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*
CHANDLER, AZ		
CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route.
LAS VEGAS, NV		
HENDERSON EXEC (HND)	HS 1	Twy H, Twy G, and Rwy 17R.
	HS 2	Twy E and ramp area. High volume of traffic.
LAS VEGAS, NV		
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, NV		
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, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
OGDEN, UT		
OGDEN-HINCKLEY (OGD)	HS 1	Confusing twy int in close proximity to rwy.
PHOENIX, AZ		
PHOENIX DEER VALLEY (DVT)	HS 1	Inadvertent Rwy 07R-25L crossings from Twy B5.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake 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, AZ		
PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)	HS 1	Not visible from the twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

26 NOV 2026 to 24 DEC 2026

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Wrong Rwy Departure Risk. Hold lines for Rwy 32 and Rwy 35 are at the same location at Twy K1 and Twy M with short taxi distance to either rwy.
	HS 2	High risk of Rwy incursion at Rwy 14-32 on Twy Q due to short taxi distance between rwys.
	HS 3	Twy A4 or Twy A5 at Twy A or Twy B mistakenly enter Rwy 16R-34L.
TUCSON, AZ		
RYAN FLD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Pilots taxiing to Rwy 12 via Twy D for departure sometimes cross the rwy holding position markings without authorization.

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

26 NOV 2026 to 24 DEC 2026