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
ALASKA		
ANCHORAGE		
ELMENDORF AFB (EDF)	HS 1	Int of Rwy 06–24 and Rwy 16–34 is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 2	Int of Rwy 06–24 and Twy D is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 3	Int of Rwy 06–24 and Twy F is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 4	Int of Rwy 16–34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc.
ANCHORAGE		
TED STEVENS ANCHORAGE INTL (ANC)	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.
	HS 2	Acft taxiing to Twy K via Twy E and Twy F may confuse hold short instructions for Rwys 07R–25L and 07L–25R. Twy D signage may not be visible from Twy E and Twy F hold positions.
FAIRBANKS		
FAIRBANKS INTL (FAI)	HS 1	Closely spaced rwy/twy int; pilots have misidentified Twy B and Twy T, and Twy T and Twy U.
KENAI		
KENAI MUNI (ENA)	HS 1	Acft taxiing via Twy E to prk sometimes turn on Twy A instead of apn Twy J.
	HS 2	Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion.
KODIAK		
KODIAK (ADQ)	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
ILLINOIS		
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.
BELLEVILLE		
SCOTT AFB/MIDAMERICA (BLV)	HS 1	Maint vigilance Twy G due to numerous veh crossings.
	HS 2	Maint vigilance Twy G close proximity to the ramp and numerous veh crossings.
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	Complex intersection of Twy A, Twy A2, Twy B, Twy C, and Twy D, Twy D1, and Twy E.
CHICAGO		
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	Short taxi distance from terminal ramp to hold position for Rwy 13L–31R.
CHICAGO		
CHICAGO O'HARE INTL (ORD)	HS 1	Acft northeast bound on Twy B turning right onto Twy H use caution – close proximity to Rwy 09R–27L.
	HS 2	Potential ovft risk for acft on Twy SS or Twy T while acft arr Rwy 09R.
CHICAGO/PROSPECT HEIGHTS/WHEELING		
CHICAGO EXECUTIVE (PWK)	HS 1	Twy E, Twy K, and Twy C complex intersection in close proximity of rwys.
	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		
VETERANS AIRPORT OF SOUTHERN ILLINOIS (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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
MOLINE		
QUAD CITY INTL (MLI)	HS 1	Twy tfc to hold short of Rwy 23/Rwy 23 apch.
	HS 2	Risk of Rwy 09 and Rwy 27 arrivals exiting on intersecting rwys instead of assigned exit twys.
PEORIA		
GENERAL DOWNING – PEORIA INTL (PIA)	HS 1	Complex intersection in close proximity to two rwys.
	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	Twy G and Rwy 18–36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering Twy G.
	HS 2	Rwy 27 incursion risk at Twy A, ATC clearance required for taxi on rwy.
LAFAYETTE		
PURDUE UNIVERSITY (LAF)	HS 1	Complex int at Twy B, Twy B3, Twy C in close proximity of rwys.
MICHIGAN		
ANN ARBOR		
ANN ARBOR MUNI (ARB)	HS 1	Intersection of Twy A1/A not visible from the ctl twr.
	HS 2	Twy A crosses turf Rwy 12–30.
DETROIT		
DETROIT METROPOLITAN WAYNE CO (DTW)	HS 1	Int of Rwy 09L and Rwy 03L–21R. Acft taxiing east on Rwy 09L maint vigilance illuminated stop bar at Rwy 3L–21R hold short marking. Note: When Rwy 09L–27R is being used as a twy btn Rwys 04R–22L and 03L–21R, green cntrln lgts and stop bars are illuminated.
	HS 2	Twy F and Rwy 03L–21R pilots taxiing on Twy F sometimes enter Rwy 03L–21R wo a clnc.
DETROIT		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy intersection.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
FLINT		
BISHOP INTL (FNT)	HS 1	Twy C crosses Rwy 18–36. Manage taxi speed and be prepared to hold short.
	HS 2	Acft exiting the de–icing pad are on Twy C and in very close proximity to Rwy 09–27.
GRAND RAPIDS		
GERALD R FORD INTL (GRR)	HS 1	Twy A, Twy M, High Speed Twy A2 near Rwy 08R–26L – risk of pilot confusion on wide pavement resulting in rwy incursions.
	HS 2	Twy A, Twy F, Twy B, High Speed Twy A1 near Rwy 08R–26L – risk of pilot confusion on wide pavement resulting in rwy incursions.
	HS 3	Twy B, Twy V, High Speed Twy B4 near Rwy 17–35 – risk of pilot confusion resulting in rwy incursions.
JACKSON		
JACKSON CO–REYNOLDS FLD (JXN)	HS 1	Twy A and Twy D complex int in close proximity to two rwys.
KALAMAZOO		
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex int of Rwy 05, Twy A and Twy D.
MUSKEGON		
MUSKEGON CO (MKG)	HS 1	Twy A at Rwy 14–32 hold short line is non–standard.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
OHIO		
AKRON		
AKRON–CANTON RGNL (CAK)	HS 1	ILS hold short line close proximity to transient parking ramp.
	HS 2	Twy C rwy holding position marking east of Rwy 01–19 used to hold acft for both Rwy 01–19 and Rwy 05–23.
	HS 3	Hold short lines on Twy K between Rwy 01–19 and Rwy 05–23 are nearly co–located.
CINCINNATI		
CINCINNATI MUNI AIRPORT LUNKEN FLD (LUK)	HS 1	Tfc on Twy C must receive ATC clearance to cross Rwy 03L apch area.
	HS 2	Twy A crosses Rwy 21R. Be prepared to hold short.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Pedestrians and vehicles prohibited from departing terminal ramp area without ATC authorization.
CLEVELAND		
CLEVELAND–HOPKINS INTL (CLE)	HS 1	Complex intersection of Rwy 06R–24L and Twy S, Twy L.
	HS 2	Complex intersection of Rwy 06R–24L and Twy R, Twy L.
COLUMBUS		
JOHN GLENN COLUMBUS INTL (CMH)	HS 1	Area not visible from the twr.
COLUMBUS		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, acft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Unusual geometry at Rwy 27R, Rwy 23, Twy C and Twy F int; Rwy 23 thld is beyond Rwy 27R on Twy F southbound.
DAYTON		
JAMES M COX DAYTON INTL (DAY)	HS 1	Acft taxiing from Twy D, with a left turn on Rwy 36, destined for Twy H sometimes miss the turn onto Twy H and enter Rwy 06R–24L.
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.

WISCONSIN

CITY/AIRPORT	HOT SPOT	DESCRIPTION
APPLETON		
APPLETON INTL (ATW)	HS 1	Twy A, Twy B and Twy C meet in a complex intersection.
JANESVILLE		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE		
LA CROSSE RGNL (LSE)	HS 1	Rwy 36 hold position set back on Twy C.
MADISON		
DANE CO RGNL–TRUAX FLD (MSN)	HS 1	Closely aligned Rwys – Rwy 36 and Rwy 03 at Twy A4.
	HS 2	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.
MOSINEE		
CENTRAL WISCONSIN (CWA)	HS 1	Wrong rwy departure risk. Rwy 08 departure sometime confuse Rwy 17 as the departing rwy. Rwy 17–35 used to taxi to full len on Rwy 08.
OSHKOSH		
WITTMAN RGNL (OSH)	HS 1	Rwy incursion risk, complex rwy/rwy int.
	HS 2	Int 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
IOWA		
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	Int of Rwy 13–31 and Rwy 09–27.
	HS 3	Rwy incursion risk, Twy A, Twy E, Twy E2 and Twy A4 – Complex twy configuration requiring multiple turns in short dist.
COUNCIL BLUFFS		
COUNCIL BLUFFS MUNI (CBF)	HS 1	Rwy 14 is not visible from Rwy 18. Use CTAF to avoid conflicting int ops.
	HS 2	Rwy 18 is not visible from Rwy 14. Use CTAF to avoid conflicting int ops.
DES MOINES		
DES MOINES INTL (DSM)	HS 1	Use caution and comply with the signs and markings when taxiing near this complex intersection.
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 36. 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/COL BUD DAY FLD (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.
	HS 3	Twy A near the ARFF bldg and Twy G are not visible from ATCT.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	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 2	While taxiing southbound on Twy A to Rwy 30, left turn on Twy B required to reach apch end of Rwy 30. If pilot is not being extra vigilant, it is easy for an acft to miss the turn on Twy B and cross the active rwy.
HUTCHINSON		
HUTCHINSON RGNL (HUT)	HS 1	Twy A and Twy C intersect with multiple rwys.
LIBERAL		
LIBERAL MID–AMERICA RGNL (LBL)	HS 1	Twy C intersects Rwy 17–35 immediately upon leaving ramp area.
MANHATTAN		
MANHATTAN RGNL (MHK)	HS 1	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 making the westbound turn.
OLATHE		
NEW CENTURY AIRCENTER (IXD)	HS 1	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 RGNL (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 ldg 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		
TOPEKA RGNL (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.
WICHITA		
WICHITA DWIGHT D EISENHOWER NATIONAL (ICT)	HS 1	Complex int. Insure proper turns to avoid entering Rwy 14–32 at Twy B or Twy B1 wo a clnc.

MINNESOTA

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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–CHAMBERLAIN (MSP)	HS 1	Complex geometry at the int of Twy A, Twy B, Twy C, Twy D, Twy H and the Rwy 04–22 and Rwy 12R–30L int, rqr caution for Rwy crossings in this area.
	HS 2	Complex geometry at the int of Twy C, Twy D, Twy P, Twy Q, and the Rwy 04–22 and Rwy 12L–30R int, rqr caution for Rwy crossings in this area.
	HS 3	Twy/rwy geometry and tfc flow.
	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	Complex, angled int 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	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 3	Helicopter ops on Twy B.

MISSOURI

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 int of Twy A and Twy C 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 MEM (JEF)	HS 1	Complex intersection of twys and rwys. Rwy 12–30 intersects with Twy B and Rwy 9–27. Acft eastbound on Twy B from Rwy 12–30, holding position markings are for Rwy 12–30.
JOPLIN		
JOPLIN RGNL (JLN)	HS 1	Hold short markings for Rwy 13–31 are prior to the Twy E turn onto the rwy.
	HS 2	Confusion on Twy D northbound at int with Twy E risks inadvertent crossing of Rwy 13–31.
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 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.
	HS 3	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 4	Taxi routes to Rwy 01 from the W side of the afld cross Rwy 03. Insure you hold short of Rwy 03 until you are given a clnc to cross.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
KANSAS CITY		
KANSAS CITY INTL (MCI)	HS 1	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 2	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 3	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 4	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.
	HS 5	Use caution. Tfc apch Rwy 01L on Twy A11 must remain alert so as to not confuse Twy A with Rwy 01L.
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.
SPRINGFIELD		
SPRINGFIELD–BRANSON NATIONAL (SGF)	HS 1	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.
	HS 2	Int of Twy D and Twy N is in close proximity to Rwy 02–20 and Rwy 14–32. Use caution to insure proper turns to avoid entering the rwy wo a clnc.
ST JOSEPH		
ROSECRANS MEM (STJ)	HS 1	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 2	Twy B intersects Rwy 13 approximately 2000' from apch end. Back taxi clearance required for full length departure on Rwy 13.

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.
	HS 3	Risk of pilot confusion btn Rwy 17–35 and Rwy 18–36 on apch.
OMAHA		
EPPLEY AIRFIELD (OMA)	HS 1	A complex intersection of Twy S and Twy F is located between Rwy 14R–32L and the intersection of Rwy 14L–32R and Rwy 18–36.
	HS 2	Intersection of Twy A, and Twy F is in close proximity to Rwy 18–36 and Rwy 14R–32L.
OMAHA		
OFFUTT AFB (OFF)	HS 1	Twy M–S/M–N int used by acft support veh cros rwy.
	HS 2	Afld access gate enters directly into twr controlled movement area.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
NORTH DAKOTA		
FARGO		
HECTOR INTL (FAR)	HS 1	Rwy incursion risk, acft taxiing on Twy B inadvertently cross Rwy 09–27. Be aware of signs and markings.
	HS 2	Rwy incursion risk, acft taxiing on Twy C inadvertently cross Rwy 18–36. Be aware of signs and markings.
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 signs.
	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 FLD (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
CONNECTICUT		
DANBURY		
DANBURY MUNI (DXR)	HS 1	Maintain vigilance confusing twy configuration.
	HS 2	Area not visible from the twr.
	HS 3	Active ramp adjacent to twy.
	HS 4	Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.
GROTON (NEW LONDON)		
GROTON–NEW LONDON (GON)	HS 1	When ldg Rwy 15–33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When ldg Rwy 15–33 and exit on Twy J, you immediately enter the parallel Twy B.
HARTFORD		
HARTFORD–BRAINARD (HFD)	HS 1	Helipad is in close proximity to the intersection of Twy A and Twy H.
WINDSOR LOCKS		
BRADLEY INTL (BDL)	HS 1	Twy C and Twy E complex intersection in close proximity to Rwy 01–19.
	HS 2	Acft on Twy S missing Twy C may enter Rwy 24.
	HS 3	Acft on Twy J missing Twy S may enter Rwy 33.
DELAWARE		
DOVER		
DOVER AFB (DOV)	HS 1	Intersecting twys and rwys can create confusion. Query twr if lost or need help.
WILMINGTON		
NEW CASTLE (ILG)	HS 1	Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32.
DISTRICT OF COLUMBIA		
WASHINGTON		
RONALD REAGAN WASHINGTON NATIONAL (DCA)	HS 1	Twy M and Twy J intersection in close proximity of the rwy.
	HS 2	Twy N, Twy K, Twy L, and Twy J complex intersection in close proximity of the rwy.
MAINE		
PORTLAND		
PORTLAND INTL JETPORT (PWM)	HS 1	Afct taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11–29 wo authorization.
	HS 2	Acft taxiing northbound on Twy C must maint vigilance apch the Rwy 18 hold short marking which is lctd further S on Twy C than most pilots would anticipate.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
MARYLAND		
EASTON		
EASTON/NEWNAM FLD (ESN)	HS 1	Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.
FREDERICK		
FREDERICK MUNI (FDK)	HS 1	Eastbound tfc on Twy E and North and Southbound tfc on Twy A must remain alert for tfc exiting Rwy 05–23 at Twy E.
	HS 2	Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.
	HS 3	Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.
	HS 4	Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.
MASSACHUSETTS		
BEDFORD		
LAURENCE G HANSCOM FLD (BED)	HS 1	Pilots become confused with the wide expanse of pavement and convergence of numerous twys.
BEVERLY		
BEVERLY RGNL (BVY)	HS 1	Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.
	HS 2	Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.
BOSTON		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.
	HS 2	Maint vigilance on Twy C when approaching Rwy 04L–22R.
	HS 3	Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.
	HS 4	Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.
LAWRENCE		
LAWRENCE MUNI (LWM)	HS 1	Maintain vigilance approaching Rwy 05–23 hold lines.
	HS 2	Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.
	HS 3	Maintain vigilance approaching Rwy 05–23 hold lines.
NANTUCKET		
NANTUCKET MEM (ACK)	HS 1	Maintain vigilance while taxiing. High tfc area.
	HS 2	Maintain vigilance while taxiing. High tfc area.
	HS 3	Maintain vigilance while taxiing. High tfc area.
NORWOOD		
NORWOOD MEM (OWD)	HS 1	Hold position marking on Twy A for Rwy 35 is further from the rwy than the standard location. It will appear before you expect it.
WESTFIELD/SPRINGFIELD		
WESTFIELD–BARNES RGNL (BAF)	HS 1	Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.
	HS 2	Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	Maint vigilance apch the rwy holding posn markings. Anticipate the Rwy 17 hold line upon cros Rwy 24 northbound on Twy H.
	HS 2	Maint vigilance when taxiing to Rwy 35 on Twy A. Rwy holding posn markings lctd on the edge of Twy A at Twy P and Twy U.
NEW JERSEY		
CALDWELL		
ESSEX CO (CDW)	HS 1	Pilots taxiing to Rwy 28 northbound on Twy P should exercise caution at intersection of Twy P and Twy N due to close proximity to Rwy 28.
NEWARK		
NEWARK LIBERTY INTL (EWR)	HS 1	Maintain heightened awareness on Twy P btn Rwy 22L and Rwy 22R, north of Rwy 11–29.
	HS 2	Southbound tfc on Twy Z5 & Twy Z6 should not confuse Rwy 11–29 for Twy Z.
TETERBORO		
TETERBORO (TEB)	HS 1	Maintain vigilance on Twy L at Rwy 06–24. High tfc area.
	HS 2	Maintain vigilance on Twy G at Rwy 06–24. High tfc area.
WRIGHTSTOWN		
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)	HS 1	Acft southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short Line.
	HS 2	Acft southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
NEW YORK		
ALBANY		
ALBANY INTL (ALB)	HS 1	Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10–28.
BINGHAMTON		
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)	HS 1	Maintain vigilance int in close proximity to Rwy 28 and Rwy 34.
BUFFALO		
BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D and Twy A waiver for ATC crossings.
NEW YORK		
LAGUARDIA (LGA)	HS 1	Intersection of rwys and Twy G, Twy P, Twy R, Twy S.
	HS 2	Maintain vigilance when exiting Rwy 04 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another twy.
NEW YORK		
STEWART INTL (SWF)	HS 1	Northbound tfc on Twy C sometimes encounter tfc on Twy A.
	HS 2	Maint vigilance high tfc area in GA ramp.
ROCHESTER		
GREATER ROCHESTER INTL (ROC)	HS 1	Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other.
SYRACUSE		
SYRACUSE HANCOCK INTL (SYR)	HS 1	Tfc exiting General Aviation parking sometimes miss the turn onto Twy H and enter Rwy 10–28 without authorization.
	HS 2	Acft taxiing southbound on Twy B, Twy E or Twy F miss the turn onto Twy A and enter the rwy without authorization.
PENNSYLVANIA		
HARRISBURG		
CAPITAL CITY (CXY)	HS 1	Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.
	HS 2	Rwy 08 ILS Critical Area hold line pavement marking is NSTD.
	HS 3	Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.
PHILADELPHIA		
PHILADELPHIA INTL (PHL)	HS 1	Acft taxiing on Twy D must remain alert to not enter Rwy 08–26 wo proper clearance.
	HS 2	Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.
	HS 3	Maint vigilance, Twy E apch hold to protect Rwy 26 ovrn.
	HS 4	Maint vigilance Twy K and Twy D close int to Rwy 35 and 27R.
PITTSBURGH		
ALLEGHENY CO (AGC)	HS 1	Wide pavement int multiple rwys.
	HS 2	Wide pavement int with ramps, twys, and rwy.
READING		
READING RGNL/CARL A SPAATZ FLD (RDG)	HS 1	Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity.
	HS 2	Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.
	HS 3	Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.
	HS 4	Maint vigilance confusing twy configuration near adj ramp.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
RHODE ISLAND		
PROVIDENCE		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.
	HS 2	Int of Rwy 16–34, Twy V, Twy N, and Twy T –complex int with a convergence of numerous twys with Rwy 16–34.
	HS 3	Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.
	HS 4	Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.
VERMONT		
BURLINGTON		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15.
	HS 2	Maintain vigilance on Twy C approaching Rwy 01–19 hold lines.
VIRGINIA		
NEWPORT NEWS		
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)	HS 1	Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int.
	HS 2	Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thlds.
RICHMOND		
RICHMOND INTL (RIC)	HS 1	Wrong rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent rwy due to close proximity of thlds. Acft ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.
ROANOKE		
ROANOKE–BLACKSBURG RGNL/WOODRUM FLD (ROA)	HS 1	Northbound tfc on Twy A for Rwy 24 sometimes fail to make the turn at Twy G and enter Rwy 06–24 without a clearance.
	HS 2	Maint situation awareness at Twy A and Twy D.
WEST VIRGINIA		
HUNTINGTON		
TRI–STATE/MILTON J FERGUSON FLD (HTS)	HS 1	Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.
	HS 2	Maintain vigilance, Twy B relocated 200' southeast. Former twy is partially blocked and used as a vehicle access road.

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 21 often miss left turn on A1 and taxi past A1 entrance. Do not mistake Rwy 21 apch hold line on Twy A for entrance to Rwy 21.
	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 21. Rwy 21 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 cros the painted movement – non–movement bdry marking. Pilots sometimes enter Rwy 08–26 wo apvl.
MONTANA		
BILLINGS		
BILLINGS LOGAN INTL (BIL)	HS 1	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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 B 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.
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.
MOSES LAKE		
GRANT CO 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	Rwy 8–26 intersects Rwy 17–35.
PASCO		
TRI–CITIES (PSC)	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.
SEATTLE		
BOEING FLD/KING CO INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 14R–32L and Twy A9. Wrong rwy departure risk.
SEATTLE		
SEATTLE–TACOMA INTL (SEA)	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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
CHEYENNE		
CHEYENNE RGNL/JERRY OLSON FLD (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" 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.

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
HAWAII		
HONOLULU		
DANIEL K INOUYE INTL (HNL) (PHNL)	HS 1	Rwy 04R/Rwy 04L thresholds: wrong sfc ldg risk. Pilots cleared to land Rwy 04L or 04R sometimes land on the wrong rwy.
	HS 2	Acft ldg Rwy 04R and exiting left onto Twy K sometimes fail to hold short of Rwy 04L–22R and Rwy 08L–26R.
	HS 3	Acft 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	Twy A, Twy V, Twy T, Twy RB, and Twy M all converge at or in close proximity to Rwy 08L.
	HS 5	Area not visible from twr.
	HS 6	Minimal dist btn rwy hold short lines btn Rwy 04L–22R/Rwy 04R–22L. Plan to hold short of the parl rwy. ATC is aware the acft tail is encroaching the landed rwy.
KAHULUI		
KAHULUI (OGG) (PHOG)	HS 1	Acft ldg Rwy 05 and instructed to exit on Twy A with a left turn onto Twy F to the east ramp, sometimes turn left onto Twy G by mistake.
	HS 2	Rwy holding position marking Rwy 02–20 located at the intersection of Twy E and the ramp.
	HS 3	Acft ldg Rwy 02 that are instructed to exit left on Twy A sometimes cross Rwy 05–23 wo clnc.
KAUNAKAKAI		
MOLOKAI (MKK) (PHMK)	HS 1	Area not visible from ctl twr.

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
ARKANSAS		
LITTLE ROCK		
BILL AND HILLARY CLINTON NATIONAL/ADAMS FLD (LIT)	HS 1	Wrong Rwy Departure Risk – Rwy 36 and Rwy 04L thlds in close proximity and share single hold lines at both Twy A and Twy F. Ensure correct rwy alignment.
LOUISIANA		
BATON ROUGE		
BATON ROUGE METROPOLITAN, RYAN FLD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13–31 and Rwy 04L–22R.
	HS 2	Rwy 04R–22L and Twy E in close proximity, pilots sometime confuse the runway as Twy E.
	HS 3	Acft taxiing fr Twy F, turning onto Twy E southbound, sometime crosses the Rwy 13–31 hold bar wo authorization.
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.
	HS 2	Remain alert due to numerous copter ops
LAFAYETTE		
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	Twy D and Twy C may experience ramp congestion and a short taxi transition to Rwy 11. Be alert not to enter Rwy 11–29 without ATC approval. Acft on the Terminal Ramp, contact Ground Control prior to push back.
	HS 2	Twy F and Twy J extend across Rwy 11–29, and Twy B extends across Rwy 04L–22R, all in close proximity. Be alert for Rwy Holding Position Markings.
	HS 3	Twy F East of Rwy 04L has max weight restriction. Some acft exiting Rwy 22L at Twy H have entered Twy F instead of making the sharp right turn onto Twy J.
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 11 can be misinterpreted for Twy F, a perpendicular crossing, due to visual obstruction caused by crowned rwy.
	HS 2	Green painted ovrn for Rwy 11–29 can be misinterpreted for Twy E when landing Rwy 02–20.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
MISSISSIPPI		
COLUMBUS		
COLUMBUS AFB (CBM)	HS 1	Maint vigilance numerous twys in area of Rwy 13R.
OKLAHOMA		
NORMAN		
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)	HS 1	Rwy 03–21 hold marking is in close proximity to the ramp.
	HS 2	Rwy 03–21 hold marking is in close proximity to the ramp.
	HS 3	Rwy 03–21 hold marking is a short taxi distance from Rwy 18–36.
	HS 4	Pilots taxiing westbound on Twy B risk incursion of Rwy 18–36 if they miss the turn to Twy C.
TEXAS		
AUSTIN		
AUSTIN–BERGSTROM INTL (AUS)	HS 1	Drivers northbound on E svc road may be unaware of acft from Rwy 35R exiting at Twy G and Twy H.
AUSTIN		
SAN MARCOS RGNL (HYI)	HS 1	Rwy incusion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry at rwy/rwy int.
	HS 2	Rwy incusion/wrong rwy depature risk. Ensure correct rwy alignment. Complex airfield geometry. Rwy thlds in close proximity.
BEAUMONT/PORT ARTHUR		
JACK BROOKS RGNL (BPT)	HS 1	South end of Twy B not visible from ctl twr.
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.
DALLAS		
DALLAS LOVE FLD (DAL)	HS 1	Acft NW bound on Twy A sometimes cross relctd Rwy 13L hold short line.
DALLAS		
MCKINNEY NATIONAL (TKI)	HS 1	Maint vigilance pilots incorrectly align to Twy B for ldg/dep.
DENTON		
DENTON ENTERPRISE (DTO)	HS 1	Rwy incursion risk–Pilots frequently enter Twy A4 when taxiing on Twy B towards Rwy 18–36.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
EL PASO		
EL PASO INTL (ELP)	HS 1	Rwy 08R apch considered act, do not proceed on or cross wo ATC clnc especially when taxiing to Rwy 04 via the terminal ramp.
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.
FORT WORTH		
FORT WORTH MEACHAM INTL (FTW)	HS 1	Runway incursion risk – Pilots frequently miss turn onto Twy A when taxiing on Twy A2 NW bound and enter Rwy 16–34.
HARLINGEN		
VALLEY INTL (HRL)	HS 1	Southeast corner of the airport and coincident thlds of Rwy 31 and Rwy 35R may cause confusion for departing acft.
HOUSTON		
CONROE–NORTH HOUSTON RGNL (CXO)	HS 1	Twy F west of Twy D not visible from ctl twr.
HOUSTON		
DAVID WAYNE HOOKS MEM (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 occuring Twy E at Rwy 17R–35L.
	HS 4	Rwy Incursion Risk – Int of Twy G and Rwy 17L–35R. Acft exiting Rwy 17R–35L at Twy G sometimes fail to turn onto Twy F and enter Rwy 17L–35R wo a clnc.
	HS 5	Rwy Incursion Risk – Int of Twy H and Rwy 17L–35R. Acft exiting Rwy 17R–35L at Twy H sometimes fail to turn onto Twy F and enter Rwy 17L–35R wo a clnc.
HOUSTON		
SUGAR LAND RGNL (SGR)	HS 1	Twy E int with Twy A and Twy A3 incr likelihood of conflicts btn acft due to short dist fr Rwy 17–35.
HOUSTON		
WILLIAM P HOBBY (HOU)	HS 1	Rwy Incursion Risk– Twy D crosses Rwy 13L, Rwy 17, and Rwy 13R in close proximity. Rwy 17 and Rwy 13R share single Hold Line. Ensure correct Rwy alignment.
	HS 2	Rwy Incursion Risk– Twy G at Rwy 13R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 13R.
	HS 3	Rwy Incursion/Wrong Rwy Departure Risk: Twy K1 at Rwy 35 & Rwy 04– Ensure corr Rwy alignment. Complex afld geometry associated with int Rwys/Twys.
	HS 4	Rwy Incursion Risk: Twy E crosses Rwy 13L and Rwy 17 in close proximity; Complex afld geometry along Twy E resulting in numerous incursions associated with pilots inadvertently crossing Hold–lines.
MC ALLEN		
MC ALLEN MILLER INTL (MFE)	HS 1	Rwy 14 hold short marking lctd on Twy A is perpendicular to Rwy 14.
MIDLAND		
MIDLAND INTL AIR AND SPACE PORT (MAF)	HS 1	Twy B and Twy P merge.
	HS 2	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 3	Area not visible from twr. Limited air tfc services provided.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SAN ANTONIO		
KELLY FLD (SKF)	HS 1	The unpaved portion of the north overrun.
	HS 2	Int of Rwy 16–34, Twy D, and Twy G.
SAN ANTONIO		
SAN ANTONIO INTL (SAT)	HS 1	Rwy 04 at Rwy 31L. Acft taxiing on Rwy 04 sometimes fail to hold short of Rwy 31L.
	HS 2	Twy G and Twy N in close proximity of Rwy 31L. Acft taxiing northbound on Twy N sometimes fail to make the turn onto Twy G and enter Rwy 31L without approval.
SAN ANTONIO		
STINSON MUNI (SSF)	HS 1	Area not visible from the twr.
TYLER		
TYLER POUNDS RGNL (TYR)	HS 1	Rwy Incursion Risk: Complex int Twy K, Twy K2 leads to the approach end of 2 Rwy's, Rwy 17–35, and Rwy 13–31.
	HS 2	Be alert to unintenionally entering Rwy 13–31. When taxiing westboud on Twy C in order to join Twy A, acft may inadvertently enter Twy B and potentially enter Rwy 13–31 wo authorization. Twy B leads directly to Rwy 13–31.
WICHITA FALLS		
SHEPPARD AFB/WICHITA FALLS MUNI (SPS)	HS 1	Rwy 17–35 and Twy E. Hi no of vehicles tfc and crossings.
	HS 2	Twy G and Rwy 15R–33L. Hi numbers of acft and vehicles crossing and entering rwy.
	HS 3	Twy G and Rwy 15C–33C. Hi numbers of acft and vehicles crossing and entering rwy.

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
ALABAMA		
HUNTSVILLE		
HUNTSVILLE INTL–CARL T JONES FLD (HSV)	HS 1	Int of Twy E2 and adj Twy E access to Rwy 18L–36R. Potential for pilots departing the General Aviation Apron to confuse rwy access at this pt as being full length for Rwy 18L.
	HS 2	Int of Twy E3 and adj Twy E access to Rwy 18L–36R. Potential for pilots departing the General Aviation Apron to confuse rwy access at this pt as being full length for Rwy 18L.
	HS 3	Int of Twy J and veh svc roads designated as Non–Movement Areas. Veh tfc is allowed to cross at these loc without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.
	HS 4	Maint vigilance in area as not to confuse Twy C with the veh road.
MONTGOMERY		
MONTGOMERY RGNL (DANNELLY FLD) (MGM)	HS 1	Intersection of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10–28 and Twy A5.
	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 30 hold line just beyond Twy D5.
FLORIDA		
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 rwy without clearance.
FORT LAUDERDALE		
FORT LAUDERDALE EXECUTIVE (FXE)	HS 1	Active intersection when simultaneous ops occur on Rwy 09 and Rwy 13. Pilots taxi from Rwy 13 & Twy E run–up area via Twy B. Do not continue on to Rwy 09–27 without ATC authorization.
	HS 2	Active intersection when simultaneous ops occur on Rwy 09 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 3	Large paved area with direct access to Rwy 13–31 from Taxilane C Ramp. Do not access Rwy 13–31 without ATC authorization.
FORT LAUDERDALE		
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)	HS 1	Twy E at Rwy 10L–28R.
	HS 2	Twy D at Rwy 10L–28R.
	HS 3	Twy Q at Rwy 10L–28R.
	HS 4	Twy departure risk: When on Twy C do not mistake Twy B for Rwy 10L.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
FORT MYERS		
PAGE FLD (FMY)	HS 1	Multiple twy ints in the vicinity of the intersection of Rwy 05–23 and Rwy 13–31.
FORT MYERS		
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.
FORT PIERCE		
TREASURE COAST INTL (FPR)	HS 1	Maint vigilance confusing int.
	HS 2	Maint vigilance pilots confuse Rwy 14 as Twy B.
	HS 3	Confusing int; pilots have used Twy A as a rwy.
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 D 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	Acft taxiing on Twy L westbound to depart on Rwy 01L–19R, Twy L crosses the apch end of Rwy 01R. Pilots must obtain clearance from ground ctl prior to crossing Rwy 01R.
MIAMI		
MIAMI EXECUTIVE (TMB)	HS 1	Twy H and Twy E hold lines are in close proximity to Rwy 13–31.
MIAMI		
MIAMI INTL (MIA)	HS 1	Short taxi across twys to rwy.
	HS 2	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 3	Short taxi between rwys.
	HS 4	Two rwy ends close together with multiple hold lines that are dependent upon the rwy(s) in use. (SEE INSET)
MIAMI		
MIAMI–OPA LOCKA EXECUTIVE (OPF)	HS 1	Short taxi ramp to rwy risk. Large pavement area with only sfc painted location and direction signs.
NAPLES		
NAPLES MUNI (APF)	HS 1	Maint vigilance confusing twy int.
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		
EXECUTIVE (ORL)	HS 1	Failure to maintain situational awareness has caused acft to taxi onto Twy E4 when southeast bound on Twy K instead of continuing on Twy A when instructed.
	HS 2	Acft ldg on Rwy 25 often confuse the Rwy 13–31 LAHSO sign for the Twy E right turn. Twy E is located prior to Rwy 13–31.
	HS 3	Acft ldg Rwy 7 should use Twy A3 and not the reverse high speed Twy A4. Directional signage and pavement markings are in place for safety.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
PENSACOLA		
PENSACOLA INTL (PNS)	HS 1	Be alert to multiple twy and rwy crossing points surrounding the int of Rwy 17–35 and Rwy 08–26.
SARASOTA/BRADENTON		
SARASOTA/BRADENTON INTL (SRQ)	HS 1	Be alert to multiple twy and rwy crossing points surrounding the intersection of Rwy 14–32 and Rwy 04–22.
ST AUGUSTINE		
NORTHEAST FLORIDA RGNL (SGJ)	HS 1	Maintain vigilance ramp/twy close proximity to rwy.
STUART		
WITHAM FLD (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	Runway 10L hold short line on Twy L is located prior to the bend in the Twy.
	HS 2	Acft NW–bound on Twy F missing left turn onto Twy L.
	HS 3	Acft of the north ramps miss the turn onto Twy G.
GEORGIA		
ATLANTA		
DEKALB–PEACHTREE (PDK)	HS 1	When side stepping from Rwy 21L to Rwy 21R pilots have mistakenly landed on Twy A.
	HS 2	Southbound tfc on Twy B will miss the turn onto Twy A when assigned Rwy 03L or Rwy 03R.
	HS 3	Pilots expecting Rwy 03R often fail to hold at Rwy 03L.
ATLANTA		
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 traveling 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	Int of Twy E and Rwy 17–35.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
KENTUCKY		
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 FLD (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 FLD (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 Lights on Twy D at Twy D1 are in a nstd lctn. OFZ hold line marked with a 35R–APCH sign. Unless directed otherwise by ATC, acft may cros 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 G, Twy J, and Twy M – complex intersection.
OWENSBORO		
OWENSBORO–DAVIESS CO RGNL (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 the 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.
HICKORY		
HICKORY RGNL (HKY)	HS 1	Maint vigilance confusing int, Rwy 01–19 hold bar close to Twy A3.
RALEIGH/DURHAM		
RALEIGH–DURHAM INTL (RDU)	HS 1	Intersection of Rwy 05R–23L and Twy C.
WILMINGTON		
WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SOUTH CAROLINA		
CHARLESTON		
CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15–33 confusing int.
COLUMBIA		
COLUMBIA METROPOLITAN (CAE)	HS 1	When assigned Rwy 23 for departure, eastbound tfc on Twy A miss turn onto Twy C and enter Rwy 23 by mistake.
	HS 2	Maintain vigilance due to Twy geometry. Twy D enters Rwy 29 behind thld. Twy D7 requires acft to turn parl to Rwy 29 prior to Twy D.
	HS 3	Acft exiting Rwy 11–29 maint vigilance as hold posn markings are N of Twy F and Twy A6.
TENNESSEE		
KNOXVILLE		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full len of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short dist from Twy A and Rwy 05R–23L. Pilots miss turn onto Twy A.
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 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.
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 int.
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.
TUCSON		
TUCSON INTL (TUS)	HS 1	Rwy 29R sometimes mistaken for Rwy 29L.
	HS 2	Pilots instructed to hold short of Rwy 11L–29R or Rwy 11R–29L sometimes cross the apch area of these rwys without authorization.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
CALIFORNIA		
ATWATER		
CASTLE (MER)	HS 1	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HS 2	Tfc congestion due to large volume of acft proceeding to and from Rwy 31.
BURBANK		
BOB HOPE (BUR)	HS 1	Acft taxiing westbound fr trml ramp sometimes cros Rwy 33–15 rwy holding posn markings and enter Rwy 33–15 wo authorization.
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.
	HS 2	Pilots exiting Rwy 24 sometimes turn onto Twy A3 when instructed to exit at Twy A4.
CHINO		
CHINO (CNO)	HS 1	Pilots taxiing south on Twy D, sometimes fail to turn on to Twy A and proceed onto Rwy 08L–26R by mistake.
	HS 2	Pilots taxiing west on Twy L, sometimes turn onto Rwy 03–21 by mistake.
	HS 3	Pilots taxiing south on Twy K sometimes fail to turn onto Twy A and proceed onto Rwy 08L–28R by mistake.
	HS 4	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	Pilots departing the Rwy 32L run–up area sometimes mistake Twy J for Rwy 32L.
	HS 2	Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K.
	HS 3	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	Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy C.
	HS 2	Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy D.
HAWTHORNE		
JACK NORTHROP 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	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L–28R. Acft exiting Rwy 10L–28R sometimes fail to ctc GND prior to taxiing to parking.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT. Acft exiting Rwy 10L–28R sometimes fail to ctc GND prior to taxiing to parking.
	HS 4	Area not visible from ATCT.
	HS 5	Rwy 28L hold bars on Twy A1 and Twy Z1 are at non–typical lctn. Pilots sometime pass the hold bar wo 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 08L–26R.
	HS 2	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 08R–26L.
	HS 3	Acft eastbound on Twy J and instructed to taxi to Rwy 26L 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 flw 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	Pilots sometimes cros Rwy 25L and Rwy 25R "Hold Bars" at Twy F, wo authorization.
	HS 4	Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.
	HS 5	Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.
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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	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 M 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	Acft taxiing to Rwy 28R apch end sometime mistake Twy B for Twy A and cros Rwy 28L wo authorization.
SAN FRANCISCO		
SAN FRANCISCO INTL (SFO)	HS 1	Complex intersections in close proximity of rwys. Pilots taxiing E bound on Twy B sometime turn on Twy F instead of continuing the turn on Twy B.
	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 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. Acft sometimes confuse Twy Y for Rwy 13L–31R.
	HS 3	Acft sometimes confuse Twy Y for Rwy 13L–31R.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 old 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 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 wo apvl.
	HS 2	S Run–up area not visible from the twr.
	HS 3	N Run–up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold sometimes confuses pilots.
	HS 4	Wrong rwy dep risk. Pilots cleared for tkof Rwy 20 sometimes turn onto and dep Rwy 14. Verify hdg and alignment with proper rwy prior to dep.
STOCKTON		
STOCKTON METROPOLITAN (SCK)	HS 1	Int of Twy B and Twy M at Trml Apn 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.

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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
COLORADO SPRINGS		
CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy thld 13 and 17R are next to ea other; wrong rwy departure and ldg potential. Rwy 17R connector Twy B1; twr line of sight ltd. Maint close com with ATCT when in this area.
	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 close proximity to Rwy 10.
	HS 4	Pilots ldg Rwy 17R and instructed to hold short Rwy 17L sometimes enter or cros Rwy 17L wo ATC clnc. Exp to hold short on Twy B at Twy B8.
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.
LAS VEGAS		
MC CARRAN INTL (LAS)	HS 1	Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
	HS 2	Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.
	HS 3	Wrong rwy departure risk. Acft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy hdg and alignment with proper rwy prior to departure.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	Wrong rwy ldg risk – Rwy 34L mistaken for Rwy 34R. Rwy 34R thld is 2,000 feet offset to the North.
	HS 2	Twy C and the ramp twy is in close proximity to the rwy. Pilots sometimes enter the rwy wo authorization.
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 tfc.
	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 tfc.
	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 ctl by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.
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 Rwys 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

CITY/AIRPORT	HOT SPOT	DESCRIPTION
OGDEN		
OGDEN–HINCKLEY (OGD)	HS 1	When crossing Rwy 03–21 on Twy D, pilots may confuse the expanse of pavement at the int on the NW side of Rwy 03 and inadvertently turn onto the westbound unmrk and clsd sfc.
	HS 2	Pilots who miss the left turn on Twy B while traveling S on Twy A inadvertently taxi onto Rwy 17–35.
PROVO		
PROVO MUNI (PVU)	HS 1	Pilots taxiing to Rwy 13 often take Twy A4 instead of Twy A. Twy A4 leads to int 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.