

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ALABAMA		
HUNTSVILLE		
HUNTSVILLE INTL-CARL T JONES FLD (HSV)	HS 1	Int of Twy E2 and adj Twy E access to Rwy 18L-36R. Potential for pilots departing the General Aviation Apron to confuse rwy access at this pt as being full length for Rwy 18L.
	HS 2	Int of Twy E3 and adj Twy E access to Rwy 18L-36R. Potential for pilots departing the General Aviation Apron to confuse rwy access at this pt as being full length for Rwy 18L.
	HS 3	Int of Twy J and veh svc roads designated as Non-Movement Areas. Veh tfc is allowed to cross at these loc without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.
	HS 4	Maint vigilance in area as not to confuse Twy C with the veh road.
MONTGOMERY		
MONTGOMERY RGNL (DANNELLY FLD) (MGM)	HS 1	Intersection of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28 and Twy A5.
	HS 2	Intersection of the Twy A5 and the ANG ramp. Potential exiting Rwy 10-28 at Twy A5.
TUSCALOOSA		
TUSCALOOSA RGNL (TCL)	HS 1	Unusually placed Rwy 30 hold line just beyond Twy D5.
FLORIDA		
DAYTONA BEACH		
DAYTONA BEACH INTL (DAB)	HS 1	Pilots taxiing southbound on Twy W sometimes miss the right turn on Twy S and enter the rwy without clearance.
FORT LAUDERDALE		
FORT LAUDERDALE EXECUTIVE (FXE)	HS 1	Active intersection when simultaneous ops occur on Rwy 09 and Rwy 13. Pilots taxi from Rwy 13 & Twy E run-up area via Twy B. Do not continue on to Rwy 09-27 without ATC authorization.
	HS 2	Active intersection when simultaneous ops occur on Rwy 09 and Rwy 13. Pilots taxi from Rwy 13 and Twy E run-up area via Twy A, Twy B and Twy E. Do not continue on to Rwy 13-31 without ATC authorization.
	HS 3	Large paved area with direct access to Rwy 13-31 from Taxilane C Ramp. Do not access Rwy 13-31 without ATC authorization.
FORT LAUDERDALE		
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)	HS 1	Twy Q at Rwy 10L-28R.
FORT MYERS		
PAGE FLD (FMY)	HS 1	Multiple twy ints in the vicinity of the intersection of Rwy 05-23 and Rwy 13-31.
FORT MYERS		
SOUTHWEST FLORIDA INTL (RSW)	HS 1	Twy G1 is aligned with Twy F2. You must receive clearance to proceed onto Twy F2.
	HS 2	When landing Rwy 06, Twy F6 high speed exit sign is located immediately before the Twy F5 reverse high speed exit.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
FORT PIERCE		
TREASURE COAST INTL (FPR)	HS 1	Maint vigilance confusing int.
	HS 2	Maint vigilance pilots confuse Rwy 14 as Twy B.
	HS 3	Confusing int; pilots have used Twy A as a rwy.
GAINESVILLE		
GAINESVILLE RGNL (GNV)	HS 1	Pilots departing on Rwy 07 may be directed by ATC to hold short at Rwy 11 apch before taxiing to Rwy 07.
	HS 2	Rwy 07 and Rwy 11 apch ends are in close proximity.
	HS 3	Use Twy D and Twy B to taxi to Rwy 25 and Rwy 29.
HOLLYWOOD		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 28R departures—Pilots miss the turn onto Twy P and enter the rwy.
	HS 2	The hold line for Rwy 01L is also the hold line for Rwy 10R.
	HS 3	Acft taxiing on Twy L westbound to depart on Rwy 01L—19R, Twy L crosses the apch end of Rwy 01R. Pilots must obtain clearance from ground ctl prior to crossing Rwy 01R.
MIAMI		
MIAMI EXECUTIVE (TMB)	HS 1	Twy H and Twy E hold lines are in close proximity to Rwy 13–31.
MIAMI		
MIAMI INTL (MIA)	HS 1	Short taxi across twys to rwy.
	HS 2	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 3	Short taxi between rwys.
	HS 4	Two rwy ends close together with multiple hold lines that are dependent upon the rwy(s) in use. (SEE INSET)
MIAMI		
MIAMI—OPA LOCKA EXECUTIVE (OPF)	HS 1	Short taxi ramp to rwy risk. Large pavement area with only sfc painted location and direction signs.
NAPLES		
NAPLES MUNI (APF)	HS 1	Maint vigilance confusing twy int.
NEW SMYRNA BEACH		
NEW SMYRNA BEACH MUNI (EVB)	HS 1	Two closely spaced hold lines on Twy E for Rwy 25 and Rwy 20.
ORLANDO		
EXECUTIVE (ORL)	HS 1	Failure to maintain situational awareness has caused acft to taxi onto Twy E4 when southeast bound on Twy K instead of continuing on Twy A when instructed.
	HS 2	Acft ldg on Rwy 25 often confuse the Rwy 13–31 LAHSO sign for the Twy E right turn. Twy E is located prior to Rwy 13–31.
	HS 3	Acft ldg Rwy 7 should use Twy A3 and not the reverse high speed Twy A4. Directional signage and pavement markings are in place for safety.
ORLANDO		
ORLANDO SANFORD INTL (SFB)	HS 1	Rwy 09C APCH hold (Rwy 09C APCH) enroute to Twy C.
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.
	HS 2	Maint vigilance confusing twy configuration.
SARASOTA/BRADENTON		
SARASOTA/BRADENTON INTL (SRQ)	HS 1	Be alert to multiple twy and rwy crossing points surrounding the intersection of Rwy 14–32 and Rwy 04–22.
ST AUGUSTINE		
NORTHEAST FLORIDA RGNL (SGJ)	HS 1	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.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
STUART WITHAM FLD (SUA)	HS 1	Intersecting runways, wrong runway departure risk. (Check runway alignment.)
	HS 2	Runway 12 and Taxiway A1.
WEST PALM BEACH PALM BEACH INTL (PBI)	HS 1	Runway 10L hold short line on Taxiway L is located prior to the bend in the Taxiway.
	HS 2	Aircraft NW-bound on Taxiway F missing left turn onto Taxiway L.
	HS 3	Aircraft of the north ramps miss the turn onto Taxiway G.
GEORGIA		
ATLANTA DEKALB-PEACHTREE (PDK)	HS 1	When side stepping from Runway 21L to Runway 21R pilots have mistakenly landed on Taxiway A.
	HS 2	Southbound traffic on Taxiway B will miss the turn onto Taxiway A when assigned Runway 03L or Runway 03R.
	HS 3	Pilots expecting Runway 03R often fail to hold at Runway 03L.
ATLANTA HARTSFIELD – JACKSON ATLANTA INTL (ATL)	HS 1	Intersections of Taxiway C and Taxiway D at Runway 08L–26R. Hold short line is only 250' after exiting the FBO ramp. Runway hold bar is canted which peaks towards the taxiway.
	HS 2	Intersections of Taxiway C and Taxiway D at Runway 08R–26L. Caution transitioning between the parallel runways. Runway hold bar is canted which peaks towards the taxiway. Runway hold short line is only 380' away after exiting Runway 08L–26R and 70' south of the Taxiway B centerline.
	HS 3	Intersection of Taxiway H at Runway 08R–26L. Aircraft traveling westbound for the Taxiway V end-around, mistakenly turn southbound on Taxiway H and enter Runway 08R–26L.
	HS 4	Intersection of Taxiway D at Runway 09L–27R. Aircraft southbound on Taxiway D fail to turn on Taxiway L and Taxiway M and enter Runway 09L–27R. Aircraft crossing Runway 09L–27R at Taxiway D southbound to Taxiway K must turn 45 degrees left immediately after crossing the runway hold bar.
AUGUSTA AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Intersection of Taxiway E and Runway 17–35.
SAVANNAH SAVANNAH/HILTON HEAD INTL (SAV)	HS 1	Taxiway E from AER 28 to about 310' west on Taxiway E not visible from ATCT.
	HS 2	Taxiway A from Runway 01 approach end to about 900' north on Taxiway A not visible from ATCT.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
KENTUCKY		
COVINGTON		
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Be alert to multiple twy crossing points surrounding the intersection of Rwy 18C–36C and Rwy 09–27.
LEXINGTON		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line, and only applies when instructed by ATC.
LOUISVILLE		
BOWMAN FLD (LOU)	HS 1	Acft operating near Rwy 06–24, Rwy 15–33 at midfield are in close proximity to intersecting/crossing rwy and twys.
LOUISVILLE		
LOUISVILLE 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	Rwy 35R Guard Lights on Twy D at Twy D1 are in a nstd lctn. OFZ hold line marked with a 35R–APCH sign. Unless directed otherwise by ATC, acft may cross the APCH hold and taxi to the painted hold line at Twy D and Rwy 35R.
	HS 3	Frequent crossings at Twy B and Twy C during Rwy 29 ops.
	HS 4	Twy B, Twy C, Twy G, Twy J, and Twy M – complex intersection.
OWENSBORO		
OWENSBORO–DAVIESS CO RGNL (OWB)	HS 1	Northbound tfc on Twy C must remain alert so as to not mistake Rwy 06–24 for a parallel twy. First right turn on Twy C from ramp area is Twy E.
PADUCAH		
BARKLEY RGNL (PAH)	HS 1	Rwy 14–32 at Twy F: Short taxi risk after turning on Twy F.
	HS 2	Rwy 04–22 at Twy C: Rwy confusing as another twy.
	HS 3	Rwy 04 at the end of Twy W South: Short taxi after the turn.
NORTH CAROLINA		
CHARLOTTE		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing intersection due to the convergence of Twy R, Twy A, Twy C and Twy C9 along with grass island.
	HS 2	Pilots exiting Rwy 18C–36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and reenter the rwy.
GREENSBORO		
PIEDMONT TRIAD INTL (GSO)	HS 1	Maint vigilance confusing twy, turn rgt onto Twy K6, only cargo N of Twy K6
HICKORY		
HICKORY RGNL (HKY)	HS 1	Maint vigilance confusing int, Rwy 01–19 hold bar close to Twy A3.
RALEIGH/DURHAM		
RALEIGH–DURHAM INTL (RDU)	HS 1	Intersection of Rwy 05R–23L and Twy C.
WILMINGTON		
WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SOUTH CAROLINA		
CHARLESTON CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15-33 confusing int.
COLUMBIA COLUMBIA METROPOLITAN (CAE)	HS 1	When assigned Rwy 23 for departure, eastbound tfc on Twy A miss turn onto Twy C and enter Rwy 23 by mistake.
	HS 2	Maintain vigilance due to Twy geometry. Twy D enters Rwy 29 behind thld. Twy D7 requires acft to turn parl to Rwy 29 prior to Twy D.
	HS 3	Acft exiting Rwy 11-29 maint vigilance as hold posn markings are N of Twy F and Twy A6.
TENNESSEE		
KNOXVILLE MC GHEE TYSON (TYS)	HS 1	Holding position marking for full len of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short dist from Twy A and Rwy 05R-23L. Pilots miss turn onto Twy A.
MEMPHIS MEMPHIS INTL (MEM)	HS 1	Two hold lines on Twy B: East of Twy S is 18C APCH; West of Twy S is rwy hold.
	HS 2	Twy departure risk: mistaking Twy M for Rwy 36L.
NASHVILLE NASHVILLE INTL (BNA)	HS 1	Approaching this intersection from the west or northwest often results in an incorrect or missed turn and crossing the wrong rwy.
	HS 2	Hold markings and signs are in place to protect Rwy 20C apch area.
	HS 3	Confusion may be caused by multiple signs and lights.
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.