

## 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.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ALASKA</b>		
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 may confuse hold short instructions for Rwys 07R-25L and 07L-25R. Twy D signage may not be visible from Twy E hold positions.
BETHEL		
BETHEL (BET)	HS 1	Acft Idg Rwy 01L sometimes turn onto Rwy 30 instead of Twy G.
KENAI		
KENAI MUNI (ENA)	HS 1	Acft taxiing via Twy E to prk sometimes turn on Twy A instead of aprn Twy J.
	HS 2	Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion.

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<b>ILLINOIS</b>		
ALTON/ST LOUIS		
ST LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy C.
	HS 2	Twy A and Rwy 17–35, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy A.
BELLEVILLE		
SCOTT AFB/MIDAMERICA ST LOUIS (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	HS 1	Twy G intersecting Rwy 11–29. Short taxi distance from terminal ramp.
RGNL/BLOOMINGTON–NORMAL (BMI)	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.
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.
CHICAGO		
CHICAGO O'HARE INTL (ORD)	HS 1	Acft/vehicles taxiing on Twy A btn Twy A14 and Twy A12, use caution for acft pushing onto Twy A fr Gates K18 and K20.
	HS 2	Acft/vehicles taxiing on Twy A near Twy A7, use caution for acft pushing onto Twy A from Gates F26 and F28.
CHICAGO/AURORA		
AURORA MUNI (ARR)	HS 1	Pilots often miss the hold short markings for Rwy 15–33 on Twy A. Maint vigilance.
CHICAGO/PROSPECT HEIGHTS/WHEELING		
CHICAGO EXEC (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.
CHICAGO/ROCKFORD		
CHICAGO/ROCKFORD INTL (RFD)	HS 1	Complex intersection.
	HS 2	Runway Incursion Risk. West side of airfield to include both the Rwy and Twy between Rwy 07 approach end and Twy M, poor visibility area from the tower.
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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
QUINCY		
QUINCY RGNL-BALDWIN FLD (UIN)	HS 1	No line of sight fr Rwy 04-22 rwy ends to Rwy 31 end. Announce intentions and mnt CTAF for awareness of potential crossing ttc.
<b>INDIANA</b>		
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.
<b>MICHIGAN</b>		
ANN ARBOR		
ANN ARBOR MUNI (ARB)	HS 1	Intersection of Twy A1/A not visible from the ctlr twr.
	HS 2	Twy A crosses turf Rwy 12-30.
FLINT		
BISHOP INTL (FNT)	HS 1	Twy C crosses Rwy 18-36. Manage taxi speed and be prepared to hold short.
	HS 2	Acraft 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.
KALAMAZOO		
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex int of Rwy 05, Twy A and Twy D.
LANSING		
CAPITAL REGION INTL (LAN)	HS 1	Twy C int Twy B; pilots miss the rgt turn onto Twy B and enter Rwy 10R-28L.
	HS 2	Twy M int Twy B, short taxi dist fr Trml Ramp to Rwy 10R-28L.
MUSKEGON		
MUSKEGON CO (MKG)	HS 1	Twy A at Rwy 14-32 hold short line is non-standard.
<b>OHIO</b>		
CINCINNATI		
CINCINNATI MUNI/LUNKEN FLD (LUK)	HS 1	Departing acft on Rwy 21 can expect to hold short of Rwy 25 on Twy A.
	HS 2	Pedestrians and vehicles prohibited from departing terminal ramp area without ATC authorization.
CLEVELAND		
BURKE LAKEFRONT (BKL)	HS 1	Short taxi distance from the ramp to Rwy 06 L/R. Twy Alpha sign often missed.
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	Acraft 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	Twy H and Rwy 05-23, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering Twy H.

CITY/AIRPORT	HOT SPOT WISCONSIN	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.
KENOSHA		
KENOSHA RGNL (ENW)	HS 1	Int of Twy D and Twy E is very close to a hi concentration of rwy crossings and is not visible fr the twr.
LA CROSSE		
LA CROSSE RGNL (LSE)	HS 1 HS 2	Rwy 36 hold position set back on Twy C. Twy A3, Twy A and Twy B complex int in close proximity to rws.
MADISON		
DANE CO RGNL/TRUAX FLD (MSN)	HS 1 HS 2	Closely aligned Rws – Rwy 36 and Rwy 03 at Twy A4. Pilots exiting Rwy 18–36 on Twy C sometimes miss the hold short for Rwy 03–21.
OSHKOSH		
WITTMAN RGNL (OSH)	HS 1	Int of Twy C1, Twy C, Twy A, Twy A1, Twy J.
WAUKESHA		
WAUKESHA CO (UES)	HS 1	Rwy Incursion Risk. Rwy 10–28 and Twy C3. Runway Position Holding Markings further from Rwy than expected.

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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.
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	Runway Incursion Risk. Rwy 05 and Twy P7. Runway Holding Position Markings not visible from tower.
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 GENERAL 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.
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. Int departures should also insure proper rwy alignment before departure.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>KANSAS</b>		
DODGE CITY		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwy.
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.
	HS 2	Pilots taxiing to Rwy 17, after crossing Rwy 13–31 insure you clear the Rwy 13–31 safety area w/o stopping. The Rwy 17 holding posn is the sec holding posn marking after crossing Rwy 13–31 on Twy B.
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	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	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.
WICHITA		
WICHITA DWIGHT D EISENHOWER NTL (ICT)	HS 1	Complex int. Insure proper turns to avoid entering Rwy 14–32 at Twy B w/o a clnc.
<b>MINNESOTA</b>		
MINNEAPOLIS		
CRYSTAL (MIC)	HS 1	Be prepared to hold short of Rwy 06R (sod) on Twy F.
	HS 2	Be prepared to hold short of Rwy 24L (sod) on Twy D.
MINNEAPOLIS		
FLYING CLOUD (FCM)	HS 1	Rwy 18 apch area proximity to adjacent ramps along Twy A.
	HS 2	Short taxi dist fr ramp to rwy hold line.
MINNEAPOLIS		
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)	HS 1	Rwy incursion risk. Rwy 12R–30L and Rwy 04–22, Twy A, Twy B, Twy C, Twy D, Twy H. Complex geometry due to converging Rwy and Twys.
	HS 2	Rwy incursion risk. Rwy 12L–30R and Rwy 04–22, Twy C, Twy P8, Twy D, Twy P, Twy Q. Complex geometry due to converging Rwy and Twys.
	HS 3	Limited wingtip clearance at convergence of Twy A and Twy B between Twy A5 and Twy A7. Restricted to single aircraft taxi.
ROCHESTER		
ROCHESTER INTL (RST)	HS 1	Fr Twy A6 to Twy B, make a slight rgt to join Twy B. Fr Twy B to Twy A6, make a slight left turn to join Twy A6.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
<b>MISSOURI</b>		
BRANSON		
BRANSON (BBG)	HS 1	Westbound tfc on Twy C must remain alert so as to not mistake Rwy 14–32 for a parallel twy. First left turn out of ramp area is Rwy 14–32.
	HS 2	Use caution for acft utilizing Twy E and Twy F as a turn around after ldg on Rwy 14 or taxiing to hold while waiting to depart Rwy 32. Back taxi required on Rwy 14–32 for full length departure on Rwy 32 and frequently utilized by acft ldg Rwy 14.
CAPE GIRARDEAU		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Acft ldg Rwy 10 sometime mistake Rwy 02–20 as Twy D.
COLUMBIA		
COLUMBIA RGNL (COU)	HS 1	Use caution approaching the 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.
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	Pilots taxiing to Rwy 31 via Twy C often confuse the non-standard lctn of the Rwy 31 Holding Posn for an ILS Holding Posn. There is no ILS for Rwy 31. The Rwy 31 Holding Posn is a non-standard configuration and is nec due to the dsplcd thld on Rwy 31 and the requirement to have acft outside of the Object Free Area.
KANSAS CITY		
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)	HS 1	On Twy G, holding posn markings for Rwy 04–22 are unusual due to the angle that Twy G intersects with Rwy 04–22.
	HS 2	Acft taxiing southbound on Twy L to Rwy 04 or Rwy 01, continue straight across Twy D on Twy L. Northbound traffic on Twy F and Twy D, ensure to turn left on Twy L to avoid entering Rwy 01–19.
	HS 3	Taxi routes to Rwy 01 from the W side of the afld cros Rwy 04. Insure you hold short of Rwy 04 until you are given a clnc to cros.
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	Expect congestion Twy B near main terminal & Twys A7, A8, A9, A10, G and taxi-lanes S, M, N. Do not enter terminal apron without approval.
	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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 A4. 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.
<b>NEBRASKA</b>		
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 ttc. Slight terrain rise further blocks line of sight.
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 ttc difficult.
	HS 2	Rwy 32 apch holding position is located on Twy A, immediately past the Twy A run up area.
OMAHA		
EPPLEY AIRFIELD (OMA)	HS 1	A complex intersection of Twy S 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.
<b>NORTH DAKOTA</b>		
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.
	HS 3	Rwy incursion risk, acft landing Rwy 36 inadvertently exit Rwy 09-27. 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. Mandatory rwy hold signs protect Rwy 08-26 on Twy B.
	HS 2	Twy C crosses Rwy 08-26 at an angle. Pilots sometimes miss the holding position signs and markings for Rwy 08-26.



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CONNECTICUT		
DANBURY		
DANBURY MUNI (DXR)	HS 1	Maint vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.
	HS 2	Area not visible from the twr.
	HS 3	Active ramp adjacent to twy.
	HS 4	Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.
GROTON (NEW LONDON)		
GROTON-NEW LONDON (GON)	HS 1	When Idg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When Idg Rwy 15-33 and exit on Twy J, you immediately enter the parallel Twy B.
HARTFORD		
HARTFORD-BRAINARD (HFD)	HS 1	Helipad 1 is near the intersection of Twy A and H, north apron, and Twy A north of Twy H.
WINDSOR LOCKS		
BRADLEY INTL (BDL)	HS 1	Acft on Twy S missing Twy C may enter Rwy 24.
	HS 2	Acft on Twy D missing Twy S may enter Rwy 33.
DELAWARE		
DOVER		
DOVER AFB (DOV)	HS 1	Intersecting of Rwy 01-19, Rwy 14-32 and Twy D btn the runways can create confusion. Query twr if lost or need help.
	HS 2	Rwy 01-19 btn Twy B and Twy E has had an increased No of rwy incursions.
	HS 3	Rwy 14-32 btn C Twy has had an increased No of rwy incursions.
WILMINGTON		
NEW CASTLE (ILG)	HS 1	Twy F intersects Rwy 09-27 which is in close proximity to the thld of Rwy 14-32.
	HS 2	Rwy incursion risk. Risk of surface incident and loss of situational awareness due to taxiway geometry at the intersection of Twy K6 and Rwy 14.
DISTRICT OF COLUMBIA		
WASHINGTON		
RONALD REAGAN WASHINGTON NTL (DCA)	HS 1	Twy N, Twy K, Twy L, and Twy J complex int in close proximity of the rwy.
	HS 2	Maint awareness of Hold Line posn for Rwy 19 fr the Hold Bay and while approaching Rwy 19 on Twy J.
	HS 3	Acft joining Twy J inadvertently cont onto Twy G or Twy M and enter Rwy 01-19 w/o clnc.
MAINE		
PORTLAND		
PORTLAND INTL JETPORT (PWM)	HS 1	Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 w/o 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
<b>MARYLAND</b>		
EASTON EASTON/NEWMAM 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	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 2	Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.
	HS 3	Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.
HAGERSTOWN HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)	HS 1	Maint vigilance congestion area and close proximity to rwy
<b>MASSACHUSETTS</b>		
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	Rwy incursion risk. Rwy 16–34 at Twy E. Direct access to Rwy from East ramp.
	HS 2	Maintain vigilance on Twy E while taxiing to Rwy 27. Be alert to not miss the turn onto Twy H.
	HS 3	Rwy Incursion Risk. Rwy 16–34 and Twy A. Runway Position Holding Markings further from Rwy than expected with abnormal angle.
BOSTON GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.
	HS 2	Twy N and Rwy 15R–33L.
	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.
NANTUCKET NANTUCKET MEML (ACK)	HS 1	Maint vigilance while taxiing. High tfc area.
	HS 2	Maint vigilance while taxiing. High tfc area.
	HS 3	Maint vigilance while taxiing. High tfc area.
	HS 4	Maint vigilance Twy H and Twy E. High tfc area.
WESTFIELD/SPRINGFIELD WESTFIELD–BARNES RGNL (BAF)	HS 1	Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwy.
	HS 2	Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.
<b>NEW HAMPSHIRE</b>		
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	Access to Rwy 07–25 at B2 or B1 from North ramp creates risk for a runway incursion. Look for elevated guard lights.
	HS 3	Acft routinely back taxi on Rwy 18–36.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>NEW JERSEY</b>		
ATLANTIC CITY ATLANTIC CITY INTL (ACY)	HS 1	Maint vigilance crossing Rwy 13–31 on Twy A and Rwy 04–22 on Twy B due to close proximity.
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	EB acft departing full len Rwy 22R may become disoriented after reaching the Rwy 22R/04L hold bar on Twy Zulu. From this pt Twy ZA is to the left, Twy Z cont straight ahead, and the end of Rwy 22R is the next right turn, marked by 4 yellow chevrons on the pavement. Also, acft taxing NB via Twy P, crossing Rwy 11/29 and turning WB onto Twy Z will immediately reach Rwy 04L/22R hold bar.
	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.
TRENTON TRENTON MERCER (TTN)	HS 1	Rwy incursion risk. After landing, pilots sometimes turn onto the intersecting Rwy without approval. Twy D and Twy F, converging Twys with Rwys.
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.
<b>NEW YORK</b>		
BUFFALO BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D and Twy A waiver for ATC crossings.
FARMINGDALE REPUBLIC (FRG)	HS 1	When taxiing to Rwy 01 on Twy A, pilots fail to make a right on Twy B and enter Rwy 01/19.
	HS 2	Short distance from ramp to Rwy 19 on Twy G4. Rwy incursion risk.
NEW YORK JOHN F KENNEDY INTL (JFK)	HS 1	Maint vigilance Twy K and Twy J complex int close proximity to Rwy 04L and Rwy 31L.
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 LONG ISLAND MAC ARTHUR (ISP)	HS 1	Maint vigilance at Int. of Rwy 24 and 33L, pilots often depart Rwy 33L instead of 24.
NEW YORK NEW YORK STEWART INTL (SWF)	HS 1	Northbound tfc on Twy C sometimes encounter tfc on Twy A.
	HS 2	Be alert of hold line lctn on twy for Rwy 09–27.
NIAGARA FALLS NIAGARA FALLS INTL (IAG)	HS 1	Rwy 28R departures from Twy D4 close proximity to Rwy 24.
	HS 2	Twy D goes full len Rwy 24 departures. Twy D4 is for full len departures Rwy 28R.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
POUGHKEEPSIE HUDSON VALLEY RGNL (POU)	HS 1	Hold line further back on Twy A. ATC non-viz area btw Twy A6 and Rwy 06.
	HS 2	Be alert of hold line lctn on Twy A5 for Rwy 06–24.
SYRACUSE SYRACUSE HANCOCK INTL (SYR)	HS 1	Acft taxiing to Rwy 28 have missed the left turn on Twy A or taxiing to Rwy 33 missed the right turn on Twy M.
WHITE PLAINS WESTCHESTER CO (HPN)	HS 1	Intersection of Rwy 11–29 and Twy A. Runway incursion risk.
	HS 2	Runway Intersection and Twy H turnoff. Runway incursion risk.
	HS 3	Twy L turns when crossing Rwy 11–29. Runway incursion risk.
	HS 4	Rwy incursion risk. Twy F at Rwy 11–29 intersection. High volume crossing point.

## PENNSYLVANIA

HARRISBURG CAPITAL CITY (CYX)	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.
HARRISBURG HARRISBURG INTL (MDT)	HS 1	Acft taxiing westbound on Twy G inadvertently miss the turn onto Twy A and enter Rwy 13–31 w/o authorization. Twy A and Twy G int in close proximity to the rwy.
PHILADELPHIA PHILADELPHIA INTL (PHL)	HS 1	Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.
	HS 2	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.

## RHODE ISLAND

PROVIDENCE RHODE ISLAND TF GREEN INTL (PVD)	HS 1	Maint 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.
	HS 5	Maint vigilance hold short for Rwy 34 not where expected.

## AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>VERMONT</b>		
BURLINGTON		
PATRICK LEAHY BURLINGTON INTL (BTV)	HS 1	Use caution HS markings approach quickly for Rwy 19 after crossing Rwy 15–33 at Twy A due to crown in middle of Rwy 15–33.
	HS 2	Wrong rwy departure risk. Wide expanse of pavement confusing pilots instructed to depart Rwy 19.
	HS 3	Maint vigilance approaching Rwy 01–19 on Twy B from Twy A or after exiting Rwy 15–33. Observe elevated rwy guard lights.
	HS 4	Maint vigilance approaching Rwy 01–19 on Twy C from Twy A. Observe elevated rwy guard lights.
<b>VIRGINIA</b>		
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 Idg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.
<b>WEST VIRGINIA</b>		
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.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>IDAHO</b>		
BOISE		
BOISE AIR TRML/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 MEML (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.
TWIN FALLS		
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)	HS 1	Confusing ramp and twy configuration. Pilots taxiing from FBO ramp sometimes enter Rwy 12–30 wo apvl.
	HS 2	Twy A at Twy A3, confusing geometry and painted lines. ATCT clnc required to cross the painted movement – non-movement bdry marking. Pilots sometimes enter Rwy 08–26 wo apvl.
<b>MONTANA</b>		
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/lgd may not see tfc on intersecting rwy.
<b>OREGON</b>		
AURORA		
AURORA STATE (UAO)	HS 1	Rwy hold line close to Twy A. No sign identifying Twy A when exiting the ramp.
	HS 2	Rwy hold line close to Twy A. No sign identifying Twy A when exiting the ramp.
NORTH BEND		
SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy A 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
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 A3 sometimes miss the turn onto Twy A and enter Rwy 10L-28R w/o 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 A and cross the Rwy 05-23 hold line.
	HS 2	Pilots eastbound on Twy C sometimes miss the turn onto Twy A and cross the Rwy 05-23 hold line.
<b>WASHINGTON</b>		
BELLINGHAM BELLINGHAM INTL (BLI)	HS 1	Confusing twy int for pilots exiting/taxiing Rwy 16-34 via Twy D.
EVERETT SEATTLE PAINE FLD INTL (PAE)	HS 1	Twy A between Twy A9 and Twy A10 not visible from ATCT.
	HS 2	Enter Rwy 16 full len via Twy A1 unless Twy AA specified by ATC.
FORT LEWIS/TACOMA GRAY AAF (JOINT BASE LEWIS-MCCHORD) (GRF)	HS 1	Congested int of Twy E, Twy F and Twy G.
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.
	HS 3	Extv copter ops in the vcnty of Twy B5.
SEATTLE SEATTLE-TACOMA INTL (SEA)	HS 1	Acft taxiing to Rwy 34C at Twy Q for departure sometimes enter Rwy 34R w/o authorization after reading back hold short instructions. Rwy 34R hold position is only 275' from the ramp and movement area boundary.
	HS 2	Acft crossing/exiting Rwy 16C-34C at Twy J sometimes cross Rwy 16L-34R hold line on Twy H w/o authorization. Hold line immediately after joining Twy H.
YAKIMA YAKIMA AIR TRML/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 WYOMING	DESCRIPTION
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	Acft sometimes miss Twy A1 and enter the blast pad.



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CITY/AIRPORT	HOT SPOT	DESCRIPTION
	<b>HAWAII</b>	
HONOLULU		
DANIEL K INOUE INTL (HNL) (PHNL)	HS 1	Acft Idg Rwy 04R and exiting left onto Twy K sometimes fail to hold short of Rwy 04L-22R and Rwy 08L-26R. When holding short, ATC is aware the acft tail is encroaching the Idg rwy.
	HS 2	Acft proceeding north or south on Twy E and instructed to turn onto Twy B sometimes miss the turn onto Twy B and enter Rwy 08L-26R or 04L-22R without clearance.
	HS 3	Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L.
	HS 4	Minimal distance between rwy hold short lines between Rwy 04L-22R/Rwy 04R-22L.
KAHULUI		
KAHULUI (OGG) (PHOG)	HS 1	Acft Idg 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 Idg Rwy 02 that are instructed to exit left on Twy A sometimes cross Rwy 05-23 w/o clnc.
KAILUA-KONA		
ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)	HS 1	Extv helicopter OPS on twy A abm ramp K.
	HS 2	Extv helicopter OPS on twy A S of twy A5.
KANEOHE		
KANEOHE BAY MCAS (MARION E CARL FLD) (NGF) (PHNG)	HS 1	Active roadway crossing Rwy 04-22. High risk of rwy incursion due to privately-owned vehicles crossing rwy.
	HS 2	Active roadway crossing Twy Alpha. Many privately-owned vehicles crossing twy.
	HS 3	Twy Alpha from fuel pits to approach end of Rwy 04 does not have sufficient separation from the rwy to facilitate simultaneous use.
KAUNAKAKAI		
MOLOKAI (MKK) (PHMK)	HS 1	Area not visible from ctl twr.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ARKANSAS</b>		
LITTLE ROCK BILL AND HILLARY CLINTON NTL/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.
<b>LOUISIANA</b>		
BATON ROUGE BATON ROUGE METRO, 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 w/o authorization.
	HS 4	Pilots exiting Rwy 13 onto Twy E sometimes exits onto Rwy 04R–22L w/o 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
LA FAYETTE LA FAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	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 2	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.
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	Limited wingtip clearance on Twy G near Concourse Bravo due to acft pushbacks. Maint vigilance exiting Rwy 11/29 on Twy G8 and when taxiing on Twy G. High Traffic area.
	HS 2	Green painted ovrn for Rwy 11–29 can be misinterpreted for Twy E when landing Rwy 02–20.
	HS 3	Rwy 11–29 and Twy G6, hi No of rwy crossings.
<b>MISSISSIPPI</b>		
COLUMBUS COLUMBUS AFB (CBM)	HS 1	Maint vigilance numerous twys in area of Rwy 13R.
	HS 2	Rwy incursion risk for Rwy 13R/31L, Twy M.
	HS 3	Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>OKLAHOMA</b>		
ALTUS		
ALTUS AFB (LTS)	HS 1	Acft taxiing on Twy B between Spot 47 and Twy D.
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.
<b>TEXAS</b>		
AUSTIN		
AUSTIN–BERGSTROM INTL (AUS)	HS 1	Drivers northbound on E svc road may be unaware of acft from Rwy 36R exiting at Twy G and Twy H.
	HS 2	Risk of surface incident. Acft exiting Rwy 36R on Twy G sometimes turn onto Twy H thinking it is a continuation of Twy G.
AUSTIN		
SAN MARCOS RGNL (HYI)	HS 1	Rwy incursion/wrong rwy departure risk. Ensure correct rwy alignment. Complex airfield geometry at rwy/rwy int.
	HS 2	Rwy incursion/wrong rwy departure 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.
COLLEGE STATION		
EASTERWOOD FLD (CLL)	HS 1	Rwy holding posn markings non typical lctn. Pilots sometime incorrectly cross the holding posn markings on Twy B when taxied to Rwy 11.
DALLAS		
ADDISON (ADS)	HS 1	Twy A and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 16–34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 34. 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	Rwy Incursion Risk. Rwy 13L at Twy A6. Runway Position Holding Markings have been moved closer to runway.
EL PASO		
EL PASO INTL (ELP)	HS 1	Rwy 08R apch considered act, do not proceed on or cross w/o ATC clnc especially when taxiing to Rwy 04 via the terminal ramp.
GEORGETOWN		
GEORGETOWN EXEC (GTU)	HS 1	Acft taxiing on Twy A should exp to giveaway to acft exiting Rwy 18–36 at Twy J.
	HS 2	Acft taxiing on Twy A should exp to giveaway to acft exiting Rwy 18–36 at Twy D.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
HARLINGEN VALLEY INTL (HRL)	HS 1	Southeast corner of the airport and coincident thlds of Rwy 31 and Rwy 36R 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 MEML (DWH)	HS 1	Rwy Incursion Risk– Ramp accessible to inadequately trained drivers; inadequate signage leaving ramp.
	HS 2	Rwy Incursion Risk– Complex twy intersection near Rwy 17L.
	HS 3	Rwy Incursion Risk– Previous Incursions occurring Twy E at Rwy 17R–35L.
	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 w/o 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 w/o a clnc.
	HS 6	Rwy Incursion Risk – Incursions occurring on Twy K at Rwy 17L.
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 G at Rwy 13R: Numerous incursions, pilots inadvertently miss Hold Lines on Twy G at Rwy 13R.
	HS 2	Rwy Incursion Risk: Twy E crosses Rwy 13L in close proximity; Complex afld geometry along Twy E resulting in numerous incursions associated with pilots inadvertently crossing Hold-lines.
MC ALLEN MC ALLEN 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	Rwy Incursion Risk: northbound pilots inadvertently miss turn onto Twy A on Twy P and incur Rwy 10–28. Confusing intersection: Twy B and Twy P converge on Rwy 10–28.
	HS 2	Area not visible from twr. Limited air tfc services provided.
NEW BRAUNFELS NEW BRAUNFELS NTL (BAZ)	HS 1	Wrong Rwy Departure Risk – Rwy 13 intersection Twy D and Rwy 17 threshold in close proximity. Ensure correct rwy alignment. Rwy 13 and Rwy 17 share the same hold short line at Twy D.
SAN ANGELO SAN ANGELO RGNL/MATHIS FLD (SJT)	HS 1	Rwy 18–36 at the int of Rwy 09–27 is a hi energy areas where extra caution is nec dur rwy crossings.
	HS 2	Rwy 18–36 at the int of Twy D is a hi energy areas where extra caution is nec dur rwy crossings.
	HS 3	Rwy 03 Hold Short Line is a Hot Spot where acft are required to hold when req a Rwy 36 Departure and ops are being conducted on Rwy 03–21.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 18-36, and Rwy 13-31.
WACO		
WACO RGNL (ACT)	HS 1	Rwy 01 hold short line at approach end not visible from the tower.
WICHITA FALLS		
SHEPPARD AFB/WICHITA FALLS MUNI (SPS)	HS 1	Rwy 18-36 and Twy E. High number of vehicle traffic and crossings.
	HS 2	Twy G and Rwy 15R-33L. High numbers of aircraft and vehicles crossing and entering runway.
	HS 3	Twy G and Rwy 15C-33C. High numbers of aircraft and vehicles crossing and entering runway.

## 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 ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ALABAMA</b>		
BIRMINGHAM		
BIRMINGHAM–SHUTTLESWORTH INTL (BHM)	HS 1	Maintain vigilance exiting terminal ramp. Ramp/twy in close proximity to Rwy 06/24 hold short bars at A5.
MOBILE		
MOBILE INTL (BFM)	HS 1	Twy A east of Rwy 36 is offset 200ft north of Twy A west of Rwy 36. Twy A does not continue straight when crossing Rwy 36.
MONTGOMERY		
MONTGOMERY RGNL (DANNELLY FLD) (MGM)	HS 1	Intersection of the Twy A5 and the ANG ramp. Potential exiting Rwy 10–28 at Twy A5.
TUSCALOOSA		
TUSCALOOSA NTL (TCL)	HS 1	Unusually placed Rwy 30 hold line just beyond Twy D5.
<b>FLORIDA</b>		
FORT LAUDERDALE		
FORT LAUDERDALE EXEC (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 Q at Rwy 10L–28R.
	HS 2	Taxiway Arrival/Departure Risk. Maintain vigilance when taxiing to Rwy 10L on Twy C. Twy B mistaken for Rwy 10L.
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.
FORT PIERCE		
TREASURE COAST INTL (FPR)	HS 1	Maint vigilance confusing int.
	HS 2	Confusing int; pilots have used Twy A as a rwy.
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	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.
JACKSONVILLE		
JACKSONVILLE EXEC AT CRAIG (CRG)	HS 1	Maint vigilance confusing twy int.
	HS 2	Maint vigilance area not visible from the ATCT.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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)
	HS 5	Be Alert to short TWY between Rwy 08L and Rwy 08R.
MIAMI		
MIAMI-OPA LOCKA EXEC (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 (JACK BOLT FLD) (EVB)	HS 1	Two closely spaced hold lines on Twy E for Rwy 25 and Rwy 20.
	HS 2	Maint vigilance Twy B, Twy E and Rwy 20 complex Twy/Rwy int.
ORLANDO		
ORLANDO EXEC (ORL)	HS 1	Maint vigilance during taxi due to converging taxiways to avoid pilot confusion.
ORLANDO		
ORLANDO SANFORD INTL (SFB)	HS 1	Maint vigilance Twy C and Rwy 27C markings often confused.
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.
POMPANO BEACH		
POMPANO BEACH AIRPARK (PMP)	HS 1	Maint vigilance confusing twy configuration.
SARASOTA/BRADENTON		
SARASOTA/BRADENTON INTL (SRQ)	HS 1	Remain vigilant/maintain vigilance parallel taxiways to Rwy 04-22. Remain vigilant/maintain vigilance parallel taxiways to Rwy 14-32.
	HS 2	Rwy incursion risk. Rwy 14 and Twy A. Runway Holding Position Markings further from rwy than expected.
ST AUGUSTINE		
NORTHEAST FLORIDA RGNL (SGJ)	HS 1	Maint vigilance ramp/twy close proximity to rwy.
	HS 2	Maint vigilance ramp close proximity to Rwy 02 and Rwy 06 possible wrong sfc departure.
	HS 3	Maint vigilance APCH hold bar not where expected.
ST PETERSBURG-CLEARWATER		
ST PETE-CLEARWATER INTL (PIE)	HS 1	Maint vigilance ramp/twy close proximity to Hold Short at Rwy 04/22.
STUART		
WITHAM FLD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk. (Check rwy alignment.)
	HS 2	Rwy 12 and Twy A2.
TALLAHASSEE		
TALLAHASSEE INTL (TLH)	HS 1	Maint vigilance due to multiple converging twys.
TITUSVILLE		
SPACE COAST RGNL (TIX)	HS 1	Maint vigilance confusing twy int.
VERO BEACH		
VERO BEACH RGNL (VRB)	HS 1	Maint vigilance, pilots missing Rwy 04-22 hold short lines on Twy C.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>GEORGIA</b>		
ATLANTA		
DEKALB-PEACHTREE (PDK)	HS 1	Southbound tfc on Twy B will miss the turn onto Twy A when assigned Rwy 03L or Rwy 03R.
	HS 2	Pilots expecting Rwy 03R often fail to hold at Rwy 03L.
	HS 3	Aircraft exiting Rwy 03R/21L at Twy G and instructed to hold short of Rwy 03L/21R often enter the runway without authorization.
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.
AUGUSTA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
COLUMBUS		
COLUMBUS (CSG)	HS 1	Remain vigilant converging twy geometry.
	HS 2	Remain vigilant to direc signage and pavement markings in the area.
SAVANNAH		
SAVANNAH/HILTON HEAD INTL (SAV)	HS 1	Twy E from AER 28 to about 310' west on Twy E not visible from ATCT.
	HS 2	Twy A from Rwy 01 apch end to about 900' north on Twy A not visible from ATCT.
<b>KENTUCKY</b>		
COVINGTON		
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Be alert to multiple twy crossing points surrounding the intersection of Rwy 18C-36C and Rwy 09-27.
LEXINGTON		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line, and only applies when instructed by ATC.
LOUISVILLE		
BOWMAN 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.
	HS 2	Rwy incursion risk. Rwy 06 at Twy A1. Direct access to Rwy from ramp.
LOUISVILLE		
LOUISVILLE MUHAMMAD ALI INTL (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	Frequent crossings at Twy B and Twy C during Rwy 29 ops.
OWENSBORO		
OWENSBORO/DAVISS 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.



CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>NORTH CAROLINA</b>		
ASHEVILLE		
ASHEVILLE RGNL (AVL)	HS 1	Ltd vis of Twy A btn A5 and A6 from the twr.
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.
	HS 3	Maint vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clnc with tfc exiting Rwy 36R at Twy C10.
GREENSBORO		
PIEDMONT TRIAD INTL (GSO)	HS 1	Maint vigilance confusing twy, turn rgt onto Twy K6, only cargo N of Twy K6
RALEIGH/DURHAM		
RALEIGH–DURHAM INTL (RDU)	HS 1	Maintain vigilance at Rwy 23L–05R and Twy C. Hold short of Rwy 23L–05R until air traffic issues clearance to cross Rwy 23L–05R.
WILMINGTON		
WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.
<b>PUERTO RICO</b>		
SAN JUAN		
LUIS MUNOZ MARIN INTL (SJU)	HS 1	Maint vigilance highly congested area.
	HS 2	Maint vigilance highly congested area.
<b>SOUTH CAROLINA</b>		
CHARLESTON		
CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15–33 confusing int.
	HS 2	Maint vigilance when crossing Rwy 21 to Twy A or Twy A1 fr Twy E.
COLUMBIA		
COLUMBIA METRO (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.
FLORENCE		
FLORENCE RGNL (FLO)	HS 1	Be aware, when taxing eastbound on Twy B3, pilots sometimes miss turn onto Twy B and enter Rwy 01/19 wo authorization.
GREENVILLE		
GREENVILLE DOWNTOWN (GMU)	HS 1	Maint vigilance complex rwy and twy int.
<b>TENNESSEE</b>		
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	Maint vigilance as hold bars on Twy K btn Twy B and Twy T4 protect Rwy 20C APCH.
	HS 2	Maint vigilance as Twy S is often mistaken for Rwy 20C departure surface.
	HS 3	When taxiing to Twy 02R, keep left to merge onto Twy R at the Twy L split.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SMYRNA		
SMYRNA (MQY)	HS 1	Maint vigilance direct access fr ramps to both rwys and hi volume ops.
	HS 2	Maint vigilance hi volume ops.
	HS 3	Maint vigilance Hold Short Lines further back than expected.

## HOT SPOTS

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CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ARIZONA</b>		
CHANDLER CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route due to run-up area and twy congestion.
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.
PRESCOTT PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
TUCSON RYAN FLD (RYN)	HS 1	Air t/c often taxis 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	Pilots taxiing to Rwy 12 via Twy D for departure sometimes cross the rwy holding position markings without authorization.
<b>CALIFORNIA</b>		
ATWATER CASTLE (MER)	HS 1	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HS 2	T/c congestion due to large volume of acft proceeding to and from Rwy 31.
BURBANK BOB HOPE (BUR)	HS 1	Runway incursion risk. Rwy 33–15. Non-typical location of runway holding position markings on ramp. Aircraft taxiing westbound from or maneuvering within terminal ramp cross Rwy 33–15 holding position markings without ATC authorization.
	HS 2	Runway incursion risk. Rwy 08–26. Non-typical location of runway holding position markings on ramp. Aircraft taxiing westbound from terminal ramp and instructed to hold short of Rwy 08–26 cross Rwy 08–26 holding position markings without ATC 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	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 cross 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.
FAIRFIELD		
TRAVIS AFB (SUU)	HS 1	Twy G/H and Rwy 21R/03L intersection is vehicle crossing and single Rwy 21L/03R entry/exit point. Expect high vehicle and aircraft traffic.
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 EXEC (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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LOS ANGELES		
LOS ANGELES INTL (LAX)	HS 1	Runway incursion risk. Rwy 24L at Twys V, W and Y. Short distance between parallel runways. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L at the appropriate runway holding position markings.
	HS 2	Runway incursion risk. Rwy 25L at Twy F. Aircraft cross Rwy 25L holding position markings without authorization. Aircraft on Twy A instructed by ATC to turn onto Twy F, expect to hold short of Rwy 25L.
	HS 3	Surface Incident Risk. Twy F from Twy A. Aircraft are frequently instructed by ATC to hold short of Twy F at the intermediate holding position markings. Do not proceed onto Twy F without ATC clearance.
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 & SPACE PORT/RUTAN FLD (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 A2, Twy C, Twy E, and the ramp. Complex int 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		
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	Runway incursion risk. Twy C between Twy C1 and Twy J. APCH/DEP hold in effect when instructed by ATC.
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.
PALM SPRINGS		
PALM SPRINGS INTL (PSP)	HS 1	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 2	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 3	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 EXEC (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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SACRAMENTO		
SACRAMENTO INTL (SMF)	HS 1	Acft pushing back from Concourse A and Concourse B conflict with inbd and outbd acft.
	HS 2	Int of Twy W and Twy Y2 is a high traffic vehicular movement area. Pilots use caution.
	HS 3	Pilots taxiing S on Twy A and instructed to turn on Twy A13 sometimes miss the turn and enter Twy G1 incurring wt and size restrictions.
SAN DIEGO		
MONTGOMERY-GIBBS EXEC (MYF)	HS 1	Acft Idg Rwy 28R and exiting onto Twy M sometimes cross Rwy 28L w/o authorization.
	HS 2	Pilots exiting Rwy 28R onto Rwy 05-23 sometime enter Rwy 28L w/o authorization. Some pilots fail to hold short of the elevated rwy holding posn sign on Rwy 05-23 til issued further clnc to cross Rwy 28L.
	HS 3	Acft taxiing to Rwy 28R apch end sometime mistake Twy B for Twy A and cross Rwy 28L w/o authorization.
SAN DIEGO		
SAN DIEGO INTL (SAN)	HS 1	Twy J at Twy H. Pilots at GA parking instructed to taxi via Twy H and Twy C incorrectly turn onto Twy J instead.
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: Taxi aircraft up to and hold short of Rwy 28L unless specifically cleared to cross. Twy T has hold short lines for both Rwy 28R and Rwy 28L. Be sure to identify the correct hold short line for Rwy 28L to ensure aircraft tail is fully clear of Rwy 28R.
	HS 4	Runway incursion risk. ATC may request aircraft to hold on a RWY short of an intersection with another RWY. At runway intersections, vertical holding position signs exist with no surface painted markings. When instructed, pilots must hold short of the holding position signs.
SAN JOSE		
NORMAN Y MINETA SAN JOSE INTL (SJC)	HS 1	Rwy incursion risk. Rwy 30L at Twy D. Short distance from run-up area to Rwy.
SAN JOSE		
REID-HILLVIEW OF SANTA CLARA CO (RHV)	HS 1	Numerous inbound and outbound at twy intersections Twy D, Twy Z, and Twy Y.
	HS 2	Maintain vigilance when maneuvering at Twy Y, Twy Z, and Twys Z1, Z2, Z3 and Z4.
SAN LUIS OBISPO		
SAN LUIS OBISPO 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/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	Rwy Incursion Risk. Rwy 07-25 at Twy C. Rwy Holding Position Markings along ramp are angled and positioned far from rwy. Aircraft fail to hold short of the rwy. Also, aircraft fail to fully exit the rwy.
	HS 2	Pilots Idg on Rwy 07-25 sometimes turn onto Rwy 15R-33L or Rwy 15L-33R w/o authorization fr ATC.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SANTA MARIA		
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy A6, Twy A5, Twy R, and Twy S, Complex twy int in close proximity of the rwy.
	HS 2	Acft on Twy A sometimes fail to hold short of Rwy 20.
	HS 3	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 w/o 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 METRO (SCK)	HS 1	Int of Twy B and Twy M at Trml Apn are not visible from the ctl twr.
	HS 2	Pilots exiting Rwy 11L–29R sometimes fail to hold short of Rwy 11R–29L on Twy H.
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.
<b>COLORADO</b>		
ASPEN		
ASPEN–PITKIN CO/SARDY FLD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	CAUTION: High t/c inbxn – acft rtly hold short of Twy A4 on Twy A when indb to trml or general aviation ramp.
	HS 3	Rwy 33 and Twy A9. Pilots sometime cross the rwy holding posn marking w/o 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	Rwy 10 hold line on Twy C1 is lctd 30 ft fr edge of ramp.
	HS 4	Pilots ldg Rwy 17R and instructed to hold short Rwy 17L sometimes enter or cross Rwy 17L w/o 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 w/o authorization.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
DENVER ROCKY MOUNTAIN METRO (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.
	HS 3	Pilots taxiing S on Twy D and instructed to cross Rwy 03 mistakenly turn onto Rwy 03. Pilots taxiing on Rwy 03 and instructed to hold short of Rwy 12R/30L fail to hold short. Hold line immediately after turn onto Rwy 03.
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 HARRY REID INTL (LAS)	HS 1	Departure runway misalignment risk. Rwy 1L at Rwy 8L. Intersecting runways in close proximity to connecting taxiway. Aircraft cleared onto Rwy 8L from Twy H3 turn too far left, incorrectly lining up for Rwy 1L. Check heading indicator for correct runway alignment.
LAS VEGAS HENDERSON EXEC (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 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	Runway incursion risk. When taxiing to Rwy 12R–30L at Twy A via Twy R, the Runway Holding Position Marking for Rwy 12R–30L is encountered immediately.
	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.

## 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 ttc.
	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 ttc.
	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 cti by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.



CITY/AIRPORT	HOT SPOT	DESCRIPTION
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	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 3	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		
OGDEN		
OGDEN–HINCKLEY (OGD)	HS 1	Pilots who miss the left turn on Twy B while traveling S on Twy A inadvertently taxi onto Rwy 17–35.
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.
	HS 3	Acft exiting ramps 1 and 2 on Twy A4 or Twy A5 must ensure turn onto Twy A or Twy B and not enter Rwy 16R–34L.