

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
IDAHO		
BOISE		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Pilots departing Rwy 10L often miss the left turn on Twy W and continue taxi on Twy J. Do not mistake Rwy 10L apch sign for Rwy 10L entrance.
HAILEY		
FRIEDMAN MEM (SUN)	HS 1	Possible confusion btn ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.
	HS 2	Possible confusion btn ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.
	HS 3	Possible confusion btn ramp and Twy B due to large paved areas. ATC clnc is needed to enter movement area.
IDAHO FALLS		
IDAHO FALLS RGNL (IDA)	HS 1	Pilots should use caution and look carefully for rwy hold line when using Twy C. Rwy 17-35 does not have rwy edge markings and can be mistaken for a twy.
	HS 2	Acft departing Rwy 20 often miss left turn on A1 and taxi past A1 entrance. Do not mistake Rwy 20 apch hold line on Twy A for entrance to Rwy 20.
	HS 3	Do not cross hold line for Rwy 17 without authorization.
	HS 4	Pilots often line up for Rwy 17 when cleared to land Rwy 20. Rwy 20 and Rwy 17 apch ends in close proximity. Check rwy alignment.
LEWISTON		
LEWISTON-NEZ PERCE CO (LWS)	HS 1	Twy C and Twy G intersection close proximity to Rwy 12-30.
	HS 2	Multiple hold lines in close proximity between the rwys. Pilots instructed to hold short of Rwy 30 on Twy G sometimes miss the first hold line.
TWIN FALLS		
JOSLIN FLD – MAGIC VALLEY RGNL (TWF)	HS 1	Confusing ramp and twy configuration. Pilots taxiing from FBO ramp sometimes enter Rwy 12-30 wo apvl.
	HS 2	Twy A at Twy A3, confusing geometry and painted lines. ATCT clnc required to cross the painted movement – non-movement bdry marking. Pilots sometimes enter Rwy 08-26 wo apvl.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
MONTANA		
BILLINGS		
BILLINGS LOGAN INTL (BIL)	HS 1	Twy H crosses Rwy 07 protected area. Do not proceed across Rwy 07 without an ATCT clearance.
	HS 2	Complex intersection of Twy A, Twy C, ramp, and Rwy 10L-28R. Large non-movement area south of Twy A.
BOZEMAN		
BOZEMAN YELLOWSTONE INTL (BZN)	HS 1	Pilots taxiing via Twy A to Rwy 30 for departure sometimes fail to hold short of Rwy 03-21.
BUTTE		
BERT MOONEY (BTM)	HS 1	Rstd visibility between Rwy 33 and Rwy 30. Acft departing/ldg may not see tfc on intersecting rwy.
GREAT FALLS		
GREAT FALLS INTL (GTF)	HS 1	Acft departing Rwy 21 often miss left turn at Twy A1. There is no rwy access beyond Twy A1.
	HS 2	Pilots taxiing outbd from the ramp on Twy R2, sometimes miss the turn onto Twy A and enter Rwy 03-21 at Twy A3 wo ATC authorization.
OREGON		
NORTH BEND		
SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy C crosses the north end of Rwy 13-31. Pilots have mistaken the rwy as part of the twy and taxied onto Rwy 13-31 without clearance.
PENDLETON		
EASTERN OREGON RGNL AT PENDLETON (PDT)	HS 1	The hold line for Rwy 29 extends across a portion of the ramp and is approximately 360' long. The signs are difficult to see from some spots on the ramp.
PORTLAND		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point. Pilots taxiing eastbound on Twy B should hold at the twy holding position marking when directed by ATC.
	HS 2	Hold line for Rwy 03-21 is on Twy K. Pilots should be prepared to hold short of Rwy 21 on Twy K unless an authorization to cross has been issued by ATC.
	HS 3	Pilots taxiing outbd from the GA ramp via Twy A4 sometimes miss the turn onto Twy A and enter Rwy 10L-28R wo authorization.
	HS 4	Pilots taxiing outbd from the GA ramp via Twy A3 sometimes miss the turn onto Twy A and enter Rwy 10L-28R wo authorization.
PORTLAND		
PORTLAND-HILLSBORO (HIO)	HS 1	Acft exiting Rwy 13R-31L at Twy A6 have only 90' of clnc between Twy A cntrln and holding posn markings.
	HS 2	Pilots taxiing from the Rwy 31L run-up area via Twy A8 to Rwy 31L for dep sometimes fail to hold short of Rwy 13R-31L.
REDMOND		
ROBERTS FLD (RDM)	HS 1	Pilots eastbound on Twy G sometimes miss the turn onto Twy F and cross the Rwy 05-23 hold line.
	HS 2	Pilots eastbound on Twy C sometimes miss the turn onto Twy F and cross the Rwy 05-23 hold line.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
WASHINGTON		
BELLINGHAM BELLINGHAM INTL (BLI)	HS 1	Confusing twy int for pilots exiting/taxiing Rwy 16–34 via Twy D.
	HS 2	Congested int of Twy A and Twy F during Rwy 34 ops for acft taxiing to, or exiting Rwy 34 via Twy F.
EVERETT SNOHOMISH CO (PAINE FLD) (PAE)	HS 1	Twy A between Twy A9 and Twy A10 not visible from ATCT.
	HS 1	Unusual hold line location on Twy C, 1568' short of Rwy 18 Thld.
MOSES LAKE GRANT CO INTL (MWH)	HS 2	Rwy 09–27 clsd except mil ops. Rwy 09–27 has no rwy markings and NSTD rwy lgts.
	HS 1	Rwy 8–26 intersects Rwy 17–35.
OLYMPIA OLYMPIA RGNL (OLM)	HS 1	Pilots ldg Rwy 30 should listen carefully to ATCT instructions and be prepared to exit onto Rwy 03R–21L or Rwy 03L–21R. Pilots often exit at the wrong rwy as directions signs are not avbl.
	HS 2	Pilots sometimes cross Rwy 21L without authorization. When twr is opr, ATC clearance is required to enter or cross rwy.
PASCO TRI-CITIES (PSC)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 14R–32L and Twy A9. Wrong rwy departure risk.
SEATTLE BOEING FLD/KING CO INTL (BFI)	HS 1	Acft taxiing to Rwy 34C at Twy Q for departure sometimes enter Rwy 34R wo authorization after reading back hold short instructions. Rwy 34R hold position is only 275' from the ramp and movement area boundary.
	HS 2	Acft exiting 34C at Twy J, sometimes enter Rwy 34R wo authorization due to short taxi distance between rwys.
SEATTLE SEATTLE–TACOMA INTL (SEA)	HS 1	Wrong rwy departure risks exist when departing Rwy 20 or Rwy 25.
	HS 1	Twy C, Twy B, and Rwy 22 complex intersection. Rwy hold lines are at an unusual distance from rwy edge, rwy markings not easily visible from hold line.
WALLA WALLA WALLA WALLA RGNL (ALW)	HS 1	
	HS 1	
YAKIMA YAKIMA AIR TERMINAL/MCALLISTER FLD (YKM)	HS 1	
	HS 1	
WYOMING		
CASPER CASPER/NATRONA CO INTL (CPR)	HS 1	Pilots sometimes taxi past Twy A onto Rwy 03–21 without authorization. Twy A on edge of ramp with no signage, and Twy A5 has direct access to Rwy from ramp.
	HS 1	Confusing twy configuration. Twy A transitions to Twy B and back to Twy A when taxiing to and from Rwy 13–31.
CHEYENNE CHEYENNE RGNL/JERRY OLSON FLD (CYS)	HS 1	
	HS 1	
JACKSON JACKSON HOLE (JAC)	HS 1	There is no "Twy Edge" marking or lighting on East side of Twy A adjacent to De-ice Pad between Twy A2–Twy A4. Existing lighting is misleading to pilots.
	HS 2	Pilots ldg Rwy 19 fail to stop and have a tendency to taxi into blast pad.