

## 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
<b>ALASKA</b>		
ANCHORAGE TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Acft taxiing via Twy E to Twy G and Twy K to Rwy 33 sometimes miss the turn from Twy G on to Twy K and continue on Twy G across Rwy 07L-25R by mistake, especially with rstd visibility.
KODIAK KODIAK (ADQ)(PADQ)	HS 1	Twy F is narrow, do not stop acft on or near the twy blocking access to the main ramp.

## 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
<b>ILLINOIS</b>		
ALTON/ST. LOUIS ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy C.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy A.
BLOOMINGTON/ NORMAL CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)	HS 1	Twy G intersecting Rwy 11-29. Short taxi distance from terminal ramp.
	HS 2	Hold line on Twy E is used for Rwy 02-20 and Rwy 29.
CARBONDALE/ MURPHYSBORO SOUTHERN ILLINOIS (MDH)	HS 1	Intersection of Rwy 06-24 and Twy A. Rwy incursion risk.
	HS 2	Intersection of Rwy 06-24 and Twy C. Rwy incursion risk.
CHAMPAIGN-URBANA UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex intersection of Twy A, Twy A1, Twy B, Twy C, and Twy D.
	HS 3	Rwy 36 hold short lines on Twy B, and Twy B2 proximity to Twy B/Twy B2 intersection.
CHICAGO CHICAGO-O'HARE INTL (ORD)	HS 1	Taxiing tfc on Twy R cannot stop on Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Acft northeast bound on Twy B turning right onto Twy H use caution - close proximity to Rwy 09R-27L.
	HS 3	Ldg Rwy 22R tfc must receive clearance to cross Rwy 09R-27L on Twy A1.
	HS 4	Acft northwest bound on Twy U turning left onto Twy H use caution - close proximity to Rwy 09R-27L.
	HS 5	Twy S5 - north bound tfc only exiting Rwy 04R.
	HS 6	Tfc inbound to the terminals from Twy G and Twy E can expect a right turn on Twy Z to avoid active rwys.
	HS 7	Ldg Rwy 27R first avbl turn off is Twy C1 6500' from Rwy 27R thld.
CHICAGO MIDWAY INTL (MDW)	HS 1	Taxiing to Rwy 04L from Twy W. Note: dsplcd thld and unique turn onto Rwy 04L.
	HS 2	Intersection of Rwy 04R and Twy F. Rwy 04R may be active whenever Rwy 31C is also active.
	HS 3	Hold short line for Rwy 31L immediately after Twy F and Twy K intersection, on Twy K.
	HS 4	Rwy 31R hold short line set back 200' on Twy Y terminal side.
	HS 5	Taxiing to Rwy 22R from Twy P. Note: dsplcd thld and unique turn onto Rwy 22R.

CHICAGO/PROSPECT HEIGHTS/WHEELING CHICAGO EXECUTIVE (PWK)	HS 1	Twy E, Twy K, and Twy C complex intersection in close proximity of rws.
	HS 2	Twy intersection in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
CHICAGO/ROCKFORD CHICAGO/ROCKFORD INTL (RFD)	HS 1	Complex intersection.
MARION WILLIAMSON COUNTY RGNL (MWA)	HS 1	This area is not visible from the twr.
	HS 2	This area is not visible from the twr.
	HS 3	Hold short of Rwy 02 at Twy B for departure on Rwy 11. Some pilots mistakenly line up on Rwy 02.
	HS 4	Twy E and Twy E4 are closed via NOTAM and should only be used for emerg purposes.
MOLINE QUAD CITY INTL (MLI)	HS 1	Twy tfc to hold short of Rwy 23/Rwy 23 apch.
	HS 2	Intersection of all rws, wrong rwy departure risk.
	HS 3	Rwy 13–31 hold position is in an unusual location parallel to Rwy 13–31 on Twy K.
	HS 4	Rwy 13–31 hold position at Twy H. Twy tfc to hold short of rwy.
	HS 5	Rwy 05–23 hold position at Twy L. Twy tfc to hold short of rwy.
PEORIA GENERAL DOWNING-PEORIA INTL (PIA)	HS 1	Complex intersection in close proximity to two rws.
	HS 2	Short taxi distance to Rwy 04–22.
SPRINGFIELD ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy intersection. ATC approval required to exit onto another rwy.

## INDIANA

COLUMBUS COLUMBUS MUNI (BAK)	HS 1	Twy A & Twy B Converge.
EVANSVILLE EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field. Do not taxi to the "numbers" without ATC clearance. Rwy 09–27 is a short distance from the General Aviation Ramp—use appropriate vigilance.
	HS 2	Pilots cleared to taxi to Rwy 27 sometimes enter Rwy 27 without a clearance.
	HS 3	Rwy 18–36 in close proximity to General Aviation Ramp—use appropriate vigilance.
	HS 4	Rwy 18–36 in close proximity to General Aviation Ramp—use appropriate vigilance.

## MICHIGAN

ANN ARBOR ANN ARBOR MUNI (ARB)	HS 1	Intersection of Twy A1/A not visible from the cti twr.
	HS 2	Twy A crosses turf Rwy 12–30.
DETROIT DETROIT METROPOLITAN WAYNE CO (DTW)	HS 1	Intersection of Rwy 09L–27R and Rwy 04R–22L. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 2	Intersection of Rwy 09L–27R and Rwy 03L–21R. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 3	Twy F and Rwy 03L–21R – pilots taxiing on Twy F sometimes enter Rwy 03L–21R without a clearance.
	HS 4	Twy V1, Twy W5, Twy S5 converge with Twy W in close proximity to Rwy 09L–27R and Rwy 03R–21L.



DAYTON			
JAMES M COX	HS 1		Acft taxiing from Twy D, with a left turn on Rwy 36, destined for Hwy H sometimes miss the turn onto Rwy H and enter Rwy 06R–24L.
DAYTON INTL (DAY)			
YOUNGSTOWN–WARREN			
YOUNGSTOWN–WARREN RGNL (YNG)	HS 1		Rwy 23 hold short line and signage on Twy H may be difficult to see when taxiing to Rwy 23 on Twy J.
	HS 2		Complex Twy K/Twy F intersection. Twy K crosses Twy F to the terminal.
<b>WISCONSIN</b>			
APPLETON	HS 1		Twy A, Twy B and Twy C meet in a complex intersection.
OUTAGAMIE COUNTY RGNL (ATW)			
EAU VLAIRE			
CHIPPEWA VALLEY RGNL (EAU)	HS 1		Multiple converging twys.
JANESVILLE			
SOUTHERN WISCONSIN RGNL (JVL)	HS 1		Rwy 32 and Rwy 26 approach ends are closely aligned and may be confused when lining up for departure.
LA CROSSE			
LA CROSSE MUNI (LSE)	HS 1		Rwy 36 hold position set back on Twy F.
MADISON			
DANE COUNTY RGNL (MSN)	HS 1		Closely Aligned Rwys–Rwy 21 and Rwy 18 at Twy B4.
TRUAX FIELD	HS 2		Closely Aligned Rwys–Rwy 18 and Rwy 21 at Twy A4.
	HS 3		Closely Aligned Rwy ends–Rwy 14 and Rwy 18.
MILWAUKEE			
GENERAL MITCHELL INTL (MKE)	HS 1		Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 07L–25R if they miss the right turn for Twy V. To avoid a rwy incursion, pilots on Twy E should use extreme caution approaching Rwy 07L–25R.
	HS 2		Use caution in the area of Twy M and Rwy 01L–19R. Pavement widens out as the twy approaches the rwy and may cause confusion.
OSHKOSH			
WITTMAN RGNL (OSH)	HS 1		Intersection of Twy B and Twy B1.
	HS 2		Intersection of Twy C1, Twy C, Twy A, Twy A1, Twy J.

## 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
<b>IOWA</b>		
CEDAR RAPIDS THE EASTERN IOWA (CID)	HS 1	Twy A crosses Rwy 13–31. Twy A is used frequently by vehicles and acft to transition to and from the west hangar/FBO area.
	HS 2	Intersection of Rwy 13–31 and Rwy 09–27.
	HS 3	Twy C becomes Twy A on the north side of the apch end of Rwy 27. Acft taxiing from the east hangars to Rwy 09 and Rwy 13 are required to cross Rwy 09–27.
DES MOINES DES MOINES INTS (DSM)	HS 1	Use caution and comply with the signs and markings when taxiing near this complex intersection.
	HS 2	The apch end of Rwy 5 at Twy P has limited visibility from the twr.
	HS 3	Iowa ANG complex is located north of Twy D on the northwest part of the arpt. Vehicle movement in this area is obstructed from the tower's view. Be vigilant for vehicles while taxiing in the area.
	HS 4	Do not confuse Twy P for Rwy 23. Be aware of possibility of inadvertent line up on Twy P when cleared for Rwy 23.
DUBUQUE DUBUQUE RGNL (DBQ)	HS 1	Use caution when taxiing to Rwy 18 or Rwy 13 via Twy A. Comply with rwy hold signs, sfc painted signs and elevated rwy guard lgts at the intersection of Twy A and Rwy 18–36.
	HS 2	Use caution exiting the ramp area on Twy D. Twy D crosses Rwy 13–31 immediately after leaving ramp area.
	HS 3	Use caution exiting the ramp area on Twy C. Twy C crosses Rwy 13–31 immediately after leaving ramp area.
FORT DODGE FORT DODGE RGNL (FOD)	HS 1	Westbound tfc on Twy B must remain alert at the intersection where Twy B splits with Twy D. Holding position markings for Rwy 06–24 and Rwy 12–30 are immediately after the twy split.
MASON CITY MASON CITY MUNI (MCW)	HS 1	Single twy leads to the apch end of Rwy 30 and Rwy 35. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure. Approximately half of Rwy 12 and Rwy 18 are not mutually visible due to rising terrain and trees located between rwys. Use caution when operating on either Rwy 12 or Rwy 18 for crossing tfc. Broadcast your position and intentions on CTAF.
SIOUX CITY SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Rwy 17–35 and Rwy 13–31 intersect at Twy B. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
	HS 2	Area not visible from the twr.

WATERLOO			
WATERLOO RGNL (ALO)		HS 1	The intersection of Twy B and Twy C outbound holding position markings for Rwy 12-30 and Rwy 18-36 are immediately after the split of Twy B and Twy C.
		HS 2	Twy A crosses the apch end of Rwy 36 prior to Rwy 06. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
		HS 3	Use caution exiting the ramp area on Twy B. Twy B intersects Rwy 06-24 immediately after leaving ramp area.
		HS 4	Use caution when crossing Rwy 12-30 on Twy A inbound and outbound. Twy A is used as a pass through twy to the ANG hangar and Rwy 06-24.

## KANSAS

DODGE CITY			
DODGE CITY RGNL (DDC)		HS 1	Ramp is in close proximity to rwys.
GARDEN CITY			
GARDEN CITY RGNL (GCK)		HS 1	Twy C intersects Rwy 12-30 1300' from apch end. Back taxi clearance required for full length departure on Rwy 12.
		HS 2	Use caution exiting the ramp area on Twy C. Twy C crosses Rwy 17-35 immediately after leaving ramp area. Pilots must use caution when exiting the rwy on Twy C, as the non-movement area boundary is on the twy prior to the ramp.
		HS 3	While taxiing southbound on Twy A to Rwy 30, left turn on Twy B required to reach approach end of Rwy 30. If pilot is not extra vigilant, it is easy for an acft to miss the turn on Twy B and cross the active rwy.
HUTCHINSON			
HUTCHINSON MUNI (HUT)		HS 1	Twy A and Twy C intersect with multiple rwys.
		HS 2	Twy B hold markings for Rwy 04 and Rwy 35 are very close. Use caution to hold short at proper hold marking.
LIBERAL			
LIBERAL MID-AMERICA RGNL (LBL)		HS 1	After leaving main ramp on Twy A northbound, use caution for t/c Idg Rwy 22. Rwy 22 rwy boundary marking is on Twy A prior to the left turn on Twy B. Twy B is an extension of the Rwy 22 overrun. Rwy 17 rwy boundary is on Twy A past Twy B. Use caution for close proximity apch ends of Rwy 17 and Rwy 22.
		HS 2	Use caution exiting the ramp area on Twy C. Twy C intersects Rwy 17-35 immediately after leaving ramp area. Pilots must use caution when exiting the ramp and the rwy on Twy C, as Twy C is identified with blue reflectors.
MANHATTAN			
MANHATTAN RGNL (MHK)		HS 1	Use caution when taxiing to/from the terminal area via Twy D. Twy D is the primary entrance and exit from the main ramp and is in close proximity to Rwy 03-21.
		HS 2	Use caution when taxiing northeast on Twy A to the east ramp. Do not mistake Rwy 13-31 for Twy E.
OLATHE			
JOHNSON CO EXECUTIVE (OJC)		HS 1	Twy C crosses the apch end of Rwy 18.
		HS 2	Acft on the east side of the rwy taxiing to Rwy 36 utilizing Twy B, cross Rwy 18-36. Rwy holding position marking is not fully visible until after marking the westbound turn.
OLATHE			
NEW CENTURY AIRCENTER (IXD)		HS 1	Twy A is in close proximity to U.S. Army Reserve ramp area.
		HS 2	Complex intersection of Twy A and Twy F, along with Rwy 04-22 and Rwy 18-36. Additionally, acft southwest of this area may not be visible from the ATCT.

SALINA			
SALINA MUNI (SLN)		HS 1	Twy E crossing Rwy 17-35 is active with student pilot midfield departures. Note the elevated rwy guard lgts located on the east side of Rwy 17-35 at Twy E.
		HS 2	Tfc Idg Rwy 12 use caution when exiting onto Twy B. Hold line for Rwy 17-35 approaches quickly. Note the elevated rwy guard lgts located on the west side of Rwy 17-35 on Twy B.
TOPEKA			
FORBES FIELD (FOE)		HS 1	Southbound tfc on Twy A must remain alert so as to not miss the right turn on Twy A when taxiing to Rwy 03. Twy D continues to an intersection with Rwy 03. Twy A turns to the southwest.
		HS 2	Use caution Twy A becomes Twy E just past access to the apch end of Rwy 03. Twy A turns left, Twy E continues southwest bound to the KS ANG ramp.
		HS 3	Twy E is not visible from the ATCT. Twy E also accesses KS ANG ramp and is not maintained by the Airport Authority.
TOPEKA			
PHILIP BILLARD MUNI (TOP)		HS 1	Twy A and Twy D intersect inside of the Runway Safety Area for Rwy 04-22. Twy A intersects Rwy 04-22 at two different locations.
WICHITA			
WICHITA MID-CONTINENT (ICT)		HS 1	Gates 5, 6, 11 and 12 are in close proximity to the movement area boundary. Pushback from these gates enters Twy R.
		HS 2	Twy K, Twy K1 and Twy C2 form a complex Intersection. Twy C2 leads directly into the Intersection of Rwy 14-32 with Rwy 01L-19R.

## MINNESOTA

DULUTH			
DULUTH INTL (DLH)		HS 1	Acft/vehicular tfc on Twy E1, Twy E2 and Twy E should be alert. Signage indicates Rwy 27 APCH. Twy E is in the safety area for Rwy 09-27.
		HS 2	Apch end of Rwy 27 located at Twy A5.
		HS 3	Complex intersection. Be alert when taxiing to Rwy 21 via Twy A and Twy C.
MINNEAPOLIS			
CRYSTAL (MIC)		HS 1	Short distance between rwys. Manage your taxi speed.
		HS 2	Short distance between rwys. Manage your taxi speed.
		HS 3	Short distance between rwys. Manage your taxi speed.
		HS 4	Be prepared to hold short of Rwy 06R (sod) on Twy F.
		HS 5	Be prepared to hold short of Rwy 24L (sod) on Twy D.
		HS 6	Multiple vehicle/pedestrian deviations have occurred in this area due to proximity of arpt access points and hangars obscuring twr view.
		HS 7	Close proximity of Rwy 14R and Rwy 06R hold markings at Twy A and Twy E intersection.
		HS 8	Acft taxiing northeast on Twy B for Rwy 24R or Rwy 24L, tend to make a right turn onto Twy E, incurring on the active rwy.
MINNEAPOLIS			
FLYING CLOUD (FCM)		HS 1	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 2	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 3	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 4	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 5	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 6	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 7	Hold position marking/signs for Rwy 10L located 30' south of Twy A.

	HS 8	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
	HS 9	Rwy 18 apch area proximity to adjacent ramps along Twy A.
	HS 10	Close proximity of parallel rwys and holding positions when crossing apch end of Rwy 28L.
	HS 11	Short distance between rwy hold short lines. Be prepared to hold short of each rwy.
MINNEAPOLIS MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLIAN (MSP)	HS 1	Expansive pavement at the intersection of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22. Use caution for rwy crossings in this area.
	HS 2	Complex twy/rwy geometry.
	HS 3	Expansive pavement at the intersection of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12R-30L and Rwy 04-22. Use caution for rwy crossings in this area.
	HS 4	Complex geometry at Rwy 04 apch end. Rwy 04 depart check compass to verify correct rwy heading.
ROCHESTER ROCHESTER INTL (RST)	HS 1	Rwy 20 hold short line set back on Twy G
	HS 2	Rwy 20 hold short line on Twy A proximity to angled Twy A/Twy A6 intersection.
	HS 3	Complex, angled intersection of Twy A6, Rwy 13 and Twy B.
ST. PAUL ST. PAUL DOWNTOWN HOLMAN FLD (STP)	HS 1	Helicopter landings on Twy A.
	HS 2	Rwy 31 overrun connects to Rwy 14.
	HS 3	Unusual placement of rwy holding position markings due to overlapping rwy safety areas. Short distance between rwys, manage your taxi speed and be prepared to hold short when exiting rwy.
	HS 4	Twy E crosses Rwy 27 and Rwy 31.
<b>MISSOURI</b>		
BRANSON BRANSON (BBG)	HS 1	Westbound tfc on Twy C must remain alert so as to not mistake Rwy 14-32 for a parallel twy. First left turn out of ramp area is Rwy 14-32.
	HS 2	Use caution for acft utilizing Twy E and Twy F as a turn around after ldg on Rwy 14 or taxiing to hold while waiting to depart Rwy 32. Back taxi required on Rwy 14-32 for full length departure on Rwy 32 and frequently utilized by acft ldg Rwy 14.
CAPE GIRARDEAU CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Acft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
COLUMBIA COLUMBIA RGNL (COU)	HS 1	Use caution approaching the intersection of Twy A and Twy B due to the close proximity of rwy holding position markings for Rwy 02-20 and Rwy 13-31.
	HS 2	Acft departing Rwy 20. Taxiing on Rwy 13-31 may be authorized to reach the apch end of Rwy 20. Use caution not to confuse rwy holding position marking for Rwy 13 with the marking for Rwy 20.
	HS 3	Acft departing Rwy 20. Rwy holding position line for Rwy 20 is on Rwy 13-31.
FORT LEONARD WOOD WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Arriving and departing acft must use the intersection at the southeast end of Rwy 14-32 to access the rwy. There is no parallel twy. Arriving and departing tfc may be required to back-taxi.
JEFFERSON CITY JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex intersection of twys and rwys. Rwy 12-30 intersects with Twy B and Rwy 09-27. Acft eastbound on Twy B from Rwy 12-30, holding position markings are for Rwy 12-30.
	HS 2	Acft taxiing on Twy B to Rwy 27, be prepared for the holding position markings just out of the turn.

JOPLIN JOPLIN RGNL (JLN)	HS 1	All acft exiting the General Aviation Ramp on Twy B be prepared to hold west of Rwy 18-36 for both Rwy 18-36 and Rwy 05-23.
	HS 2	Twy C ramp exit is in close proximity to the rwy holding position line for Rwy 18-36. Twy C intersects with Rwy 18-36 immediately after leaving the ramp area.
KANSAS CITY CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	On Twy G, holding position markings for Rwy 03-21 are unusual due to the angle that Twy G intersects with Rwy 03-21.
	HS 2	Twy D intersects with Rwy 03-21 and Rwy 01-19. Holding position markings for Rwy 03-21 and Rwy 01-19 are within the rwy safety area for each other. Twy D is also utilized by acft and vehicles to transition from the east ramps to the west ramps. Acft/vehicles often mistake the second hold short markings when exiting Rwy 01-19 at Twy D as the hold short markings for Rwy 03-21.
	HS 3	Twy F, Twy D, Twy L transition when acft are taxiing northbound. Acft have the tendency to miss the left turn onto Twy L to continue across Rwy 01-19. Utilize extreme caution at night and in low visibility conditions.
KANSAS CITY KANSAS CITY INTL (MCI)	HS 1	Busy vehicle svc road crosses Twy G east of Twy B. Non-movement area begins just west of svc road.
	HS 2	Twy E and Twy F intersection with Rwy 09-27. Immediately after crossing Twy C, both Twy E and Twy F cross Rwy 09-27.
	HS 3	Twy C and Twy D intersection with Rwy 01R-19L. Immediately after crossing Twy E, both Twy C and Twy D cross Rwy 01R-19L.
	HS 4	The intersection of Twy B2 and Ottawa Ave. (vehicle svc road). Twy B2 is the only entrance to the general aviation ramp. This svc road is a high tfc vehicle route for airlines and cargo carriers.
	HS 5	Gates 45 thru 57 at Terminal B and Gates 72, 73, and 76 at Terminal C are in close proximity to the movement area boundary. Pushback from these gates enters Twy D.
KIRKSVILLE KIRKSVILLE RGNL (IRK)	HS 1	Turf Rwy 09-27 taxi route enters Rwy 18-36 approximately 1000' south of the apch end of Rwy 18 between Twy A and Twy B.
ST. JOSEPH ROSECRANS MEMORIAL (STJ)	HS 1	Use caution exiting the ramp area on Twy B. Twy B crosses Rwy 17-35 immediately after leaving ramp area.
	HS 2	Apch ends of Rwy 35 and Rwy 31 are both accessed via Twy A. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
	HS 3	Twy B intersects Rwy 13 approximately 2000' from apch end. Back taxi clearance required for full length departure on Rwy 13.
ST. LOUIS LAMBERT-ST. LOUIS INTL. (STL)	HS 1	Use caution when approaching the intersection of Twy D and Twy L be careful not to cross the hold marking for Rwy 12R-30L without ATC authorization.
	HS 2	Acft approaching Rwy 29 on Twy T, do not turn left on Twy A. Taxi straight ahead to Rwy 29.

ST. LOUIS SPIRIT OF ST. LOUIS (SUS)	HS 1	Northwest bound tfc on Twy B use caution entering complex intersection with Twy Z, Twy D, and Twy C. The close proximity of Twy C and Twy D, immediately after the turn onto Twy Z can be confusing.
	HS 2	On Twy B west of the blue port-a-ports, twr can not maintain visual ctc with vehicles and small acft.
	HS 3	On Twy B northwest of Twy A, twr can not maintain visual ctc with vehicles and acft.
SPRINGFIELD SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Acft exiting the Old Terminal ramp to the west, use caution as Twy D and Twy N are in close proximity to the rwys and angles create unusual holding positions.
	HS 2	Due to large acft parked on the Air Cargo Ramp, twr may be unable to maintain visual ctc with small acft taxiing northbound on Twy U north of Twy B.

**NEBRASKA**

GRAND ISLAND CENTRAL NEBRASKA RGNL (GRI)	HS 1	When taxiing to the apch end of Rwy 13, use caution as Twy B crosses the apch end of Rwy 17. Rwy 17 holding position markings are accompanied by rwy guard lgts on both sides of the rwy.
	HS 2	Twy C crossed Rwy 17 immediately after leaving ramp area. Intersection of Rwy 17-35 and Twy C has rwy guard lgts on both sides of the rwy.
KEARNEY KEARNEY RGNL (EAR)	HS 1	Angle and close proximity of rwy intersection creates visibility blind spot for Rwy 13 departures with regard to Rwy 18 tfc. Slight terrain rise further blocks line of sight.
	HS 2	Twy C intersects Rwy 18-36 immediately after leaving the main ramp.
LINCOLN LINCOLN (LNK)	HS 1	Rwy 18-36, Rwy 14-32 and Twy D, Twy E and Twy J all intersect with each other in a small area. Angles of intersection can make sighting tfc difficult.
	HS 2	Rwy 32 apch holding position is located on Twy A, immediately past the Twy A run up area.
OMAHA EPPLEY AIRFIELD (OMA)	HS 1	A complex intersection of Twy S, Twy F, and Twy B is located between Rwy 14R-32L and the intersection of Rwy 14L-32R and Rwy 18-36.
	HS 2	A complex intersection of Twy A, Twy C and Twy F is in close proximity to the ramp. Rwy 18-36 and Rwy 14R-32L.

**NORTH DAKOTA**

GRAND FORKS GRAND FORKS INTL (GFK)	HS 1	Clearance necessary to cross Rwy 09L and Twy A intersection.
	HS 2	Clearance necessary to cross Rwy 17R and Twy B intersection.
MINOT MINOT INTL (MOT)	HS 1	Twy B crosses the apch end of Rwy 08. Holding positions are identified by red and white 8 APCH sign.
	HS 2	Twy C crosses Rwy 08-26 at an angle. Pilots sometimes miss the holding position signs and markings for Rwy 08-26.

**SOUTH DAKOTA**

SIOUX FALLS JOE FOSS FIELD (FSD)	HS 1	Complex twy intersection in close proximity of rwys.
-------------------------------------	------	--

## 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
<b>CONNECTICUT</b>		
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 Idg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When Idg 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.
<b>DISTRICT OF COLUMBIA</b>		
WASHINGTON		
RONALD REAGAN		
WASHINGTON	HS 1	Twy M and Twy J intersection in close proximity of the rwy.
NATIONAL (DCA)	HS 2	Twy N, Twy K, Twy L, and Twy J complex intersection in close proximity of the rwy.
<b>MARYLAND</b>		
BALTIMORE		
BALTIMORE/WASHINGTON INTL	HS 1	Uncontrolled stop bar. No crossing allowed.
THURGOOD MARSHALL (BWI)	HS 2	Caution Rwy 10-28 in close proximity to Twy P1 intersection.
	HS 3	Twy E and Twy P intersect in close proximity to Rwy 10-28.
EASTON		
EASTON/NEWNAM FIELD (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 B and North and Southbound tfc on Twy A must remain alert for the tfc exiting Rwy 05-23 at Twy B.
	HS 2	Northbound tfc on Twy A must remain alert as to not miss Twy D when taxiing to Rwy 30 and Southeast bound tfc on Twy D 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 D and inadvertently taxi onto Rwy 30.
	HS 4	Southeast bound tfc on Twy D need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.

## MASSACHUSETTS

BEDFORD LAURENCE G. HANSCOM FIELD (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	Ackt 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	Watch for Rwy "04L APCH" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Maintain vigilance when taxiing outbound on Twy C to Rwy 33L when Rwy 09–27 is active.
	HS 3	Maintain vigilance when taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L–22R is active.
	HS 4	Maintain vigilance when taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Maintain vigilance when taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
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 MEMORIAL (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 MEMORIAL (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 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	Eastbound tfc on Twy Z approaching Rwy 04R–22L must remain aware so as to not mistake Twy ZB for Twy Z.
	HS 2	Northbound tfc on Twy P turning left onto Twy Z must remain aware of the close proximity of Rwy 04L–22R.
	HS 3	Southbound tfc on Twy S from General Aviation parking must remain aware so as not to mistake 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 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.

MANCHESTER  
MANCHESTER (MHT)

- HS 1 Maintain vigilance approaching the rwy holding position markings. Anticipate the Rwy 17 hold line upon crossing Rwy 24 northbound on Twy H.
- HS 2 Maintain vigilance when taxiing to Rwy 35 on Twy A. Rwy holding position markings located on the edge of Twy A at Twy P and Twy U.

## NEW YORK

NEWBURGH  
STEWART INTL (SWF)

- HS 1 Northbound tfc on Twy C sometimes encounter tfc on Twy A.
- HS 2 Acft exiting Rwy 27 frequently encounter vehicle tfc holding on Twy A2.

NEW YORK  
LA GUARDIA (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  
LONG ISLAND MAC  
ARTHUR (ISP)

- HS 1 The hold line on Twy E south of Rwy 10–28 is the hold line for both Rwy 15R–33L and Rwy 10–28.
- HS 2 Rwy 06–24 and Rwy 10–28 complex intersection.

ROCHESTER  
GREATER ROCHESTER INTL (ROC)

- HS 1 Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other.
- HS 2 Do not cross Rwy 10–28 without specific ATC clearance.

SYRACUSE  
SYRACUSE HANCOCK INTL (SYR)

- HS 1 Tfc exiting General Aviation parking some time 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.

PHILADELPHIA  
PHILADELPHIA INTL (PHL)

- HS 1 Acft taxiing on Twy D must remain alert to not enter Rwy 08–26 without proper clearance.
- HS 2 Acft exiting the ramp via Twy H must remain alert to not mistake Rwy 17–35 for Twy E.
- HS 3 Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.

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	Maintain 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	Intersection of Rwy 16-34, Twy V, Twy N, and Twy T – complex intersection with a convergence of numerous twys with Rwy 16-34.
	HS 3	Twy M at the intersection of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.

**VERMONT**

BURLINGTON BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy-Rwy 15.
-------------------------------------	------	--

**VIRGINIA**

LYNCHBURG LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)	HS 1	Acft taxiing northeast on Twy C may miss the left turn onto Twy B and inadvertently enter Rwy 04-22 without authorization.
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 Idg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.
ROANOKE ROANOKE RGNL/WOODRUM FIELD (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.

**WEST VIRGINIA**

HUNTINGTON TRI-STATE/MILTON J. FERGUSON FIELD (HTS)	HS 1	Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.
	HS 2	Area not visible from the twr.
	HS 3	Maintain vigilance, Twy B relocated 200' southeast. Former twy is partially blocked and used as a vehicle access road.

## 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
<b>IDAHO</b>		
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 MEMORIAL (SUN)	HS 1	Possible confusion between ramp and Twy B due to large paved area. ATC clearance 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 rws. Pilots instructed to hold short of Rwy 30 on Twy G sometimes miss the first hold line.
TWIN FALLS		
JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)	HS 1	No signage for Twy A visible from FBO ramp. Left turn required to reach Twy A. Pilots sometimes enter Rwy 12-30 at Twy K when looking for Twy A.
<b>MONTANA</b>		
BILLINGS		
BILLINGS LOGAN INTL (BIL)	HS 1	Twy H crosses Rwy 07 protected area. Do not proceed across Rwy 07 without an ATCT clearance.
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	Twy A3 aligned with Rwy 25. Acft departing Rwy 21 at Twy A3 must verify heading prior to tcf due to wrong rwy departure risk.

## OREGON

EUGENE MAHLON SWEET FIELD (EUG)	HS 1	Aft taxiing to Rwy 34L often miss right turn at Twy A8 or Twy A9. Do not mistake Rwy 34L apch hold sign on Twy A south of Twy A9 for rwy entrance.
MEDFORD ROGUE VALLEY INTL-MEDFORD (MFR)	HS 1	Twy B/Twy B1 not visible from twr between Twy B2 and Twy B1.
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-HILLSBORO (HIO)	HS 1	Aft exiting Rwy 13-31 at Twy A6 have only 90' of clearance between Twy A centerline and holding position markings.
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.
SALEM MCNARY FLD (SLE)	HS 1	When the ATCT is clsd the rwy holding position marking on the west side of Rwy 16-34 is inside the protected area for Rwy 13-31. Pilots should not hold at this position if other tfc is arriving or departing on Rwy 13-31.

## WASHINGTON

EVERETT SNOHOMISH COUNTY (PAINE FIELD) PAE	HS 1	Pilots holding short of Rwy 11-29 at Twy A5 or Twy A6 should use caution to stop prior to the rwy holding position marking. Rwy hold position signs are located 230' to the right and 350' to the left of the Twy A5 centerline and may be difficult to locate.
	HS 2	Rwy 29 thld in close proximity to ramp areas.
	HS 3	Twy A between Twy A9 and Twy A10 not visible from ATCT.
MOSES LAKE GRANT COUNTY INTL (MWH)	HS 1	Unusual hold line location on Twy C. 1568' short of Rwy 18 Thld.
	HS 2	Rwy 09-27 clsd except mil ops. Rwy 09-27 has no rwy markings and NSTD rwy lgts.
OLYMPIA OLYMPIA RGNL (OLM)	HS 1	No rwy holding position signs for Rwy 08-26 on Rwy 17-35.
PASCO TRI-CITIES (PSC)	HS 1	Pilots Idg 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.
SEATTLE BOEING FIELD/KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.

SEATTLE SEATTLE-TACOMA INTL (SEA)	HS 1	Acft Idg Rwy 34C and exiting Twy H who turn right on Twy J must clear the Rwy 34C hold bar completely, while using vigilance not to cross the hold bar for Rwy 34R (34C-34R hold bar separation distance 189').
	HS 2	Acft taxiing to Rwy 34C at Twy Q for departure sometimes enter Rwy 34R without authorization after reading back hold short instructions. Rwy 34R hold position is only 275' from the ramp and movement area boundary.
	HS 3	Acft exiting Rwy 34C at Twy F sometimes enter Rwy 34R without authorization, taxi distance is very short and pilots should use caution to stop at hold line unless authorized to cross the rwy.
SPOKANE FELTS FIELD (SFF)	HS 1	Complex intersection of Twy A, Twy B, Twy C and ramp. Rwy 03R APCH hold line in close proximity to ramp on Twy C.
SPOKANE SPOKANE INTL (GEG)	HS 1	Confusing intersection, Twy C, Twy D, Twy G sharp turns may be required. Pilots could make a wrong turn and enter a rwy by mistake.
WALLA WALLA WALLA WALLA RGNL (ALW)	HS 1	Wrong rwy departure risks exist when departing Rwy 20 or Rwy 25.
	HS 2	Pilots sometimes taxi past Twy A onto Rwy 02-20 without permission. Twy A runs on north edge of ramp prior to Twy B entrance to Rwy 02-20.
YAKIMA YAKIMA AIR TERMINAL/MCALLISTER FLD (YKM)	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.
<b>WYOMING</b>		
CASPER CASPER/NATRONA COUNTY INTL (CPR)	HS 1	Wide Complex intersection including large paved area. Rwy 26 and Rwy 21 wrong rwy departure risk.
	HS 2	Pilots sometimes taxi past Twy A onto Rwy 03-21 without authorization. Twy A on edge of ramp with no signage, and Twy A5 as direct access to Rwy from ramp.
CHEYENNE CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration. Twy A transitions to Twy B and back to Twy A when taxiing to and from Rwy 13-31.
JACKSON JACKSON HOLE (JAC)	HS 1	There is no "Twy Edge" markign or lighting on East side of Twy A adjacent to De-ice Pad between Twy A2-Twy A4. Existing lighting is misleading to pilots.

12264

## 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*
HONOLULU, HI		
HONOLULU INTL (HNL) (PHNL)	HS 1	Rwy 04R/Rwy 04L thresholds: sometimes confuses pilots, and cause a potential for wrong rwy ldgs.
	HS 2	Aircraft ldg Rwy 04R and exiting left onto Twy K, sometimes fail to hold short of Rwy 04L-22R and Rwy 08L-26R.
	HS 3	Aircraft proceeding north on Twy E and instructed to turn left onto Twy B, sometimes miss the turn onto Twy B, and proceed onto Rwy 08L-26R without clearance.
	HS 4	Pilot confusion may be caused by the convergence of Twy A, Twy V, Twy T, Twy RB, and Twy M, in close proximity to Rwy 08L.
	HS 5	Tower Non-visibility area. Area not visible from the control tower due to trees.
KAHULUI, HI		
KAHULUI (OGG) (PHOG)	HS 1	Rwy 05, Twy A, Twy F, and Twy G.
	HS 2	Rwy 02-20, Twy E and the ramp.
KAUNAKAKAI, HI		
MOLOKAI (MKK)(PHMK)	HS 1	Area not visible from control tower.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

12264

## 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
<b>LOUISIANA</b>		
HOUMA		
HOUMA– TERREBONNE (HUM)	HS 1	Rwy Incursion Risk: Complex intersection Twy H, Twy E and Twy B east of Rwy 18–36 & Rwy 12–30.
MONROE		
MONROE RGNL (MLU)	HS 1	Acft taxiing on Twy A between Rwy 14 and Rwy 18 note the rwy hold lines in close proximity.
NEW ORLEANS		
LAKEFRONT (NEW)	HS 1	Rwy Incursion Risk at Twy F and Rwy 09–27–Wide intersection.
	HS 2	Rwy Incursion Risk at Twy F and Rwy 27–Hold Line is at Apron exit on Twy F.
	HS 3	Rwy Incursion Risk at Twy B and Rwy 36L–Apron exit east of Rwy 36L is inside Hold Lines.
NEW ORLEANS		
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	Lead–Off lines from Rwy 10 can be misinterpreted for Twy F, a perpendicular crossing, due to visual obstruction caused by crowned rwy.
	HS 2	Green painted ovrn for Rwy 10–28 can be misinterpreted for Twy E when landing Rwy 01–19.
<b>TEXAS</b>		
BEAUMONT/PORT ARTHUR		
SOUTHEAST TEXAS RGNL (BPT)	HS 1	South end of Twy B not visible from ctl twr.
CORPUS CHRISTI		
CORPUS CHRISTI INTL (CRP)	HS 1	Rwy 35 and Rwy 31 share a common Hold Short Line on Twy A, look for Wigwag Lgts.
DALLAS		
ADDISON (ADS)	HS 1	Twy A and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 33. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.
FORT WORTH		
FORT WORTH ALLIANCE (AFW)	HS 1	Rwy incursion risk–pilots occasionally miss turn from ramp onto Twy A and enter Twy E towards Rwy 16L–34R.

HARLINGEN VALLEY INTL (HRL)	HS 1	Due to unusual geometry, extreme vigilance must be exercised to comply with ATC instructions on Twy A, Twy B, Twy E, and Twy M to avoid unauthorized entry onto Rwy 35L.
HOUSTON DAVID WAYNE HOOKS MEMORIAL (DWH)	HS 1	Rwy Incursion Risk–Ramp accessible to inadequately trained drivers; inadequate signage leaving ramp.
	HS 2	Rwy Incursion Risk–Complex twy intersection near Rwy 17L.
	HS 3	Rwy Incursion Risk–Previous Incursions occurring Twy E at Rwy 17R–35L.
HOUSTON LONE STAR EXECUTIVE (CXO)	HS 1	Twy F west of Twy D not visible from ctl twr.
HOUSTON WILLIAM P. HOBBY (HOU)	HS 1	Rwy Incursion Risk–Twy D crosses Rwy 12L, Rwy 17, and Rwy 12R in close proximity. Rwy 17 and Rwy 12R share single Hold Line. Ensure correct Rwy alignment.
	HS 2	Rwy Incursion Risk–Twy G at Rwy 12R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 12R.
	HS 3	Rwy Incursion Risk–Twy K1 at Rwy 35 & Rwy 04 intersection: Ensure correct Rwy alignment.
MIDLAND MIDLAND INTL (MAF)	HS 1	Twy B and Twy P merge. NSTD location of the rwy hold short line and sign for Rwy 10. Twy A west of Twy V and the associated run-up areas not visible from the twr. Limited air tfc services provided.
	HS 2	
	HS 3	Area not visible from twr. Limited air tfc services provided.
SAN ANTONIO SAN ANTONIO INTL (SAT)	HS 1	Rwy 04 at Rwy 30L. Acft taxiing on Rwy 04 sometimes fail to hold short of Rwy 30L.
	HS 2	Twy G and Twy N in close proximity of Rwy 30L. Acft taxiing north bound on Twy N sometimes fail to make the right turn onto Twy G and enter Rwy 30L without approval.
SAN ANTONIO STINSON MUNI (SSF)	HS 1	Area not visible from the twr.
WACO WACO RGNL (ACT)	HS 1	Tfc taxiing to Rwy 32 via Twy B3 must remain alert to the position of the hold short line for Rwy 32–200' south of Twy B2 or 430' from Rwy 32 on Twy B3.

## 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 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
<b>ALABAMA</b>		
MOBILE		
MOBILE DOWNTOWN (BFM)	HS 1	Separate hold lines on Twy H and Twy L are set back 350' from the rwy edge.
MONTGOMERY		
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)	HS 1	Intersection of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Intersection of the Twy A5 and the ANG ramp. Potential exiting Rwy 10-28 at Twy A5.
TUSCALOOSA		
TUSCALOOSA RGNL (TCL)	HS 1	Unusually placed Rwy 29 hold line just beyond Twy F.
<b>FLORIDA</b>		
DAYTONA BEACH		
DAYTONA BEACH INTL (DAB)	HS 1	Pilots taxiing southbound on Twy W sometimes miss the right turn on Twy S and enter the runway without clearance.
FORT LAUDERDALE		
FORT LAUDERDALE- HOLLYWOOD INTL (FLL)	HS 1	Twy E at Rwy 09L-27R.
	HS 2	Twy D at Rwy 09L-27R.
	HS 3	Twy Q at Rwy 09L-27R.
	HS 4	Twy departure risk: When on Twy C do not mistake Twy B for Rwy 09L.
	HS 5	Twy D4 has one hold marking for both rwys: wrong rwy departure risk.
FORT LAUDERDALE (FXE) EXECUTIVE	HS 1	Large paved run-up area located adjacent to Rwy 08 ApcH and Twy E. Do not access Rwy 08 without ATC authorization.
	HS 2	Active intersection when simultaneous ops occur on Rwy 08 and Rwy 13. Pilots taxi from Rwy 13 and Twy E run-up area via Twy B. Do not continue on to Rwy 08-26 without ATC authorization.
	HS 3	Active intersection when simultaneous ops occur on Rwy 08 and Rwy 13. Pilots taxi from Rwy 13 and Twy E run-up area via Twy A. Twy B and Twy E. Do not continue on to Rwy 13-31 without ATC authorization.
	HS 4	Large paved area with direct access to Rwy 13-31 from Taxilane C Ramp. Do not access Rwy 13-31 without ATC authorization.
	HS 5	Twy B5 has direct access from ramp to Rwy 31 ApcH. Do not access Rwy 31 without ATC authorization.
FORT MYERS		
PAGE FIELD (FMY)	HS 1	Twy A at the intersections of Twy A2 and Twy D is a dog leg turn. Twy A continues to the apch end of Rwy 05. Do not use Twy A2 unless instructed.
	HS 2	Multiple twy intersections in the vicinity of the intersection of Rwy 05-23 and Rwy 13-31.
SOUTHWEST FLORIDA INTL (RSW)	HS 1	Twy G1 is aligned with Twy F2. You must receive clearance to proceed onto Twy F2.
	HS 2	When landing Rwy 06, Twy F6 high speed exit sign is located immediately before the Twy F5 reverse high speed exit.

GAINESVILLE			
GAINESVILLE RGNL (GNV)	HS 1		Pilots departing on Rwy 07 may be directed by ATC to hold short at Rwy 11 apch before taxiing to Rwy 07.
	HS 2		Rwy 07 and Rwy 11 apch ends are in close proximity.
	HS 3		Use Twy A1 and Twy B to taxi to Rwy 25 and Rwy 29.
HOLLYWOOD			
NORTH PERRY (HWO)	HS 1		Southbound on Twy D for Rwy 28R departures—Pilots miss the turn onto Twy P and enter the rwy.
	HS 2		The hold line for Rwy 01L is also the hold line for Rwy 10R.
	HS 3		Aft taxiing on Twy L westbound to depart on Rwy 01L–19R, Twy L crosses the apch end of Rwy 01R. Pilots should obtain clearance from ground ctl prior to crossing Rwy 01R.
MIAMI			
KENDALL–TAMIAMI EXECUTIVE (TMB)	HS 1		Twy H and Twy E hold lines are in close proximity to Rwy 13–31.
MIAMI INTL (MIA)	HS 1		Short taxi across twys to rwy.
	HS 2		Short taxi across twys to rwy.
	HS 3		Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4		Short twy between rwys.
	HS 5		Two rwy ends close together with multiple hold lines that are dependent upon the rwy(s) in use. (SEE INSET)
OPA–LOCKA EXECUTIVE (OPF)	HS 1		Short taxi ramp to rwy risk. Large pavement area with only sfc painted location and direction signs.
NEW SMYRNA BEACH			
NEW SMYRNA BEACH MUNI (EVB)	HS 1		Two closely spaced hold lines on Twy E for Rwy 25 and Rwy 20.
ORLANDO			
ORLANDO SANFORD INTL (SFB)	HS 1		Rwy 09C APCH hold (Rwy 09C APCH) enroute to Twy C.
	HS 2		The hold line for Rwy 09R on Twy R northbound is placed immediately adjacent to Twy S after crossing Rwy 36 and turning right on Twy R.
STUART			
WITHAM FIELD (SUA)	HS 1		Intersecting rwys, wrong rwy departure risk. (Check rwy alignment.)
	HS 2		Rwy 12 and Twy A1.
WEST PALM BEACH			
PALM BEACH INTL (PBI)	HS 1		Twy L often mistaken as Rwy 10R by arrivals.
	HS 2		Aft NW–bound on Twy F missing left turn onto Twy L.
	HS 3		Aft of the north ramps miss the turn onto Twy G.
	HS 4		Pilots approaching Rwy 32 along Twy F are sometimes surprised at the location of the hold line and cross without authorization. Area not visible from the twr.
	HS 5		Large pavement area at the intersections of Twy L, Twy L3, Twy E and the ramp may cause confusion.
<b>GEORGIA</b>			
ATLANTA			
DEKALB–PEACHTREE (PDK)	HS 1		When side stepping from Rwy 20L to Rwy 20R pilots have mistakenly landed on Twy A.
	HS 2		Southbound tfc on Twy B will miss the turn onto Twy A when assigned Rwy 02L or Rwy 02R.
	HS 3		Pilots expecting Rwy 02R often fail to hold at Rwy 02L.
HARTSFIELD–JACKSON			
ATLANTA INTL (ATL)	HS 1		Intersections of Twy C and Twy D at Rwy 08L–26R. Hold short line is only 250' after exiting the FBO ramp. Rwy hold bar is canted which peaks towards the twy.

	HS 2	Intersections of Twy C and Twy D at Rwy 08R–26L. Caution transitioning between the parallel rwys. Rwy hold bar is canted which peaks towards the twy. Rwy hold short line is only 380' away after exiting Rwy 08L–26R and 70' south of the Twy B centerline.
	HS 3	Intersection of Twy H at Rwy 08R–26L. Acft travelling westbound for the Twy V end–around, mistakenly turn southbound on Twy H and enter Rwy 08R–26L.
	HS 4	Intersection of Twy D at Rwy 09L–27R. Acft southbound on Twy D fail to turn on Twy L and Twy M and enter Rwy 09L–27R. Acft crossing Rwy 09L–27R at Twy D southbound to Twy K must turn 45 degrees left immediately after crossing the rwy hold bar.
AUGUSTA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Intersection of Twy E and Rwy 17–35.
	HS 2	Short twy distance from ramp to Rwy 08 thld. Be aware of the Twy E and Twy C intersection for Rwy 08–26.
SAVANNAH		
SAVANNAH/HILTON HEAD INTL (SAV)	HS 1	Twy E from AER 28 to about 310' west on Twy E not visible from ATCT.
	HS 2	Twy A from Rwy 01 apch end to about 900' north on Twy A not visible from ATCT.
		<b>KENTUCKY</b>
COVINGTON		
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Be alert to multiple twy crossing points surrounding the intersection of Rwy 18C–36C and Rwy 09–27.
LEXINGTON		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line, and only applies when instructed by ATC.
LOUISVILLE		
BOWMAN FIELD (LOU)	HS 1	Acft operating near Rwy 06–24, Rwy 15–33 at midfield are in close proximity to intersecting/crossing rwy and twys.
LOUISVILLE		
LOUISVILLE INTL–STANDIFORD FIELD (SDF)	HS 1	Frequent crossings Rwy 17L–35R at Twy G–required to gain access to full length of Rwy 35R. Frequent crossings of Rwy 29 at Twy D.
	HS 2	Rwy 35R Guard Lgts on Twy D at Twy D1 are in a nstd location OFZ hold line marked with a 35R–APCH sign. Applicable only when WX is below 800' and/or 2 mile visibility. All other times, acft may cross the APCH hold and taxi to the painted hold line at Twy D and Rwy 35R.
	HS 3	Frequent crossings at Twy B and Twy C during Rwy 29 ops.
	HS 4	Twy B, Twy C, Twy J, and Twy M–complex intersection.
OWENSBORO		
OWENSBORO–DAVIESS COUNTY (OWB)	HS 1	Northbound tfc on Twy C must remain alert so as to not mistake Rwy 06–24 for a parallel twy. First right turn on Twy C from ramp area is Twy E.
PADUCAH		
BARKLEY RGNL (PAH)	HS 1	Rwy 14–32 at Twy F: Short taxi risk after turning on Twy F.
	HS 2	Rwy 04–22 at Twy C: Rwy confusing as another twy.
	HS 3	Rwy 04 at the end of Twy W South: Short taxi after the turn.

## NORTH CAROLINA

CHARLOTTE		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing intersection due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and reenter the rwy.
RALEIGH/DURHAM		
RALEIGH-DURHAM INTL (RDU)	HS 1	Intersection of Rwy 5R-23L and Twy C.

## SOUTH CAROLINA

CHARLESTON		
CHARLESTON AFB/INTL (CHS)	HS 1	Rwy 21 hold line on Twy E is 1,000' from rwy.
COLUMBIA		
COLUMBIA METROPOLITAN (CAE)	HS 1	When assigned Rwy 23 for departure, eastbound tfc on Twy A miss the turn onto Twy N and enter Rwy 23 by mistake.
	HS 2	Unusual circular twy centerline at complex intersection for Twy FF, Twy U, and Twy A near the Rwy 29 holding bay.

## TENNESEE

KNOXVILLE		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 and Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A and Rwy 05R-23L. Pilots miss turn onto Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A and Rwy 05R-23L. Pilots miss turn onto Twy A.
	HS 4	Acft taxiing on Twy B4 southeast bound sometime fall to hold short of Rwy 23L.
MEMPHIS		
MEMPHIS INTL (MEM)	HS 1	Two hold lines on Twy B: East of Twy S is 18C APCH; West of Twy S is rwy hold.
	HS 2	Twy departure risk: mistaking Twy M for Rwy 36L.
NASHVILLE		
NASHVILLE INTL (BNA)	HS 1	Approaching this intersection from the west or northwest often results in an incorrect or missed turn and crossing the wrong rwy.
	HS 2	Hold markings and signs are in place to protect Rwy 20C apch area.
	HS 3	Confusion may be caused by multiple signs and lights.

## 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 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
<b>ARIZONA</b>		
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.
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-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.
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.
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 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.
	HS 4	Twy H and Forest Service Complex not visible from the twr.
	HS 5	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 6R without ATC authorization.

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.
<b>CALIFORNIA</b>		
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.
CARLSBAD MC CLELLAN–PALOMAR (CRQ)	HS 1	ATC has difficulty seeing small acft taxiing eastbound on Twy A, when "Large Jets" are parked on the ramps.
CHINO CHINO (CNO)	HS 1 HS 2	Pilots taxiing south on Twy D, sometimes fail to turn onto Twy A and proceed onto Rwy 08L–26R by mistake. Pilots taxiing west on Twy L, sometimes turn onto Rwy 03–21 by mistake.
CONCORD BUCHANAN FIELD (CCR)	HS 1 HS 2 HS 3 HS 4	Pilots traveling southeast on Twy J and instructed to taxi via Twy E to Rwy 01L or Rwy 19R sometimes miss the turn onto Twy E and proceed onto Rwy 01L–19R at Twy J without clearance. 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.
HAWTHORNE JACK NORTHROP FIELD/ 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	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.
LANCASTER GENERAL WM J FOX AIRFIELD (WJF)	HS 1	Pilots taxiing from ramp sometimes mistake Rwy 06–24 for Twy A.
LIVERMORE LIVERMORE MUNI (LVK)	HS 1 HS 2 HS 3 HS 4 HS 5 HS 6	Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance. Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply. Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply. Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply. Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply. 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 exiting Rwy 30 at Twy A turn left on Twy D, anticipate reaching their destination, and fail to hold short of Rwy 07L–25R.

	HS 2	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 3	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R-25L.
	HS 4	Acft eastbound on Twy J 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 5	Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R-34L.
	HS 6	After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R-25L.
	HS 7	Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following 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	Twy E13 is often mistaken for Twy R when eastbound on Twy E.
	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.
NAPA NAPA COUNTY (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 hangars 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.
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HS 1	Twy A and Twy B both cross Rwy 27R. 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 09L-27R.
	HS 3	Complex intersection. Pilots sometimes taxi onto Rwy 09L or Rwy 33 by mistake.
	HS 4	Area not visible from the South Twr.
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.

SACRAMENTO	HS 2	ATC non-visibility area.
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 A10 sometimes miss the turn onto Twy A.
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 FLD (MYF)	HS 1	Acft taxiing northeast on Twy G sometimes miss the turn onto Twy H and proceed onto Rwy 10R-28L by mistake.
	HS 2	Acft Idg Rwy 28R and exiting onto Twy G sometimes cross Rwy 28L without authorization.
	HS 3	Acft Idg Rwy 28R and exiting onto Twy F sometimes cross Rwy 28L without 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.
SAN JOSE NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Some pilots may misidentify Twy D as Twy C. Twy D crosses Rwy 29.
	HS 2	“Run-up Area” is asphalt/black-top and near active Rwy 30L and Twy D.
	HS 3	Rwy 11-29 is now Twy W1. Surface is usable only as twy and is marked and signed as a twy.
SAN JOSE REID-HILLVIEW OF SANTA CLARA COUNTY (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 COUNTY RGNL (SBP)	HS 1	Acft Idg Rwy 29, exiting to Westside Ramp, use Twy E.
	HS 2	Area May Not Be Visible from Ctl Twr.
	HS 3	Twy E is not perpendicular to Rwy 29.
SANTA ANA JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)	HS 1	ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 19L. Do not cross Rwy 19L without authorization.
	HS 2	Pilots exiting Rwy 19R or Rwy 19L onto Twy H: short distance between rws. 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	Very wide pavement area. Do not cross Rwy 15L or Rwy 15R without authorization.
	HS 3	ATC often utilizes Rwy 15L-33R and Rwy 15R-33L to taxi arriving aircraft off of Rwy 07-25.

	HS 4	Pilots instructed to taxi to Rwy 35 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.
SANTA MARIA CAPTAIN G. ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy C, and Twy D, Complex twy intersection in close proximity to the rwys.
	HS 2	Acft on Twy A sometimes fail to hold short of Rwy 20.
	HS 3	Acft on Twy B sometimes fail to hold short of Rwy 12.
SANTA ROSA CHARLES M. SCHULZ–SONOMA COUNTY (STS)	HS 1	Rwy 14, Rwy 19 and Twy A, Twy Y complex intersection.
	HS 2	Area not visible from the twr.
	HS 3	Rwy 32 Run–up area not visible from the twr.
STOCKTON STOCKTON METROPOLITAN (SCK)	HS 1	Intersection of Twy N and Twy M at Terminal Apron are not visible from the ctl twr.
TRUCKEE TRUCKEE–TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 10–28 and Rwy 01–19.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.
<b>COLORADO</b>		
ASPEN ASPEN–PITKIN COUNTY/SARDY FIELD (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	Twy A4. Short taxi distance from ramp to rwy.
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	Pilots taxiing from Cargo ramp on Twy SC or Twy A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization. Rwy 35L hold signs may not be visible from Twy SC or Twy A until reaching Twy M.
	HS 2	Twy 17R apch area. ATC will direct pilots to hold short at APCH hold line when necessary for separation from tfc.
DENVER ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 02–20. Use caution in this area.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 11R–29L is prior to Twy D. Pilots should use caution and hold short when instructed by ATC.

EAGLE			
EAGLE COUNTY 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.
PUEBLO			
PUEBLO MEMORIAL (PUB)	HS 1		Transition from Twy A to Twy A2 is in Rwy 08R safety area. Pilots should be prepared to stop at the APCH 08R hold short when instructed by ATC while taxiing to depart Rwy 08L.
	HS 2		Transition from Twy A to Twy A9 is in Rwy 26L safety area. Pilots should be prepared to stop at the Rwy 26L APCH hold short when instructed by ATC while taxiing to Rwy 26R.

## 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 run up area, pilots have mistakenly lined up on Twy A for departure instead of the rwy.
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 E is often misidentified as a rwy. Verify rwy markings prior to departure.
	HS 6		Twy D and Twy N intersection is not visible from the ctl twr.
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.

# 468

# AIRPORT DIAGRAMS

## RENO

RENO/TAHOE INTL (RNO)

- HS 1 Pilots departing the southwest ramp and instructed to hold short of Rwy 07–25 sometimes fail to comply.
- HS 2 Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.
- HS 3 Full length departures for Rwy 16L sometimes turn left at Twy D by mistake.

## NEW MEXICO

### ALBUQUERQUE

ALBUQUERQUE INTL SUNPORT (ABQ)

- HS 1 A single Holding Position Marking on Twy E1 serves 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 ramp entrance. Be alert not to enter Rwy 12–30 without ATC approval. Rwy 12 commonly used for expeditious General Aviation departures when Rwy 08 and Rwy 03 are active.
- HS 3 Twy F, Twy C, and Twy G converge near Rwy 17–35 and Rwy 12–30. Twy G extends across Rwy 17–35 and Rwy 03–21. Be alert for Holding Position Markings and rwy assignment.

## 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 Caution do not cross hold line for Rwy 35 during taxi SE on Rwy 14–32. Hold line is on north side of Rwy 32 numbers.
- HS 2 Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line.
- HS 3 Not visible from twr. Hold line for Rwy 32 and Rwy 35 at K1 with short taxi distance from ramp. Wrong rwy departure risk.
- HS 4 At AER 16L some acft experience radio communication problems. ATC will use tfc ctl light signals when radio ctc cannot be established.