

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 IOWA	DESCRIPTION
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	Complex int area. Turns quickly lead to crossing Rwy 05–23 at Twy D.
	HS 2	Complex int area. Turns quickly lead to crossing Rwy 13–31 at Twy P.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
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/BRIG GEN BUD DAY FLD (SUX)	HS 1	Area not visible from the twr.
	HS 2	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	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 in close proximity to Rwy 17–35 and cross the rwy at an angle.
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 EXEC (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 Idg Rwy 12 use caution when exiting onto Twy B. Hold line for Rwy 17–35 approaches quickly. Note the elevated rwy guard lgts located on the west side of Rwy 17–35 on Twy B.
TOPEKA		
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 NTL (ICT)	HS 1	Complex int. Insure proper turns to avoid entering Rwy 14–32 at Twy B or Twy B1 wo a clnc.
	HS 2	Acft exiting Rwy 01L–19R onto Twy D3 quickly apch the Rwy 14–32 holding posn after turning onto Twy D.
MINNESOTA		
DULUTH		
DULUTH INTL (DLH)	HS 1	Complex intersection. Be alert when taxiing to Rwy 21 via Twy A and Twy C.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	Risk of pilot confusion btn Rwy 28L and Rwy 28R on apch.
	HS 2	Drct access to Rwy 28R-10L.
	HS 3	Rwy 18 apch area proximity to adjacent ramps along Twy A.
	HS 4	Drct access to Rwy 10L-28R.
	HS 5	Short taxi dist fr ramp to rwy hold line.
	HS 6	Risk of pilot confusion btn Rwy 10L and Rwy 10R on apch.
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) ST PAUL ST PAUL DOWNTOWN HOLMAN FLD (STP)	HS 1	Complex, angled int of Twy A6, Rwy 13 and Twy B.
	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		
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 15-33 to access the rwy. There is no parallel twy. Arriving and departing tfc may be required to back-taxi.
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 posn markings for Rwy 03-21 are unusual due to the angle that Twy G intersects with Rwy 03-21.
	HS 2	Acft taxiing southbound on Twy L to Rwy 03 or Rwy 01 should insure they turn rgt on Twy D and not enter Rwy 01-19 by mistake. Northbound tfc on Twy F and Twy D should insure they do not miss the turn onto Twy L and enter Rwy 01-19 by mistake.
	HS 3	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.
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	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 4	Misalignment risk. Do not confuse Twy A for Rwy 01L-19R.
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 NTL (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 MEML (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.
ST LOUIS		
ST LOUIS LAMBERT INTL (STL)	HS 1	When taxiing to Rwy 12L on Twy F insure you turn onto Twy S to avoid entering Rwy 06-24 by mistake.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 t/c. 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 t/c 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 b/n 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 cross rwy.
	HS 2	Afid access gate enters directly into twr controlled movement area.
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 rws.