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*

LITTLE ROCK, AR

BILL AND HILLARY CLINTON

NTL/ADAMS FLD (LIT) HS 1 Rwy 36 and Rwy 04L single hold lines at Twy A and Twy F.

NORMAN, OK

UNIVERSITY OF OKLAHOMA

WESTHEIMER (OUN) HS 1 Twy D east of Rwy 03-21.

HS 2 Twy E east of Rwy 03-21. HS 3 Twy D west of Rwy 03-21.

HS 4 Twy B and Twy C int and Rwy 36.

ALTUS, OK

28 NOV 2024 to 26 DEC 2024

ALTUS AFB (KLTS) HS 1 Aircraft taxiing on Twy B between spot 47 and Twy D.

^{*}See appropriate Chart Supplement HOT SPOT table for additional information.