

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
ARIZONA		
CHANDLER CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route due to run-up area and twy congestion.
GLENDALE GLENDALE MUNI (GEU)	HS 1	Eastbound tfc from ramp must remain alert so as not to cross Twy A and enter rwy environment. Acft exiting rwy at Twy A4, Twy A5 and Twy A6 must remain alert for acft on Twy A.
GRAND CANYON GRAND CANYON NATIONAL PARK (GCN)	HS 1	Pilots sometimes confuse Twy A and Twy B at the Rwy 21 end because of the close proximity. Verify correct taxi route.
MESA FALCON FLD (FFZ)	HS 1	Complex intersection. Acft approaching Rwy 04R from the ramp and destined for Rwy 04R or Rwy 22L sometimes miss the turn into Twy D and enter onto Rwy 04R at Twy A.
PHOENIX PHOENIX DEER VALLEY (DVT)	HS 1	Pilots sometimes cross Rwy 07R-25L at Twy B5 without ATC clearance.
	HS 2	Pilots sometimes cross Rwy 07R-25L at Twy B9 without ATC clearance.
PHOENIX PHOENIX SKY HARBOR INTL (PHX)	HS 1	Rwy 07L and Rwy 07R departures sometimes misidentify Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L/25R at Twy F8, Twy F9, or Twy F10 without authorization.
	HS 3	Acft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PHOENIX PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex intersection.
	HS 2	Pilots sometimes become confused at the junction of Twy B, Twy G and Twy Y.
PRESCOTT ERNEST A LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
	HS 2	Complex intersection. Risk of entering Rwy 03R-21L from Twy C2. Twy E and Twy C2 holding position markings at edge of Twy C. Acft on Twy C or C2 cannot turn onto Twy E without crossing the hold line.
	HS 3	Twy A1, Twy B4, Twy B5 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1 or B5.
	HS 4	Twy C4, Twy D4 and Rwy 03R-21L intersection, frequent rwy crossings.
TUCSON RYAN FLD (RYN)	HS 1	Air tfc often taxies acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 06R without ATC authorization.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
TUCSON TUCSON INTL (TUS)	HS 1 HS 2	Rwy 29R sometimes mistaken for Rwy 29L. Pilots instructed to hold short of Rwy 11L–29R or Rwy 11R–29L sometimes cross the apch area of these rwys without authorization.
CALIFORNIA		
ATWATER CASTLE (MER)	HS 1 HS 2	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp. Tfc congestion due to large volume of acft proceeding to and from Rwy 31.
BURBANK BOB HOPE (BUR)	HS 1	Pilots assigned Rwy 33 from trml ramp sometimes cross rwy holding posn markings and enter Rwy 33 wo authorization.
CARLSBAD MC CLELLAN–PALOMAR (CRQ)	HS 1 HS 2	ATC has difficulty seeing small acft taxiing eastbound on Twy A, when "Large Jets" are parked on the ramps. Pilots exiting Rwy 24 sometimes turn onto Twy A3 when instructed to exit at Twy A4.
CHINO CHINO (CNO)	HS 1 HS 2 HS 3 HS 4	Pilots taxiing south on Twy D, sometimes fail to turn on to Twy A and proceed onto Rwy 08L–26R by mistake. Pilots taxiing west on Twy L, sometimes turn onto Rwy 03–21 by mistake. Pilots taxiing south on Twy K sometimes fail to turn onto Twy A and proceed onto Rwy 08L–28R by mistake. Complex int – after crossing Rwy 21 westbound on Twy L, pilots sometime confuse Twy D and Twy K and cross the 8L/26R rwy holding posn marking wo authorization.
CONCORD BUCHANAN FLD (CCR)	HS 1 HS 2 HS 3	Pilots departing the Rwy 32L run–up area sometimes mistake Twy J for Rwy 32L. Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K. Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area and/or fail to proceed completely through Rwy 32L apch area when instructed by ATC.
EL MONTE SAN GABRIEL VALLEY (EMT)	HS 1 HS 2	Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy C. Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy D.
HAWTHORNE JACK NORTROP FLD/HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run–up area, do not depart the run–up area without ATC clearance.
HAYWARD HAYWARD EXECUTIVE (HWD)	HS 1 HS 2 HS 3 HS 4 HS 5	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L–28R. Area not visible from ATCT. Area not visible from ATCT. Area not visible from ATCT. Rwy 28L hold bars on Twy A1 are at a non–typical lctn. Pilots sometime pass the hold bar wo ATC authorization.
LA VERNE BRACKETT FLD (POC)	HS 1	Short distance between parallel Rwy 26R and Rwy 26L. Be aware of the rwy holding position markings for the parallel rwy and do not cross without authorization.
LANCASTER GENERAL WM J FOX AIRFIELD (WJF)	HS 1	Pilots taxiing from ramp sometimes mistake Rwy 06–24 for Twy A.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LIVERMORE LIVERMORE MUNI (LVK)	HS 1	Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance.
	HS 2	Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply.
	HS 3	Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply.
	HS 4	Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply.
	HS 5	Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply.
	HS 6	Pilots may be confused at the intersections of Twy J, Twy A, and Twy G sometimes fail to comply with taxi instructions.
LONG BEACH LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Acft northbound on Twy B and instructed to hold short of Rwy 12-30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12-30 and Rwy 07L-25R.
	HS 2	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R-25L.
	HS 3	Acft eastbound on Twy J and instructed to taxi to Rwy 25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12-30 without authorization.
	HS 4	Acft ldg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they fly a yellow "lead off" line onto a twy.
LOS ANGELES LOS ANGELES INTL (LAX)	HS 1	Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.
	HS 2	Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy Z.
	HS 3	Acft assigned Rwy 24L for departure sometimes get confused when taxiing via Twy D7 using Twy E7.
	HS 4	Pilots sometimes cross Rwy 25L and Rwy 25R "Hold Bars" at Twy F, without authorization.
	HS 5	Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.
	HS 6	Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.
	HS 7	Pilots entering Rwy 24L sometimes miss the rwy entrance at Twy V.
MARYSVILLE BEALE AFB (BAB)	HS 1	Twy B, high-speed U-2 mobile tfc when Rwy 15 in use.
	HS 2	Twy E, high-speed U-2 mobile tfc when Rwy 33 in use.
	HS 3	Twy F, in the vicinity of Twy C, Twy L, and Twy K. Frequent U-2 and high speed mobile tfc, slope of the twy limits visibility in both directions.
NAPA NAPA CO (APC)	HS 1	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.
	HS 2	Rwy 24, Twy A. Acft and vehicles transiting to and from the hangers via Twy A sometimes cross Rwy 24 at Twy A without clearance.
	HS 3	Rwy 24 and Rwy 36L Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwy 36L, do not cross Rwy 24 without clearance.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HS 1	Twy A and Twy B both cross Rwy 28R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route.
	HS 2	Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 10L–28R.
	HS 3	Complex intersection. Pilots sometimes taxi onto Rwy 10L or Rwy 33 by mistake.
ONTARIO ONTARIO INTL (ONT)	HS 1	Southbound tfc crossing Rwy 08R/26L at Twy F sometime flw the incorrect cntrln and mistakenly turn onto Rwy 26L westbound, since Twy S is not easily seen from N of the Rwy.
	HS 2	Southbound tfc crossing Rwy 08R/26L at Twy P or Twy Q sometime select the incorrect Twy cntrln and enter the wrong twy or enter Rwy 26L, since Twy S is not easily seen from N of the Rwy.
PALM SPRINGS PALM SPRINGS INTL (PSP)	HS 1	Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.
	HS 2	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 31R–31L without authorization.
	HS 3	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 4	Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without authorization.
RIVERSIDE RIVERSIDE MUNI (RAL)	HS 1	Westbound tfc on Twy A to Twy B must remain alert so as to not cross Rwy 34.
	HS 2	ATC non-visibility area.
SACRAMENTO SACRAMENTO EXECUTIVE (SAC)	HS 1	Rwy hold short markings for Rwy 16–34 and Rwy 12–30 on Twy M are in close proximity.
	HS 2	Pilots sometimes confuse the inbound Twy A with the outbound Twy B.
	HS 3	Portion of Twy E not visible from twr.
SACRAMENTO SACRAMENTO INTL (SMF)	HS 1	Acft approaching Twy A from the east on Twy B2 sometimes miss the turn onto Twy A.
	HS 2	Portions of the ramp not vis to the twr. Acft dep the SE concourse B gates sometimes conflict with inbd acft.
SALINAS SALINAS MUNI (SNS)	HS 1	Acft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A without ATC authorization.
SAN DIEGO MONTGOMERY–GIBBS EXECUTIVE (MYF)	HS 1	Acft ldg Rwy 28R and exiting onto Twy G sometimes cross Rwy 28L wo authorization.
	HS 2	Acft ldg Rwy 28R and exiting onto Twy F sometimes cross Rwy 28L wo authorization.
	HS 3	Pilots sometime confuse Twy B for the entrance to Rwy 28R and cross Rwy 28L wo authorization.
SAN FRANCISCO SAN FRANCISCO INTL (SFO)	HS 1	Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake.
	HS 2	Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L–19R by mistake.
	HS 3	Acft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SAN JOSE NORMAN Y MINETA SAN JOSE INTL (SJC)	HS 1	Some pilots may misidentify Twy D as Twy C. Twy D crosses Twy W1.
	HS 2	"Run-up Area" is asphalt/black-top and near active Rwy 30L and Twy D.
SAN JOSE REID-HILLVIEW OF SANTA CLARA CO (RHV)	HS 1	Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
	HS 2	Numerous acft maneuvering at twy intersection of Twy Y, Twy Z, Twy A and the Rwy 31R run-up area.
SAN LUIS OBISPO SAN LUIS CO RGNL (SBP)	HS 1	Area May Not Be Visible from Ctl Twr.
	HS 2	Twy E is not perpendicular to Rwy 29.
SANTA ANA JOHN WAYNE AIRPORT-ORANGE CO (SNA)	HS 1	ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 20L. Do not cross Rwy 20L without authorization.
	HS 2	Pilots exiting Rwy 20R or Rwy 20L onto Twy H: short distance between rwys. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.
	HS 3	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA SANTA BARBARA MUNI (SBA)	HS 1	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07-25.
	HS 2	ATC often utilizes Rwy 15L-33R and Rwy 15R-33L to taxi arriving aircraft off of Rwy 07-25.
	HS 3	Pilots instructed to taxi to Rwy 25 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.
SANTA MARIA SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy A7, Twy A8, Twy V and Twy W. Converging and complex taxi routes in close proximity of the rwy.
	HS 2	Twy A, Twy A6, Twy A5, Twy R, and Twy S, Complex twy int in close proximity of the rwy.
	HS 3	Acft on Twy A sometimes fail to hold short of Rwy 20.
	HS 4	Acft on Twy B2 and Twy A2 sometimes fail to hold short of Rwy 12.
SANTA MONICA SANTA MONICA MUNI (SMO)	HS 1	The run-up area is non-movement area.
	HS 2	Acft exiting FBO ramp should exercise caution not to miss the turn onto Twy A and mistakenly proceed into the rwy safety area.
SANTA ROSA CHARLES M SCHULZ - SONOMA CO (STS)	HS 1	Complex int in close proximity to Rwy 14-32. Acft approaching Twy A from the ramp or Twy Z sometimes fail to turn onto Twy A and enter Rwy 14-32 w/o aprt.
	HS 2	Rwy 32 Run-up area not visible from the twr.
	HS 3	Rwy 14-20 Run-up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold sometimes confuses pilots.
STOCKTON STOCKTON METROPOLITAN (SCK)	HS 1	Int of Twy B and Twy M at Trml Aprn are not visible from the ctl twr.
TORRANCE ZAMPERINI FLD (TOA)	HS 1	Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H.
TRUCKEE TRUCKEE-TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 11-29 and Rwy 02-20.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
COLORADO		
ASPEN		
ASPEN-PITKIN CO/SARDY FLD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A3. Short taxi distance from ramp to rwy.
	HS 3	Rwy 33 and Twy A9. Pilots sometime cross the rwy holding posn marking wo authorization due to its non-typical lctn.
COLORADO SPRINGS		
CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy 13 and Rwy 17R apch end proximity; additionally, Twy A1: and its access to Rwy 13.
	HS 2	Intersection of Twy A4 and Twy G at Rwy 17R-35L: "High volume" crossing point.
	HS 3	Large concrete area at the intersection of Twy E4, Twy G, Twy H and Twy E. High risk of entering wrong twy.
	HS 4	The apch ends of Rwy 35R and Rwy 35L are very far from the ctl twr. Small acft may not be readily visible to the controller. Maintain strict communication with ATCT when in this area.
DENVER		
CENTENNIAL (APA)	HS 1	Pilots instructed to taxi to Rwy 17L and monitor twr sometimes enter the rwy without ATC clearance. Expect to hold short.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER		
DENVER INTL (DEN)	HS 1	Rwy 17R apch area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar wo authorization.
DENVER		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 03-21. Use caution in this area.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R-30L is prior to Twy D. Pilots should use caution and hold short when instructed by ATC.
EAGLE		
EAGLE CO RGNL (EGE)	HS 1	High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.
GRAND JUNCTION		
GRAND JUNCTION RGNL (GJT)	HS 1	Departure on Rwy 29 requires taxi via Rwy 22. Pilots must hold short of both rwys unless cleared for taxi on Rwy 22. Verify rwy heading to prevent possible wrong rwy departures.
NEVADA		
LAS VEGAS		
HENDERSON EXECUTIVE (HND)	HS 1	Pilots should be aware of frequent jet acft taxiing to Rwy 17R for departure. Additionally, pilots have mistakenly lined up on Twy A for departure.
	HS 2	Pilots should be alert to frequent arriving and departing acft transitioning to/from parking at Twy E and Twy A.
	HS 3	Twy A and run up area, pilots have mistakenly lined up on Twy A for departure instead of the rwy.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LAS VEGAS MC CARRAN INTL (LAS)	HS 1	Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy S intersects with Twy D, Twy Z, and Twy G, which require a turn to the north or south.
	HS 2	Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
	HS 3	Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.
	HS 4	Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy prior to departure.
	HS 5	Twy D and Twy N intersection is not visible from the ctwr.
LAS VEGAS NORTH LAS VEGAS (VGT)	HS 1	Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area. Pilots often cross Rwy 07 hold line on Twy G without ATC authorization.
	HS 2	Pilots sometimes enter or cross Rwy 12R without authorization.
	HS 3	Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
	HS 4	Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.
MINDEN MINDEN-TAHOE (MEV)	HS 1	Complex intersection, be vigilant for acft using intersecting rwy.
	HS 2	Frequent crossings for sailplane ops.
RENO RENO/TAHOE INTL (RNO)	HS 1	Twy C and the ramp twy is in close proximity to the rwy. Pilots sometimes enter the rwy w/o authorization.
	HS 2	Wrong rwy ldg risk – Rwy 34L mistaken for Rwy 34R. Rwy 34R thld is 2,000 feet offset to the North.

NEW MEXICO

ALAMOGORDO HOLLOMAN AFB (HMN)	HS 1	Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07–25 and Rwy 04–22. Ctc twr if confused or lost.
	HS 2	Hold line on Twy/EOR A and Twy/EOR H have multiple privately owned vehicle access roads, possibility of high vehicle ttc.
	HS 3	Hold line on Twy/EOR B and Twy C for Rwy 07–25 have multiple privately owned vehicle access roads, possibility of high vehicle ttc.
	HS 4	Multiple hold lines at intersecting rwys. Ldg/departing acft disregard hold lines, taxiing acft ctc twr prior to crossing hold lines.
	HS 5	Multiple hold lines where rwys intersect. Hold line also at Twy D. Ctc twr if confused or lost.
	HS 6	Privately owned vehicle crossing ctwr by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ALBUQUERQUE ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	One Hold Position Marking on Twy E1 is the hold short position for Rwy 08 and Rwy 12. When instructed by ATC to move beyond this point, ensure correct alignment on assigned rwy.
	HS 2	Twy G and Twy G1 are adjacent to Cutter Aviation ramp entrance. Be alert not to enter Rwy 12-30 without ATC authorization. Rwy 12 commonly used for expeditious General Aviation departures when Rwy 08 and Rwy 03 are active.
	HS 3	This area has the convergence of three Twys and one Rwy: Twy F, Twy C, and Twy G. Twy G extends across Rwy 03-21. Be alert in this area for the Hold Short Line for Rwy 03-21.
	HS 4	Twy E5 perm closed. Hold short lines for Rwy 03-21 on Twys E, H, and Hot Pad 2. Risk to pilots traveling on Twy E of confusing Twy H and Rws 03-21.
ROSWELL ROSWELL INTL AIR CENTER (ROW)	HS 1	Pilots taxiing eastbound on Twy A sometimes miss the turn onto Twy B and enter Rwy 03-21 wo authorization via Twy D due to the complex twy int.
UTAH		
OGDEN OGDEN-HINCKLEY (OGD)	HS 1	When crossing Rwy 03-21 on Twy D there are no signs to indicate where Rwy 25 thld begins. Pilots have inadvertently turned onto Rwy 25.
	HS 2	Pilots who miss the left turn on Twy B while traveling south on Twy A inadvertently taxi onto Rwy 16-34.
PROVO PROVO MUNI (PVU)	HS 1	Pilots taxiing to Rwy 13 often take Twy A3 instead of Twy A. Twy A3 leads to intersection of two rwys.
SALT LAKE CITY SALT LAKE CITY INTL (SLC)	HS 1	Wrong Rwy Departure Risk. Hold Lines for Rwy 32 and Rwy 35 are at the same lctn at Twy K1 and Twy M with short taxi dist to either rwy.
	HS 2	High risk of Rwy incursion at Rwy 14/32 on Twy Q due to short taxi dist btn rwys.