

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*
BEDFORD, MA LAURENCE G HANSCOM FLD (BED)	HS 1	Pilots become confused with the wide expanse of pavement and convergence of numerous twys.
BEVERLY, MA 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, MA GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Maintain vigilance when taxiing on Rwy 15L-33R apch Rwy 04L-22R.
	HS 2	Twy N and Rwy 15R-33L.
	HS 3	Maintain vigilance on Twy E and Twy K when apch Rwy 04L-22R.
	HS 4	Maintain vigilance on Twy C when apch Rwy 09-27. Maintain vigilance on Twy D when apch Rwy 15R-33L.
BURLINGTON, VT 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.
DANBURY, CT DANBURY MUNI (DXR)	HS 1	Maintain 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), CT 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, CT 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.
LAWRENCE, MA 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.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LEBANON, NH 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.
	HS 3	Rwy Incursion Risk. Twy A2 and Rwy 18-36. Acft routinely require back taxi ops.
NANTUCKET, MA 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.
PORTLAND, ME PORTLAND INTL JETPORT (PWM)	HS 1	Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 w/o authorization.
	HS 2	Acft taxiing northbound on Twy C must maintain vigilance apch the Rwy 18 hold short marking which is located further south on Twy C than most pilots would anticipate.
PROVIDENCE, RI 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	Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwy 16-34.
	HS 5	Maint vigilance hold short for Rwy 34 not where expected.
WESTFIELD/SPRINGFIELD, MA WESTFIELD-BARNES RGNL (BAF)	HS 1	Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to Rws.
	HS 2	Unusual location for Rwy hold position marking on Twy A for Rwy 15.
WINDSOR LOCKS, CT BRADLEY INTL (BDL)	HS 1	Aircraft on Twy S missing Twy C may enter Rwy 24.
	HS 2	Aircraft on Twy D missing Twy S may enter Rwy 33.

*See appropriate Chart Supplement HOT SPOT table for additional information.