twy E towards Rwy 16L–34R.
FORT WORTH FORT WORTH MEACHAM INTL (FTW)	HS 1	Runway incursion risk – Pilots frequently miss turn onto Twy A when taxiing on Twy A2 NW bound and enter Rwy 16–34.
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) HOUSTON DAVID WAYNE HOOKS MEM (DWH)	HS 1 HS 1 HS 1 HS 1 HS 1 HS 1 HS 1 HS 1 HS 1 HS 1 HS 1	Twy F west of Twy D not visible from ctl twr. Rwy Incursion Risk– Ramp accessible to inadequately trained drivers; inadequate signage leaving ramp. Rwy Incursion Risk– Complex twy intersection near Rwy 17L. Rwy Incursion Risk– Previous Incursions occurring Twy E at Rwy 17R–35L. 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. 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.
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 HS 3 HS 4	Rwy Incursion Risk– Twy D crosses Rwy 13L, Rwy 17, and Rwy 13R in close proximity. Rwy 17 and Rwy 13R share single Hold Line. Ensure correct Rwy alignment. Rwy Incursion Risk– Twy G at Rwy 13R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 13R. Rwy Incursion/Wrong Rwy Departure Risk: Twy K1 at Rwy 35 & Rwy 04– Ensure corr Rwy alignment. Complex afd geometry associated with int Rwys/Twys. Rwy Incursion Risk: Twy E crosses Rwy 13L and Rwy 17 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 HS 2 HS 3	Twy B and Twy P merge. NSTD location of the rwy hold short line and sign for Rwy 10. Twy A west of Twy V and the associated run–up areas not visible from the twr. Limited air tfc services provided. Area not visible from twr. Limited air tfc services provided.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SAN ANTONIO KELLY FLD (SKF)	HS 1 HS 2	The unpaved portion of the north overrun. Int of Rwy 16-34, Twy D, and Twy G.
SAN ANTONIO SAN ANTONIO INTL (SAT)	HS 1 HS 2	Rwy 04 at Rwy 31L. Acft taxiing on Rwy 04 sometimes fail to hold short of Rwy 31L. 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.
SAN ANTONIO STINSON MUNI (SSF)	HS 1	Area not visible from the twr.
TYLER TYLER POUNDS RGNL (TYR)	HS 1 HS 2	Rwy Incursion Risk: Complex int Twy K, Twy K2 leads to the approach end of 2 Rwy's, Rwy 17-35, and Rwy 13-31. Be alert to unintentionally entering Rwy 13-31. When taxiing westbound on Twy C in order to join Twy A, acft may inadvertently enter Twy B and potentially enter Rwy 13-31 wo authorization. Twy B leads directly to Rwy 13-31.
WICHITA FALLS SHEPPARD AFB/WICHITA FALLS MUNI (SPS)	HS 1 HS 2 HS 3	Rwy 17-35 and Twy E. Hi no of vehicles t/c and crossings. Twy G and Rwy 15R-33L. Hi numbers of acft and vehicles crossing and entering rwy. Twy G and Rwy 15C-33C. Hi numbers of acft and vehicles crossing and entering rwy.