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
ARIZONA		
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.
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 tfc often taxies 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.
CALIFORNIA		
ATWATER		
CASTLE (MER)	HS 1	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HS 2	Tfc congestion due to large volume of acft proceeding to and from Rwy 31.
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.
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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
CONCORD		
BUCHANAN FLD (CCR)	HS 1	Wrong SFC Departure Risk. Rwy 32L Run–up area and Twy J. Twy J can be mistaken for Rwy 32L.
	HS 2	Risk of runway incursion and/or surface incident. Twy J, Twy A, Twy C, and Twy K. Expanse pavement and complex geometry due to converging Twys.
	HS 3	Runway incursion risk. Rwy 32L apch hold area on Twy A between Twys J and B. Holding Position Marking in an unexpected location.
	HS 4	Rwy incursion risk. Twys J, B and Rwy 32R run–up area. Potential for expectation bias of run–up area location, and loss of situational awareness due to wide expanse of pavement.
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 holding position at Twys V, W and Y. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L. Exiting Rwy 24R, short distance to Rwy 24L. Runway exit does not lead to parallel taxiway.
	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	Surface Incident Risk. Twy A, Twy A2, Twy C, Twy E, and the ramp. Complex geometry due to converging Twys.
	HS 2	Runway Incursion Risk. Twy A at Rwy 24. Short distance from ramp to Rwy.
	HS 3	Runway Incursion Risk. Rwy 1L, Rwy 6, and Twy H. Aircraft taxiing outbound for departure will encounter runway position hold markings in an unexpected location. Aircraft landing Rwy 19R, must receive ATC authorization to exit onto Rwys 06–24.
OAKLAND		
OAKLAND SAN FRANCISCO BAY (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 (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 ldg Rwy 28R and exiting onto Twy M sometimes cross Rwy 28L wo authorization.
	HS 2	Pilots exiting Rwy 28R onto Rwy 05–23 sometime enter Rwy 28L wo authorization. Some pilots fail to hold short of the elevated rwy holding posn sign on Rwy 05–23 til issued further clnc to cros Rwy 28L.
	HS 3	Acft taxiing to Rwy 28R apch end sometime mistake Twy B for Twy A and cros Rwy 28L wo 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		
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 inbounds and outbounds 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 A4 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.
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 ldg on Rwy 07–25 sometimes turn onto Rwy 15R–33L or Rwy 15L–33R wo 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 wo 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	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.

COLORADO

ASPEN		
ASPEN–PITKIN CO/SARDY FLD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	CAUTION: High tfc intxn – acft rtnely 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 wo 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 cros Rwy 17L wo 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 wo authorization.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
DENVER		
ROCKY MOUNTAIN METRO (BJC)	HS 1	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.
	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.
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	Runway Incursion Risk. Rwy 07 Holding Position Markings at Twy F and Twy G. Close proximity to ramp and run–up area. Pilots assigned Rwy 07 or instructed to hold short cross the holding position markings without authorization.
	HS 2	Runway Incursion Risk. Rwy 12R Holding Position Markings at Twy G. Pilots instructed to cross Rwy 07 and hold short of Rwy 12R cross the holding position markings 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	Runway Incursion and Wrong Surface Departure Risk. Rwy 12L at Twy A. Inline taxiway from Twy A to threshold. Pilots cross Rwy 12L approach hold markings without authorization, or incorrectly depart 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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 tfc.
	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 tfc.
	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 ctl by twr. Hold line located on each side of Rwy 07–25. Possibility of high vehicle traffic.
ALBUQUERQUE		
ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	Runway Incursion Risk. Rwy 08 and Twy E1. Runway Holding Position Markings further from Rwy than expected.
	HS 2	Runway Incursion Risk. Rwy 03–21 and Rwy 12–30 and Twy F, C and G. Complex geometry due to converging Rwy and Twys. Wrong Rwy departure risk. Rwy 21 at intersection Twy G. Acft turn in wrong direction for take–off.
	HS 3	Runway Incursion Risk. Rwy 03–21, Twy E and Twy H. Runway Holding Position Markings further from the Rwy than expected.
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.