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
IOWA		
CEDAR RAPIDS		
THE EASTERN IOWA (CID)	HS 1	Twy A crosses Rwy 13–31. Twy A is used frequently by vehicles and acft to transition to and from the west hangar/FBO area
	HS 2	Int of Rwy 13–31 and Rwy 09–27.
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	Rwy Incursion Risk. Rwy 18 and Rwy 13. Rwy thresholds in close proximity. Comply with Rwy hold signs/markings at intersection 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.
	HS 3	Wrong sfc departure risk. Rwy 36, and Twy A. Twy A mistaken for Rwy 36 dur int departures.
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
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.
	HS 2	Pilots taxiing to Rwy 17, after crossing Rwy 13–31 insure you clear the Rwy 13–31 safety area wo 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 ldg Rwy 12 use caution when exiting onto Twy B. Hold line for Rwy 17–35 approaches quickly. Note the elevated rwy guard lgts located on the west side of Rwy 17–35 on Twy B.
WICHITA		
WICHITA DWIGHT D EISENHOWER NTL (ICT)	HS 1	Complex int. Insure proper turns to avoid entering Rwy 14–32 at Twy B wo a clnc.
MINNESOTA		
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	Runway Incursion Risk. Twy A between Twy E and Twy D. Crosses Rwy 18 approach area.
	HS 2	Runway Incursion Risk. Rwy 10L on Twy G. Short distance from ramp to rwy.
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	Surface incident risk. Twy A and Twy B between Twy A5 and Twy A7. Limited wingtip clearance at converging point, 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	Surface Risk. Twy A between TWY L and Twy A1. Helicopter landing and departing operations.
	HS 2	Runway Incursion Risk. Twy D between Rwy 14–32 and Rwy 13–31. Short distance between Rwys and Holding Position Markings in an unexpected location.
	HS 3	Surface Risk. Twy B between Twy C and Twy A2. Helicopter landing and departing operations.

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.
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	Risk of Surface Incident. Expect congestion on Twy B near the main terminal & Twys A8, A9, A10, A11, and A12. Expect congestion on taxi–lanes S, M, N. Do not enter terminal apron without approval.
	HS 4	Wrong Rwy Departure Risk and 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.
NEBRASKA		
GRAND ISLAND		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	When taxiing to the apch end of Rwy 13, use caution as Twy B crosses the apch end of Rwy 17. Rwy 17 holding position markings are accompanied by rwy guard lgts on both sides of the rwy.
	HS 2	Twy C crossed Rwy 17 immediately after leaving ramp area. Intersection of Rwy 17–35 and Twy C has rwy guard lgts on both sides of the rwy.
KEARNEY		
KEARNEY RGNL (EAR)	HS 1	Angle and close proximity of rwy intersection creates visibility blind spot for Rwy 13 departures with regard to Rwy 18 tfc. Slight terrain rise further blocks line of sight.
LINCOLN		
LINCOLN (LNK)	HS 1	Rwy 18–36, Rwy 14–32 and Twy D, Twy E and Twy J all intersect with each other in a small area. Angles of intersection can make sighting tfc difficult.
	HS 2	Rwy 32 apch holding position is located on Twy A, immediately past the Twy A run up area.
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.
NORTH DAKOTA		
FARGO		
HECTOR INTL (FAR)	HS 1	Rwy Incursion Risk. Rwy 09–27 at Twy B. Acft taxiing on Twy B inadvertently cross Rwy 09–27.
	HS 2	Rwy Incursion Risk. Rwy 18–36 at Twy C. Acft taxiing on Twy C inadvertently cross Rwy 18–36.
	HS 3	Rwy Incursion Risk. Rwy 18–36 and Rwy 09–27. Acft landing Rwy 36 inadvertently exit Rwy 09–27.
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.