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
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 ldg Rwy 15–33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When ldg 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 wo clnc.
MAINE		
PORTLAND		
PORTLAND INTL JETPORT (PWM)	HS 1	Afct taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11–29 wo 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
MARYLAND		
EASTON		
EASTON/NEWNAM 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 rwys
MASSACHUSETTS		
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.
	HS 5	Rwy Incursion Risk. Twy R and M. Complex intersection of Twy R, M, and N and close proximity of Rwy 04L–22R.
	HS 6	Rwy Incursion Risk. Rwy 14 and Rwy 04R. When taxing to Rwy 04R on Rwy 14 pilots are expected to hold short at the hold line on Rwy 14.
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	Rwy incursion risk. Rwy 06–24, Twy B and Twy E. Direct access to rwy and complex geometry due to converging Twys.
	HS 2	Rwy incursion risk. Rwy 06–24, Twy C and Twy E. Direct access to rwy and complex geometry due to converging Twys.
	HS 3	Risk of surface incident. Twy E and Twy F. Complex geometry due to diverging Twys.
	HS 4	Risk of surface incident. Twys E, F, G, H. Complex geometry due to converging Twys.
WESTFIELD/SPRINGFIELD		
WESTFIELD–BARNES RGNL (BAF)	HS 1	Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.
	HS 2	Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
NEW HAMPSHIRE		
LEBANON		
LEBANON MUNI (LEB)	HS 1	Rwy Incursion Risk. Rwy 25 and Twy B. Runway Holding Position Markings further from Rwy than expected. Observe elevated guard lgts.
	HS 2	Rwy Incursion Risk. Rwy 07–25 at Twy B1 or B2. Direct access to the Rwy from ramp and Runway Holding Position Markings not visible from tower. Observe elevated guard lights.
	HS 3	Rwy Incursion Risk. Twy A2 and Rwy 18–36. Acft routinely require back taxi ops.
NEW JERSEY		
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.
MORRISTOWN		
MORRISTOWN MUNI (MMU)	HS 1	Runway incursion risk. Rwy 13/31, Rwy 5/23, Twy A and Twy B. Complex geometry due to converging runways and taxiways.
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 Z7 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.
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.
NEW YORK		
BUFFALO		
BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D and Twy A waiver for ATC crossings.
FARMINGDALE		
REPUBLIC (FRG)	HS 1	When taxing 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
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	Twy L turns when crossing Rwy 11–29. Runway incursion risk.
	HS 3	Rwy incursion risk. Twy F at Rwy 11–29 intersection. High volume crossing point.

PENNSYLVANIA

HARRISBURG		
CAPITAL CITY (CXY)	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 wo 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
VERMONT		
BURLINGTON		
PATRICK LEAHY BURLINGTON INTL (BTV)	HS 1	Rwy incursion risk. Limited sight distance while crossing Rwy 15–33. Two sets of HS markings in close proximity after crossing Rwy 15–33.
	HS 2	Rwy incursion risk. Twys A and G. Loss of situational awareness due to wide expanse of pavement.
VIRGINIA		
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 ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.
WEST VIRGINIA		
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.