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
ALABAMA		
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.
FLORIDA		
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 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.
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		
ST AUGUSTINE (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		
PRESIDENT DONALD J TRUMP INTL (DJT)	HS 1	Runway 10L hold short line on Twy L is located prior to the bend in the Twy.

GEORGIA

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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ATLANTA		
HARTSFIELD/JACKSON ATLANTA INTL (ATL)	HS 1	Intersections of Twy C and Twy D at Rwy 08L–26R. Holding position marking is canted which peaks toward the twy.
	HS 2	Intersections of Twy C and Twy D at Rwy 08R–26L. Caution transitioning between the parallel rwys. Twys are sloped and holding position markings are only separated by 415'.
AUGUSTA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Rwy incursion risk. To taxi to apch end of Rwy 35, turn right on Twy E.
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.
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	Frequent crossings at Twy B and Twy C during Rwy 29 ops.
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.
NORTH CAROLINA		
CAMP MACKALL		
MACKALL AAF (HFF)	HS 1	Concurrent fixed–wing, rotary–wing, hot refuel, and parachute pax ops.
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 1R–19L on Twy S for either Twy E or Twy F mistakenly turn left on Twy E6 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 36 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
PUERTO RICO		
SAN JUAN		
LUIS MUNOZ MARIN INTL (SJU)	HS 1	Maint vigilance highly congested area.
	HS 2	Maint vigilance highly congested area.
SOUTH CAROLINA		
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.
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.
TENNESSEE		
KNOXVILLE		
MC GHEE TYSON (TYS)	HS 1	Ramp exit Twy R5 short dist from Twy A and Rwy 05R–23L. Pilots miss turn onto Twy A.
MEMPHIS		
FREDERICK W SMITH INTL/MEMPHIS (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.
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.