12/5/2025 **FOR YOUR INFORMATION** 2025-309/4-15

To: Airport Manager, Bill and Hillary Clinton Nat'l/Adams Field (LIT), AR, FAA (ASW-600) 2298390

Info: FAA (AAS-300, ATM LIT Tower, AJV-A, AAS-1, AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations CSA), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LIT Airport Taxiway Lighting and Signage

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2298390	
DATE / TIME	
Date of Occurrence	202510
Local Time Of Day	0601 to 1200
PLACE	
Locale	LIT.Airport
State	AR
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	LIT
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2298390
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Excursion - Runway
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Clearance

NARRATIVE 1

Revenue flight from LIT to ZZZ. Our assigned departure runway was 4L. During our briefing we discussed a NOTAM for the last 954 of Taxiway A closed due to construction and a Hotspot around Runways 4L and 36. We anticipated (Bias expectation) a taxi route of "A" to "A6", then cross Runway 4L with either some taxiways on the opposite or a back taxi.

Our clearance ended up as follows, taxi via "A" to "A6" plan to back taxi to Runway 4L. We briefed that and traced it out visually with both the GARMIN safe taxi and our Jepp taxi chart. Looking at the maps it appeared to be a simple task and the charts showed what appeared to be “hard pavement” all the back down Runway 36 followed by a left turn onto 4L.

After taxing out to "A6" and holding short of Runway 36 we received the clearance to back taxi 36 and then cleared for takeoff on Runway 4L. As we entered the runway for the back taxi at our normal taxi pace the Tower controller asked us to pick up our taxi speed as there was an aircraft on final for 36. That caught my attention and I began scanning the sky for the inbound traffic to gauge how much time we would have. As PM I wasn't particularly thinking about our taxi route as we had briefed it and visually reviewed the charts and

could see "hard pavement" ahead all the way down to Runway 4L. As we were approaching the end of Runway 36 and starting to make the turn onto 4L I noticed objects rising above the pavement in front of us. I asked the left seat pilot taxing the airplane to "STOP". At this point we had exited Runway 36 onto what appeared to be the overrun area for Runway 22R and it contained runway alignment lights protruding from the pavement. We had already entered about half the area and were close to exiting on the approach end or beginning of Runway 4L when we stopped and it was we were on "pavement" shared with the runway. At this point we briefed the objects to avoid and aligned with the runway for takeoff. No damage or "near misses" with any objects took place.

After a normal takeoff and during climbout I started asking myself questions. How did that happen? Was there a taxiway we missed prior to the end of Runway 36? Did we exceed the load bearing capacity of the pavement we were on?

After going back and reviewing both the GARMIN safe taxi map and the Jepp taxi diagram it appears there is a taxiway, albeit very short, at the beginning of Runway 36 but it is difficult to see and not clear what the taxiway name is (i.e. Taxiway "A"?). Also we were told to back taxi into position on Runway 4L, not back taxi and exit Taxiway "A" to 4L. Between the poor mapping and lack of guidance/clearance this led us onto an area we should have been on.

My recommendation is to share this with LIT, check the signage at the "Hotspot", and perhaps issue a chart better depicting this "hot spot" and the threats.

SYNOPSIS

Air taxi Captain reported a taxi deviation onto an overrun area of the runway. Reporter stated that the wording of the clearance, a lack of signage, and charting for that area were perhaps contributing.