## 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 |
|---|---|---|
| **CONNECTICUT** | | |
| BRIDGEPORT | | |
| IGOR I SIKORSKY MEM (BDR) | HS 1 | Maintain vigilance exiting the general aviation ramp on Twy A and Twy D. |
| DANBURY | | |
| DANBURY MUNI (DXR) | HS 1 | Maintain vigilance confusing twy configuration. |
| | HS 2 | Area not visible from the twr. |
| | HS 3 | Active ramp adjacent to twy. |
| | HS 4 | Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it. |
| GROTON (NEW LONDON) | | |
| GROTON–NEW LONDON (GON) | HS 1 | When ldg Rwy 15–33 and exit on Twy C, you immediately enter the parallel Twy B. |
| | HS 2 | When ldg Rwy 15–33 and exit on Twy J, you immediately enter the parallel Twy B. |
| HARTFORD | | |
| HARTFORD–BRAINARD (HFD) | HS 1 | Helipad is in close proximity to the intersection of Twy A and Twy H. |
| WINDSOR LOCKS | | |
| BRADLEY INTL (BDL) | HS 1 | Twy C and Twy E complex intersection in close proximity to Rwy 01–19. |
| | HS 2 | Acft on Twy S missing Twy C may enter Rwy 24. |
| | HS 3 | Acft on Twy J missing Twy S may enter Rwy 33. |
| **DELAWARE** | | |
| DOVER | | |
| DOVER AFB (DOV) | HS 1 | Intersecting twys and rwys can create confusion. Query twr if lost or need help. |
| | HS 2 | Notice: Controlled Movement Area (CMA) boundary lines and stop lines are not always co–located with rwy hold lines. |
| | HS 3 | Hold lines are further back from rwy than anticipated. |
| WILMINGTON | | |
| NEW CASTLE (ILG) | HS 1 | Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32. |
| **DISTRICT OF COLUMBIA** | | |
| WASHINGTON | | |
| RONALD REAGAN WASHINGTON NATIONAL (DCA) | HS 1 | Twy M and Twy J intersection in close proximity of the rwy. |
| | HS 2 | Twy N, Twy K, Twy L, and Twy J complex intersection in close proximity of the rwy. |
| **MAINE** | | |
| PORTLAND | | |
| PORTLAND INTL JETPORT (PWM) | HS 1 | Afct taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11–29 wo authorization. |
| | HS 2 | Acft taxiing northbound on Twy C must maint vigilance apch the Rwy 18 hold short marking which is lctd further S on Twy C than most pilots would anticipate. |

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|---|---|---|
| **MARYLAND** | | |
| EASTON | | |
| EASTON/NEWNAM FLD (ESN) | HS 1 | Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy. |
| FREDERICK | | |
| FREDERICK MUNI (FDK) | HS 1 | Eastbound tfc on Twy E and North and Southbound tfc on Twy A must remain alert for tfc exiting Rwy 05–23 at Twy E. |
| | HS 2 | Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23. |
| | HS 3 | Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30. |
| | HS 4 | Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23. |
| **MASSACHUSETTS** | | |
| BEDFORD | | |
| LAURENCE G HANSCOM FLD (BED) | HS 1 | Pilots become confused with the wide expanse of pavement and convergence of numerous twys. |
| BEVERLY | | |
| BEVERLY MUNI (BVY) | HS 1 | Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp. |
| | HS 2 | Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization. |
| BOSTON | | |
| GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) | HS 1 | Maintain vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R. |
| | HS 2 | Maintain vigilance on Twy C when approaching Rwy 04L–22R. |
| | HS 3 | Maintain vigilance on Twy E and Twy K when approaching Rwy 04L–22R. |
| | HS 4 | Holdline on Twy B is further back than expected. Rwy 14 markings are not taxi markings, thus is confusing to where to hold short. |
| LAWRENCE | | |
| LAWRENCE MUNI (LWM) | HS 1 | Maintain vigilance approaching Rwy 05–23 hold lines. |
| | HS 2 | Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly. |
| | HS 3 | Maintain vigilance approaching Rwy 05–23 hold lines. |
| NANTUCKET | | |
| NANTUCKET MEM (ACK) | HS 1 | Maintain vigilance while taxiing. High tfc area. |
| | HS 2 | Maintain vigilance while taxiing. High tfc area. |
| | HS 3 | Maintain vigilance while taxiing. High tfc area. |
| NORWOOD | | |
| NORWOOD MEM (OWD) | HS 1 | Hold position marking on Twy A for Rwy 35 is further from the rwy than the standard location. It will appear before you expect it. |
| WORCESTER | | |
| WORCESTER RGNL (ORH) | HS 1 | Maintain vigilance on Twy D and Twy F, converging twys in close proximity to Rwy 15–33. |
| **NEW HAMPSHIRE** | | |
| LEBANON | | |
| LEBANON MUNI (LEB) | HS 1 | Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it. |
| | HS 2 | North Ramp and Twy B between Twy B1 and Twy B2 area not visible from the twr. |
| | HS 3 | Acft routinely back taxi on Rwy 18–36. |

| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|---|---|---|
| MANCHESTER | | |
| MANCHESTER (MHT) | HS 1 | Maint vigilance apch the rwy holding posn markings. Anticipate the Rwy 17 hold line upon cros Rwy 24 northbound on Twy H. |
| | HS 2 | Maint vigilance when taxiing to Rwy 35 on Twy A. Rwy holding posn markings lctd on the edge of Twy A at Twy P and Twy U. |
| **NEW JERSEY** | | |
| CALDWELL | | |
| ESSEX CO (CDW) | HS 1 | Pilots taxiing to Rwy 28 northbound on Twy P should exercise caution at intersection of Twy P and Twy N due to close proximity to Rwy 28. |
| NEWARK | | |
| NEWARK LIBERTY INTL (EWR) | HS 1 | Maintain heightened awareness on Twy P btn Rwy 22L and Rwy 22R, north of Rwy 11–29. |
| | HS 2 | Southbound tfc on Twy Z3 & Twy Z4 should not confuse Rwy 11–29 for Twy Z. |
| TETERBORO | | |
| TETERBORO (TEB) | HS 1 | Tfc taxiing on Twy B between Rwy 01–19 and Rwy 06–24 should maintain vigilance due to close proximity to both rwys. Distance between rwy hold short lines limited to 16 ft. |
| | HS 2 | Maintain vigilance on Twy L at Rwy 06–24. High tfc area. |
| | HS 3 | Maintain vigilance on Twy G at Rwy 06–24. High tfc area. |
| **NEW YORK** | | |
| ALBANY | | |
| ALBANY INTL (ALB) | HS 1 | Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10–28. |
| BINGHAMTON | | |
| GREATER BINGHAMTON/EDWIN A LINK FLD (BGM) | HS 1 | Maintain vigilance int in close proximity to Rwy 28 and Rwy 34. |
| BUFFALO | | |
| BUFFALO NIAGARA INTL (BUF) | HS 1 | Maintain vigilance Twy D and Twy A waiver for ATC crossings. |
| NEW YORK | | |
| LAGUARDIA (LGA) | HS 1 | Intersection of rwys and Twy G, Twy P, Twy R, Twy S. |
| | HS 2 | Maintain vigilance when exiting Rwy 04 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another twy. |
| NEW YORK | | |
| STEWART INTL (SWF) | HS 1 | Northbound tfc on Twy C sometimes encounter tfc on Twy A. |
| | HS 2 | Maint vigilance high tfc area in GA ramp. |
| ROCHESTER | | |
| GREATER ROCHESTER INTL (ROC) | HS 1 | Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other. |
| SYRACUSE | | |
| SYRACUSE HANCOCK INTL (SYR) | HS 1 | Tfc exiting General Aviation parking sometimes miss the turn onto Twy H and enter Rwy 10–28 without authorization. |
| | HS 2 | Acft taxiing southbound on Twy B, Twy E or Twy F miss the turn onto Twy A and enter the rwy without authorization. |
| **PENNSYLVANIA** | | |
| HARRISBURG | | |
| CAPITAL CITY (CXY) | HS 1 | Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun. |
| | HS 2 | Rwy 08 ILS Critical Area hold line pavement marking is NSTD. |
| | HS 3 | Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area. |

| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|---|---|---|
| PHILADELPHIA | | |
| PHILADELPHIA INTL (PHL) | HS 1 | Acft taxiing on Twy D must remain alert to not enter Rwy 08–26 wo proper clearance. |
| | HS 2 | Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L. |
| | HS 3 | Maint vigilance, Twy E apch hold to protect Rwy 26 ovrn. |
| PITTSBURGH | | |
| ALLEGHENY CO (AGC) | HS 1 | Wide pavement int multiple rwys. |
| | HS 2 | Wide pavement int with ramps, twys, and rwy. |
| READING | | |
| READING RGNL/CARL A SPAATZ FLD (RDG) | HS 1 | Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity. |
| | HS 2 | Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT. |
| | HS 3 | Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT. |
| WILLIAMSPORT | | |
| WILLIAMSPORT RGNL (IPT) | HS 1 | Tfc approaching the Rwy 27 and Rwy 30 Hold Line on Twy B must remain alert so as not to mistake that Hold Line as applying to a single rwy only. The Hold Line applies to Rwy 27 and Rwy 30. |
| **RHODE ISLAND** | | |
| PROVIDENCE | | |
| THEODORE FRANCIS GREEN STATE (PVD) | HS 1 | Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy. |
| | HS 2 | Int of Rwy 16–34, Twy V, Twy N, and Twy T –complex int with a convergence of numerous twys with Rwy 16–34. |
| | HS 3 | Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy. |
| | HS 4 | Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34. |
| **VERMONT** | | |
| BURLINGTON | | |
| BURLINGTON INTL (BTV) | HS 1 | Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15. |
| | HS 2 | Maintain vigilance on Twy C approaching Rwy 01–19 hold lines. |
| **VIRGINIA** | | |
| NEWPORT NEWS | | |
| NEWPORT NEWS/WILLIAMSBURG INTL (PHF) | HS 1 | Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int. |
| | HS 2 | Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thlds. |
| RICHMOND | | |
| RICHMOND INTL (RIC) | HS 1 | Wrong rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent rwy due to close proximity of thlds. Acft ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy. |
| ROANOKE | | |
| ROANOKE–BLACKSBURG RGNL/WOODRUM FLD (ROA) | HS 1 | Northbound tfc on Twy A for Rwy 24 sometimes fail to make the turn at Twy G and enter Rwy 06–24 without a clearance. |
| | HS 2 | Maint situation awareness at Twy A and Twy D. |

## WEST VIRGINIA

| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|---|---|---|
| HUNTINGTON | | |
| TRI–STATE/MILTON J FERGUSON FLD (HTS) | HS 1 | Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing. |
| | HS 2 | Maintain vigilance, Twy B relocated 200' southeast. Former twy is partially blocked and used as a vehicle access road. |