

## 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 polygons 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
<b>IOWA</b>		
CEDAR RAPIDS THE EASTERN IOWA (CID)	HS 1	Twy A crosses Rwy 13–31. Twy A is used frequently by vehicles and acft to transition to and from the west hangar/FBO area.
	HS 2	Intersection of Rwy 13–31 and Rwy 09–27.
	HS 3	Twy C becomes Twy A on the north side of the apch end of Rwy 27. Acft taxiing from the east hangars to Rwy 09 and Rwy 13 are required to cross Rwy 09–27.
DES MOINES DES MOINES INTS (DSM)	HS 1	Use caution and comply with the signs and markings when taxiing near this complex intersection.
	HS 2	The apch end of Rwy 5 at Twy P has limited visibility from the twr.
	HS 3	Iowa ANG complex is located north of Twy D on the northwest part of the arpt. Vehicle movement in this area is obstructed from the tower's view. Be vigilant for vehicles while taxiing in the area.
	HS 4	Do not confuse Twy P for Rwy 23. Be aware of possibility of inadvertent line up on Twy P when cleared for Rwy 23.
DUBUQUE DUBUQUE RGNL (DBQ)	HS 1	Use caution when taxiing to Rwy 18 or Rwy 13 via Twy A. Comply with rwy hold signs, sfc painted signs and elevated rwy guard lgts at the intersection of Twy A and Rwy 18–36.
	HS 2	Use caution exiting the ramp area on Twy D. Twy D crosses Rwy 13–31 immediately after leaving ramp area.
	HS 3	Use caution exiting the ramp area on Twy C. Twy C crosses Rwy 13–31 immediately after leaving ramp area.
FORT DODGE FORT DODGE RGNL (FOD)	HS 1	Westbound tfc on Twy B must remain alert at the intersection where Twy B splits with Twy D. Holding position markings for Rwy 06–24 and Rwy 12–30 are immediately after the twy split.
MASON CITY MASON CITY MUNI (MCW)	HS 1	Single twy leads to the apch end of Rwy 30 and Rwy 35. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure. Approximately half of Rwy 12 and Rwy 18 are not mutually visible due to rising terrain and trees located between rwys. Use caution when operating on either Rwy 12 or Rwy 18 for crossing tfc. Broadcast your position and intentions on CTAF.
SIOUX CITY SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Rwy 17–35 and Rwy 13–31 intersect at Twy B. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
	HS 2	Area not visible from the twr.

WATERLOO			
WATERLOO RGNL (ALO)		HS 1	The intersection of Twy B and Twy C outbound holding position markings for Rwy 12–30 and Rwy 18–36 are immediately after the split of Twy B and Twy C.
		HS 2	Twy A crosses the apch end of Rwy 36 prior to Rwy 06. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
		HS 3	Use caution exiting the ramp area on Twy B. Twy B intersects Rwy 06–24 immediately after leaving ramp area.
		HS 4	Use caution when crossing Rwy 12–30 on Twy A inbound and outbound. Twy A is used as a pass through twy to the ANG hangar and Rwy 06–24.

## KANSAS

DODGE CITY			
DODGE CITY RGNL (DDC)		HS 1	Ramp is in close proximity to rwys.
GARDEN CITY			
GARDEN CITY RGNL (GCK)		HS 1	Twy C intersects Rwy 12–30 1300' from apch end. Back taxi clearance required for full length departure on Rwy 12.
		HS 2	Use caution exiting the ramp area on Twy C. Twy C crosses Rwy 17–35 immediately after leaving ramp area. Pilots must use caution when exiting the rwy on Twy C, as the non-movement area boundary is on the twy prior to the ramp.
		HS 3	While taxiing southbound on Twy A to Rwy 30, left turn on Twy B required to reach approach end of Rwy 30. If pilot is not extra vigilant, it is easy for an acft to miss the turn on Twy B and cross the active rwy.
HUTCHINSON			
HUTCHINSON MUNI (HUT)		HS 1	Twy A and Twy C intersect with multiple rwys.
		HS 2	Twy B hold markings for Rwy 04 and Rwy 35 are very close. Use caution to hold short at proper hold marking.
LIBERAL			
LIBERAL MID-AMERICA RGNL (LBL)		HS 1	After leaving main ramp on Twy A northbound, use caution for t/c Idg Rwy 22. Rwy 22 rwy boundary marking is on Twy A prior to the left turn on Twy B. Twy B is an extension of the Rwy 22 overrun. Rwy 17 rwy boundary is on Twy A past Twy B. Use caution for close proximity apch ends of Rwy 17 and Rwy 22.
		HS 2	Use caution exiting the ramp area on Twy C. Twy C intersects Rwy 17–35 immediately after leaving ramp area. Pilots must use caution when exiting the ramp and the rwy on Twy C, as Twy C is identified with blue reflectors.
MANHATTAN			
MANHATTAN RGNL (MHK)		HS 1	Use caution when taxiing to/from the terminal area via Twy D. Twy D is the primary entrance and exit from the main ramp and is in close proximity to Rwy 03–21.
		HS 2	Use caution when taxiing northeast on Twy A to the east ramp. Do not mistake Rwy 13–31 for Twy E.
OLATHE			
JOHNSON CO EXECUTIVE (OJC)		HS 1	Twy C crosses the apch end of Rwy 18.
		HS 2	Acft on the east side of the rwy taxiing to Rwy 36 utilizing Twy B, cross Rwy 18–36. Rwy holding position marking is not fully visible until after marking the westbound turn.
OLATHE			
NEW CENTURY AIRCENTER (IXD)		HS 1	Twy A is in close proximity to U.S. Army Reserve ramp area.
		HS 2	Complex intersection of Twy A and Twy F, along with Rwy 04–22 and Rwy 18–36. Additionally, acft southwest of this area may not be visible from the ATCT.

SALINA			
	SALINA MUNI (SLN)	HS 1	Twy E crossing Rwy 17-35 is active with student pilot midfield departures. Note the elevated rwy guard lgts located on the east side of Rwy 17-35 at Twy E.
		HS 2	Tfc Idg Rwy 12 use caution when exiting onto Twy B. Hold line for Rwy 17-35 approaches quickly. Note the elevated rwy guard lgts located on the west side of Rwy 17-35 on Twy B.
TOPEKA			
	FORBES FIELD (FOE)	HS 1	Southbound tfc on Twy A must remain alert so as to not miss the right turn on Twy A when taxiing to Rwy 03. Twy D continues to an intersection with Rwy 03. Twy A turns to the southwest.
		HS 2	Use caution Twy A becomes Twy E just past access to the apch end of Rwy 03. Twy A turns left, Twy E continues southwest bound to the KS ANG ramp.
		HS 3	Twy E is not visible from the ATCT. Twy E also accesses KS ANG ramp and is not maintained by the Airport Authority.
TOPEKA			
	PHILIP BILLARD MUNI (TOP)	HS 1	Twy A and Twy D intersect inside of the Runway Safety Area for Rwy 04-22. Twy A intersects Rwy 04-22 at two different locations.
WICHITA			
	WICHITA MID-CONTINENT (ICT)	HS 1	Gates 5, 6, 11 and 12 are in close proximity to the movement area boundary. Pushback from these gates enters Twy R.
		HS 2	Twy K, Twy K1 and Twy C2 form a complex Intersection. Twy C2 leads directly into the Intersection of Rwy 14-32 with Rwy 01L-19R.

## MINNESOTA

DULUTH			
	DULUTH INTL (DLH)	HS 1	Acft/vehicular tfc on Twy E1, Twy E2 and Twy E should be alert. Signage indicates Rwy 27 APCH. Twy E is in the safety area for Rwy 09-27.
		HS 2	Apch end of Rwy 27 located at Twy A5.
		HS 3	Complex intersection. Be alert when taxiing to Rwy 21 via Twy A and Twy C.
MINNEAPOLIS			
	CRYSTAL (MIC)	HS 1	Short distance between rwys. Manage your taxi speed.
		HS 2	Short distance between rwys. Manage your taxi speed.
		HS 3	Short distance between rwys. Manage your taxi speed.
		HS 4	Be prepared to hold short of Rwy 06R (sod) on Twy F.
		HS 5	Be prepared to hold short of Rwy 24L (sod) on Twy D.
		HS 6	Multiple vehicle/pedestrian deviations have occurred in this area due to proximity of arpt access points and hangars obscuring twr view.
		HS 7	Close proximity of Rwy 14R and Rwy 06R hold markings at Twy A and Twy E intersection.
		HS 8	Acft taxiing northeast on Twy B for Rwy 24R or Rwy 24L, tend to make a right turn onto Twy E, incurring on the active rwy.
MINNEAPOLIS			
	FLYING CLOUD (FCM)	HS 1	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 2	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 3	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 4	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 5	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 6	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
		HS 7	Hold position marking/signs for Rwy 10L located 30' south of Twy A.

	HS 8	Hold position marking/signs for Rwy 10L located 30' south of Twy A.
	HS 9	Rwy 18 apch area proximity to adjacent ramps along Twy A.
	HS 10	Close proximity of parallel rwys and holding positions when crossing apch end of Rwy 28L.
	HS 11	Short distance between rwy hold short lines. Be prepared to hold short of each rwy.
MINNEAPOLIS MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLIAN (MSP)	HS 1	Expansive pavement at the intersection of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22. Use caution for rwy crossings in this area.
	HS 2	Complex twy/rwy geometry.
	HS 3	Expansive pavement at the intersection of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12R-30L and Rwy 04-22. Use caution for rwy crossings in this area.
	HS 4	Complex geometry at Rwy 04 apch end. Rwy 04 depart check compass to verify correct rwy heading.
ROCHESTER ROCHESTER INTL (RST)	HS 1	Rwy 20 hold short line set back on Twy G
	HS 2	Rwy 20 hold short line on Twy A proximity to angled Twy A/Twy A6 intersection.
	HS 3	Complex, angled intersection of Twy A6, Rwy 13 and Twy B.
ST. PAUL ST. PAUL DOWNTOWN HOLMAN FLD (STP)	HS 1	Helicopter landings on Twy A.
	HS 2	Rwy 31 overrun connects to Rwy 14.
	HS 3	Unusual placement of rwy holding position markings due to overlapping rwy safety areas. Short distance between rwys, manage your taxi speed and be prepared to hold short when exiting rwy.
	HS 4	Twy E crosses Rwy 27 and Rwy 31.
<b>MISSOURI</b>		
BRANSON BRANSON (BBG)	HS 1	Westbound tfc on Twy C must remain alert so as to not mistake Rwy 14-32 for a parallel twy. First left turn out of ramp area is Rwy 14-32.
	HS 2	Use caution for acft utilizing Twy E and Twy F as a turn around after ldg on Rwy 14 or taxiing to hold while waiting to depart Rwy 32. Back taxi required on Rwy 14-32 for full length departure on Rwy 32 and frequently utilized by acft ldg Rwy 14.
CAPE GIRARDEAU CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Acft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
COLUMBIA COLUMBIA RGNL (COU)	HS 1	Use caution approaching the intersection of Twy A and Twy B due to the close proximity of rwy holding position markings for Rwy 02-20 and Rwy 13-31.
	HS 2	Acft departing Rwy 20. Taxiing on Rwy 13-31 may be authorized to reach the apch end of Rwy 20. Use caution not to confuse rwy holding position marking for Rwy 13 with the marking for Rwy 20.
	HS 3	Acft departing Rwy 20. Rwy holding position line for Rwy 20 is on Rwy 13-31.
FORT LEONARD WOOD WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Arriving and departing acft must use the intersection at the southeast end of Rwy 14-32 to access the rwy. There is no parallel twy. Arriving and departing tfc may be required to back-taxi.
JEFFERSON CITY JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex intersection of twys and rwys. Rwy 12-30 intersects with Twy B and Rwy 09-27. Acft eastbound on Twy B from Rwy 12-30, holding position markings are for Rwy 12-30.
	HS 2	Acft taxiing on Twy B to Rwy 27, be prepared for the holding position markings just out of the turn.

JOPLIN JOPLIN RGNL (JLN)	HS 1	All acft exiting the General Aviation Ramp on Twy B be prepared to hold west of Rwy 18-36 for both Rwy 18-36 and Rwy 05-23.
	HS 2	Twy C ramp exit is in close proximity to the rwy holding position line for Rwy 18-36. Twy C intersects with Rwy 18-36 immediately after leaving the ramp area.
KANSAS CITY CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	On Twy G, holding position markings for Rwy 03-21 are unusual due to the angle that Twy G intersects with Rwy 03-21.
	HS 2	Twy D intersects with Rwy 03-21 and Rwy 01-19. Holding position markings for Rwy 03-21 and Rwy 01-19 are within the rwy safety area for each other. Twy D is also utilized by acft and vehicles to transition from the east ramps to the west ramps. Acft/vehicles often mistake the second hold short markings when exiting Rwy 01-19 at Twy D as the hold short markings for Rwy 03-21.
	HS 3	Twy F, Twy D, Twy L transition when acft are taxiing northbound. Acft have the tendency to miss the left turn onto Twy L to continue across Rwy 01-19. Utilize extreme caution at night and in low visibility conditions.
KANSAS CITY KANSAS CITY INTL (MCI)	HS 1	Busy vehicle svc road crosses Twy G east of Twy B. Non-movement area begins just west of svc road.
	HS 2	Twy E and Twy F intersection with Rwy 09-27. Immediately after crossing Twy C, both Twy E and Twy F cross Rwy 09-27.
	HS 3	Twy C and Twy D intersection with Rwy 01R-19L. Immediately after crossing Twy E, both Twy C and Twy D cross Rwy 01R-19L.
	HS 4	The intersection of Twy B2 and Ottawa Ave. (vehicle svc road). Twy B2 is the only entrance to the general aviation ramp. This svc road is a high tfc vehicle route for airlines and cargo carriers.
	HS 5	Gates 45 thru 57 at Terminal B and Gates 72, 73, and 76 at Terminal C are in close proximity to the movement area boundary. Pushback from these gates enters Twy D.
KIRKSVILLE KIRKSVILLE RGNL (IRK)	HS 1	Turf Rwy 09-27 taxi route enters Rwy 18-36 approximately 1000' south of the apch end of Rwy 18 between Twy A and Twy B.
ST. JOSEPH ROSECRANS MEMORIAL (STJ)	HS 1	Use caution exiting the ramp area on Twy B. Twy B crosses Rwy 17-35 immediately after leaving ramp area.
	HS 2	Apch ends of Rwy 35 and Rwy 31 are both accessed via Twy A. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
	HS 3	Twy B intersects Rwy 13 approximately 2000' from apch end. Back taxi clearance required for full length departure on Rwy 13.
ST. LOUIS LAMBERT-ST. LOUIS INTL. (STL)	HS 1	Use caution when approaching the intersection of Twy D and Twy L be careful not to cross the hold marking for Rwy 12R-30L without ATC authorization.
	HS 2	Acft approaching Rwy 29 on Twy T, do not turn left on Twy A. Taxi straight ahead to Rwy 29.

ST. LOUIS SPIRIT OF ST. LOUIS (SUS)	HS 1	Northwest bound tfc on Twy B use caution entering complex intersection with Twy Z, Twy D, and Twy C. The close proximity of Twy C and Twy D, immediately after the turn onto Twy Z can be confusing.
	HS 2	On Twy B west of the blue port-a-ports, twr can not maintain visual ctc with vehicles and small acft.
	HS 3	On Twy B northwest of Twy A, twr can not maintain visual ctc with vehicles and acft.
SPRINGFIELD SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Acft exiting the Old Terminal ramp to the west, use caution as Twy D and Twy N are in close proximity to the rwys and angles create unusual holding positions.
	HS 2	Due to large acft parked on the Air Cargo Ramp, twr may be unable to maintain visual ctc with small acft taxiing northbound on Twy U north of Twy B.

**NEBRASKA**

GRAND ISLAND CENTRAL NEBRASKA RGNL (GRI)	HS 1	When taxiing to the apch end of Rwy 13, use caution as Twy B crosses the apch end of Rwy 17. Rwy 17 holding position markings are accompanied by rwy guard lgts on both sides of the rwy.
	HS 2	Twy C crossed Rwy 17 immediately after leaving ramp area. Intersection of Rwy 17-35 and Twy C has rwy guard lgts on both sides of the rwy.
KEARNEY KEARNEY RGNL (EAR)	HS 1	Angle and close proximity of rwy intersection creates visibility blind spot for Rwy 13 departures with regard to Rwy 18 tfc. Slight terrain rise further blocks line of sight.
	HS 2	Twy C intersects Rwy 18-36 immediately after leaving the main ramp.
LINCOLN LINCOLN (LNK)	HS 1	Rwy 18-36, Rwy 14-32 and Twy D, Twy E and Twy J all intersect with each other in a small area. Angles of intersection can make sighting tfc difficult.
	HS 2	Rwy 32 apch holding position is located on Twy A, immediately past the Twy A run up area.
OMAHA EPPLEY AIRFIELD (OMA)	HS 1	A complex intersection of Twy S, Twy F, and Twy B is located between Rwy 14R-32L and the intersection of Rwy 14L-32R and Rwy 18-36.
	HS 2	A complex intersection of Twy A, Twy C and Twy F is in close proximity to the ramp. Rwy 18-36 and Rwy 14R-32L.

**NORTH DAKOTA**

GRAND FORKS GRAND FORKS INTL (GFK)	HS 1	Clearance necessary to cross Rwy 09L and Twy A intersection.
	HS 2	Clearance necessary to cross Rwy 17R and Twy B intersection.
MINOT MINOT INTL (MOT)	HS 1	Twy B crosses the apch end of Rwy 08. Holding positions are identified by red and white 8 APCH sign.
	HS 2	Twy C crosses Rwy 08-26 at an angle. Pilots sometimes miss the holding position signs and markings for Rwy 08-26.

**SOUTH DAKOTA**

SIOUX FALLS JOE FOSS FIELD (FSD)	HS 1	Complex twy intersection in close proximity of rwys.
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