

11/18/2025

**FOR YOUR INFORMATION**

2025-283/5-95

To: Airport Manager, Bill and Hillary Clinton Nat'l/Adams Field (LIT), AR, FAA (ASW-600) 2291424

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, AAEE, 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 Markings

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2291424

### 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	91

### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2291424

### EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew

### NARRATIVE 1

When taxiing to Runway 4L from the FBO, we were directed to back-taxi down Runway 36 because of construction on Taxiway Alpha. After crossing the displaced threshold for Runway 36 we turned left to proceed to runway for 4L. There are not any lead-off markings for the end of Runway 18 for either direction. Plus, the transitional tax away between 36 and 4L is narrow. This creates unclear markings for pilots to follow when taking this path and could result in a wrong turn.

Suggestions: Apply lead-off lines from Runway 18 to Taxiway Alpha and the bridge taxiway that goes to Runway 4L. Widen the taxiway between the departure end of Runway 36 and the departure end of Runway 4L to allow for sufficient space for aircraft to transition from one runway to the other when back-taxiing to depart on the opposite runway. Expand the verbiage in the hot spot description to identify that the transition taxiway between the departure end of Runway 36 and the departure end of 4L is not marked or labeled. Repaint all runway markings [and] taxi lane markings in the hot spot area.

### SYNOPSIS

Fractional First Officer reported there are no lead-off markings for the end of Runway 18, the taxiway between Runway 36 and 4L is narrow, and the verbiage and poor runway and taxi lane markings make the hot spot area unclear at LIT.