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.
PRESCOTT		
PRESCOTT RGNL – ERNEST A LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
	HS 2	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 3	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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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–26R 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 08L–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.
	HS 4	Acft approaching Rwy 32R from Twy B, Twy J, and the run up area often cros the rwy holding posn wo ATC auth.
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.
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 H5 at Intermediate Holding Posn Marking when taxiing westbound on Twy H.
	HS 5	Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly trns to Twy H5.
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.
MOJAVE		
MOJAVE AIR AND SPACE PORT (MHV)	HS 1	Twy C crosses Rwy 08 to Twy F. Rwy 08 and Rwy 04 are not intersecting runways. Pilot's must get apvl to enter each individual rwy.
	HS 2	Multiple intersecting Twys. Twy A, Twy C, Twy D int and Twr vis is limited.
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 01L Acft taxiing on Rwy 24, do not cross Rwy 01L without clearance. Acft taxiing on Rwy 01L, 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 13R–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	Pilots sometimes confuse the inbound Twy A with the outbound Twy B.
	HS 2	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.
	HS 2	Pilots should use caution at twy intersections W and Y at Y2. There is concentrated N/S gnd veh tfc at these twy intersections.
	HS 3	Pilots taxiing S on Twy A sometimes miss the turn onto Twy A13 incurring wt and size rstd Twy G1.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
SAN LUIS OBISPO		
SAN LUIS CO RGNL (SBP)	HS 1	Area May Not Be Visible from Ctl Twr.
	HS 2	Twy E is not perpendicular to Rwy 29.
SANTA ANA		
JOHN WAYNE AIRPORT–ORANGE CO (SNA)	HS 1	ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 20L. Do not cross Rwy 20L without authorization.
	HS 2	Pilots exiting Rwy 20R or Rwy 20L onto Twy H: short distance between rwys. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.
	HS 3	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA		
SANTA BARBARA MUNI (SBA)	HS 1	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07–25.
	HS 2	Pilots ldg on Rwy 07–25 sometimes turn onto Rwy 15R–33L or Rwy 15L–33R wo authorization fr ATC.
	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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
COLORADO		
ASPEN		
ASPEN–PITKIN CO/SARDY FLD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A3. Short taxi distance from ramp to rwy.
	HS 3	Rwy 33 and Twy A9. Pilots sometime cross the rwy holding posn marking wo authorization due to its' non–typical lctn.
COLORADO SPRINGS		
CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy 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	Hold Posn Marking on Twy E1 is the hold short posn for Rwy 08. The only access for Rwy 12 departures is at the int of Twy E.
	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 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.