

Strategic Planning and Safety Improvements

Lafayette Regional Airport

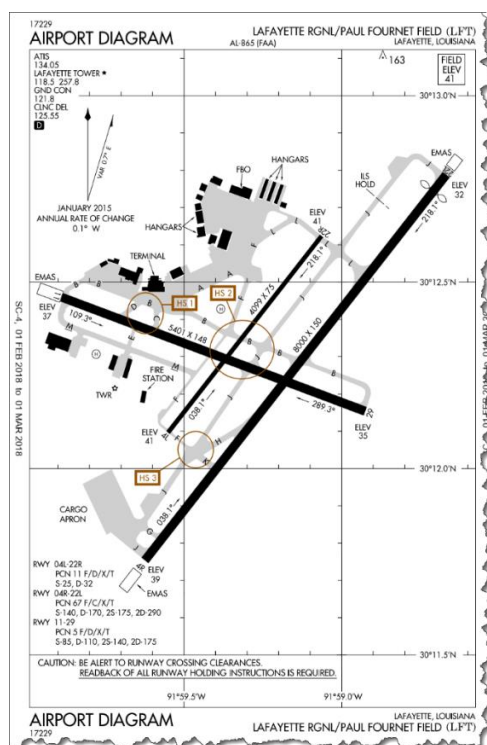
Purpose:

The purpose of this document is to provide a high-level overview of the current airfield safety concerns and operating environment and identify projects to minimize or eliminate known safety concerns.

Existing Conditions:

As shown in the Airport Diagram, the Federal Aviation Administration (FAA) has identified three Hot Spots (HS) on the airfield. A Hot Spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, where heightened attention by pilots and drivers is necessary. The objective is to create an environment that minimizes incursions and eliminates identified Hot Spots.

Figure 1: Airport Diagram and Hot Spots



510 AIRPORT DIAGRAMS 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		
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	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 ATO approval. Act 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 a/cft 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	A/cft taxiing on Twy A between Rwy 14 and Rwy 18 note the risk hold lines in close proximity

Runway Incursions:

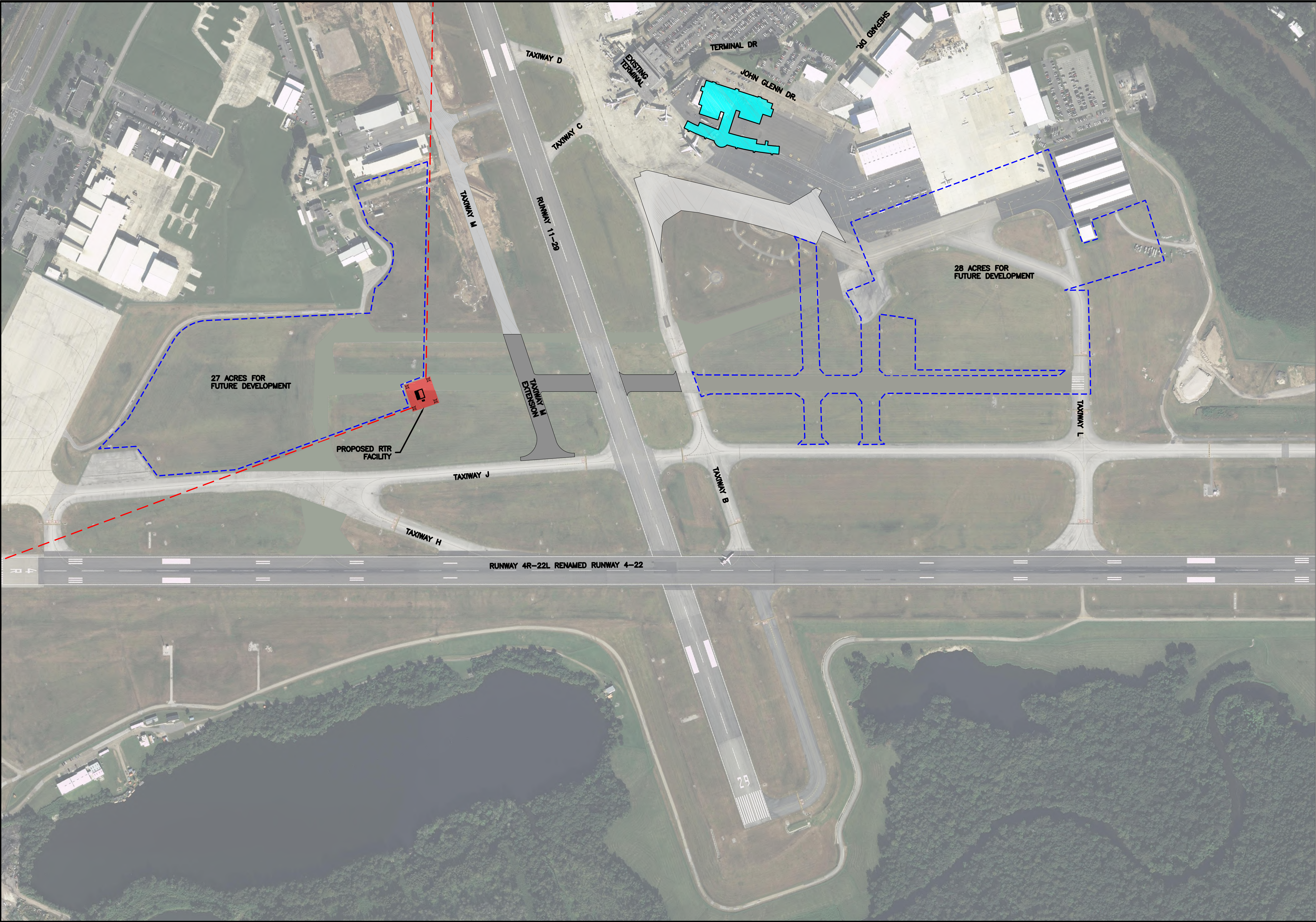
Annually the FAA sponsors a Runway Safety Action Meeting (RSAT), which includes both members of the flying public and airport personnel to identify Hot Spots and action plans to address Hot Spots. As a result of the RSAT, action items were identified and have subsequently been implemented to mitigate incursions to include the construction of Taxiway M. Incidents were reviewed and approximately 70 percent of the incidents reported were associated operations on Runway 4L-22R. Although mitigation measures and improvements have been made, the Airport continues to have a high level of incursions. The incursions primarily result from traffic crossing Runway 4L – 22R. The LAC is constantly looking for ways to improve safety and the relocation of the RTR has introduced an opportunity to reduce runway incursions that were evaluated in the Master Plan Update. The Master Plan Update investigated the potential of closing Runway 4L-22R as part of the Alternative Analysis.

Proposed Action and Safety Benefits:





The Terminal Program addresses HS 1 by relocating the terminal. The relocation of the RTR presents an opportunity to remove the remainder of Hot Spots, HS 2 and HS 3, identified on the Airport Diagram.

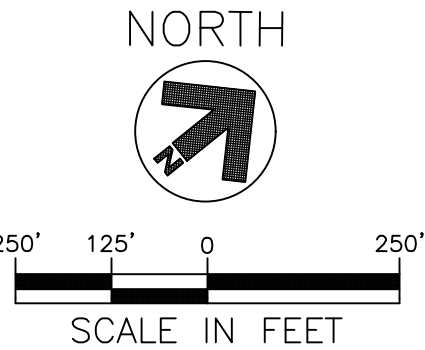
The removal of the southern portion of Taxiway F onto a decommissioned runway would effectively remove HS 2. Removing the runway removes the potential for incursions at this location on the airfield by decommissioning and partial removal of Runway 4L-22R. This proposed action also includes partial conversion of Runway 4L-22R to a taxiway, partial removal of Taxiway Foxtrot, and removal of Taxiway Kilo.

Additionally, the Realignment of Taxiway F and Extension of Taxiway M to Taxiway J would remove HS 3 since it would reduce the number of potential crossings which create pilot confusion. Although not currently identified as a HS, the removal of Taxiway K would address the issue known as wide expansive pavement as identified in AC 150/5300-13A.



LEGEND:

-  EXISTING PAVEMENT
-  PROPOSED PAVEMENT
-  AREA FOR FUTURE DEVELOPMENT
-  RTR FACILITY LINE OF SITE



LAFAYETTE REGIONAL AIRPORT
LAFAYETTE, LOUISIANA



PROJECT No: 243-0004-042
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DRAWN BY/REVIEWED BY: WPN / BMS

EXHIBIT 1