

## 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
<b>LOUISIANA</b>		
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.
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 10 can be misinterpreted for Twy F, a perpendicular crossing, due to visual obstruction caused by crowned rwy.
	HS 2	Green painted ovrn for Rwy 10-28 can be misinterpreted for Twy E when landing Rwy 01-19.
<b>TEXAS</b>		
BEAUMONT/PORT ARTHUR		
SOUTHEAST TEXAS RGNL (BPT)	HS 1	South end of Twy B not visible from ctl twr.
CORPUS CHRISTI		
CORPUS CHRISTI INTL (CRP)	HS 1	Rwy 35 and Rwy 31 share a common Hold Short Line on Twy A, look for Wigwag Lgts.
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.
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.

HARLINGEN VALLEY INTL (HRL)	HS 1	Due to unusual geometry, extreme vigilance must be exercised to comply with ATC instructions on Twy A, Twy B, Twy E, and Twy M to avoid unauthorized entry onto Rwy 35L.
HOUSTON DAVID WAYNE HOOKS MEMORIAL (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.
HOUSTON LONE STAR EXECUTIVE (CXO)	HS 1	Twy F west of Twy D not visible from ctl twr.
HOUSTON WILLIAM P. HOBBY (HOU)	HS 1	Rwy Incursion Risk–Twy D crosses Rwy 12L, Rwy 17, and Rwy 12R in close proximity. Rwy 17 and Rwy 12R share single Hold Line. Ensure correct Rwy alignment.
	HS 2	Rwy Incursion Risk–Twy G at Rwy 12R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 12R.
	HS 3	Rwy Incursion Risk–Twy K1 at Rwy 35 & Rwy 04 intersection: Ensure correct Rwy alignment.
MIDLAND MIDLAND INTL (MAF)	HS 1	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.
	HS 2	
	HS 3	Area not visible from twr. Limited air tfc services provided.
SAN ANTONIO SAN ANTONIO INTL (SAT)	HS 1	Rwy 04 at Rwy 30L. Acft taxiing on Rwy 04 sometimes fail to hold short of Rwy 30L.
	HS 2	Twy G and Twy N in close proximity of Rwy 30L. Acft taxiing north bound on Twy N sometimes fail to make the right turn onto Twy G and enter Rwy 30L without approval.
SAN ANTONIO STINSON MUNI (SSF)	HS 1	Area not visible from the twr.
WACO WACO RGNL (ACT)	HS 1	Tfc taxiing to Rwy 32 via Twy B3 must remain alert to the position of the hold short line for Rwy 32–200' south of Twy B2 or 430' from Rwy 32 on Twy B3.