

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 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
ALABAMA		
MOBILE		
MOBILE DOWNTOWN (BFM)	HS 1	Separate hold lines on Twy H and Twy L are set back 350' from the rwy edge.
MONTGOMERY		
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)	HS 1	Intersection of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Intersection of the Twy A5 and the ANG ramp. Potential exiting Rwy 10-28 at Twy A5.
TUSCALOOSA		
TUSCALOOSA RGNL (TCL)	HS 1	Unusually placed Rwy 29 hold line just beyond Twy F.
FLORIDA		
DAYTONA BEACH		
DAYTONA BEACH INTL (DAB)	HS 1	Pilots taxiing southbound on Twy W sometimes miss the right turn on Twy S and enter the runway without clearance.
FORT LAUDERDALE		
FORT LAUDERDALE- HOLLYWOOD INTL (FLL)	HS 1	Twy E at Rwy 09L-27R.
	HS 2	Twy D at Rwy 09L-27R.
	HS 3	Twy Q at Rwy 09L-27R.
	HS 4	Twy departure risk: When on Twy C do not mistake Twy B for Rwy 09L.
	HS 5	Twy D4 has one hold marking for both rwys: wrong rwy departure risk.
FORT LAUDERDALE (FXE) EXECUTIVE	HS 1	Large paved run-up area located adjacent to Rwy 08 Apc and Twy E. Do not access Rwy 08 without ATC authorization.
	HS 2	Active intersection when simultaneous ops occur on Rwy 08 and Rwy 13. Pilots taxi from Rwy 13 and Twy E run-up area via Twy B. Do not continue on to Rwy 08-26 without ATC authorization.
	HS 3	Active intersection when simultaneous ops occur on Rwy 08 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 4	Large paved area with direct access to Rwy 13-31 from Taxilane C Ramp. Do not access Rwy 13-31 without ATC authorization.
	HS 5	Twy B5 has direct access from ramp to Rwy 31 Apc. Do not access Rwy 31 without ATC authorization.
FORT MYERS		
PAGE FIELD (FMY)	HS 1	Twy A at the intersections of Twy A2 and Twy D is a dog leg turn. Twy A continues to the apch end of Rwy 05. Do not use Twy A2 unless instructed.
	HS 2	Multiple twy intersections in the vicinity of the intersection of Rwy 05-23 and Rwy 13-31.
SOUTHWEST FLORIDA INTL (RSW)	HS 1	Twy G1 is aligned with Twy F2. You must receive clearance to proceed onto Twy F2.
	HS 2	When landing Rwy 06, Twy F6 high speed exit sign is located immediately before the Twy F5 reverse high speed exit.

GAINESVILLE			
GAINESVILLE RGNL (GNV)	HS 1		Pilots departing on Rwy 07 may be directed by ATC to hold short at Rwy 11 apch before taxiing to Rwy 07.
	HS 2		Rwy 07 and Rwy 11 apch ends are in close proximity.
	HS 3		Use Twy A1 and Twy B to taxi to Rwy 25 and Rwy 29.
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		The hold line for Rwy 01L is also the hold line for Rwy 10R.
	HS 3		Aft taxiing on Twy L westbound to depart on Rwy 01L—19R, Twy L crosses the apch end of Rwy 01R. Pilots should obtain clearance from ground ctl prior to crossing Rwy 01R.
MIAMI			
KENDALL—TAMIAMI EXECUTIVE (TMB)	HS 1		Twy H and Twy E hold lines are in close proximity to Rwy 13—31.
MIAMI INTL (MIA)	HS 1		Short taxi across twys to rwy.
	HS 2		Short taxi across twys to rwy.
	HS 3		Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4		Short twy between rwys.
	HS 5		Two rwy ends close together with multiple hold lines that are dependent upon the rwy(s) in use. (SEE INSET)
OPA—LOCKA EXECUTIVE (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 (EVB)	HS 1		Two closely spaced hold lines on Twy E for Rwy 25 and Rwy 20.
ORLANDO			
ORLANDO SANFORD INTL (SFB)	HS 1		Rwy 09C APCH hold (Rwy 09C APCH) enroute to Twy C.
	HS 2		The hold line for Rwy 09R on Twy R northbound is placed immediately adjacent to Twy S after crossing Rwy 36 and turning right on Twy R.
STUART			
WITHAM FIELD (SUA)	HS 1		Intersecting rwys, wrong rwy departure risk. (Check rwy alignment.)
	HS 2		Rwy 12 and Twy A1.
WEST PALM BEACH			
PALM BEACH INTL (PBI)	HS 1		Twy L often mistaken as Rwy 10R by arrivals.
	HS 2		Aft NW—bound on Twy F missing left turn onto Twy L.
	HS 3		Aft of the north ramps miss the turn onto Twy G.
	HS 4		Pilots approaching Rwy 32 along Twy F are sometimes surprised at the location of the hold line and cross without authorization. Area not visible from the twr.
	HS 5		Large pavement area at the intersections of Twy L, Twy L3, Twy E and the ramp may cause confusion.
GEORGIA			
ATLANTA			
DEKALB—PEACHTREE (PDK)	HS 1		When side stepping from Rwy 20L to Rwy 20R pilots have mistakenly landed on Twy A.
	HS 2		Southbound tfc on Twy B will miss the turn onto Twy A when assigned Rwy 02L or Rwy 02R.
	HS 3		Pilots expecting Rwy 02R often fail to hold at Rwy 02L.
HARTSFIELD—JACKSON			
ATLANTA INTL (ATL)	HS 1		Intersections of Twy C and Twy D at Rwy 08L—26R. Hold short line is only 250' after exiting the FBO ramp. Rwy hold bar is canted which peaks towards the twy.

	HS 2	Intersections of Twy C and Twy D at Rwy 08R–26L. Caution transitioning between the parallel rwys. Rwy hold bar is canted which peaks towards the twy. Rwy hold short line is only 380' away after exiting Rwy 08L–26R and 70' south of the Twy B centerline.
	HS 3	Intersection of Twy H at Rwy 08R–26L. Acft travelling westbound for the Twy V end–around, mistakenly turn southbound on Twy H and enter Rwy 08R–26L.
	HS 4	Intersection of Twy D at Rwy 09L–27R. Acft southbound on Twy D fail to turn on Twy L and Twy M and enter Rwy 09L–27R. Acft crossing Rwy 09L–27R at Twy D southbound to Twy K must turn 45 degrees left immediately after crossing the rwy hold bar.
AUGUSTA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Intersection of Twy E and Rwy 17–35.
	HS 2	Short twy distance from ramp to Rwy 08 thld. Be aware of the Twy E and Twy C intersection for Rwy 08–26.
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 FIELD (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 INTL–STANDIFORD FIELD (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	Rwy 35R Guard Lgts on Twy D at Twy D1 are in a nstd location OFZ hold line marked with a 35R–APCH sign. Applicable only when WX is below 800' and/or 2 mile visibility. All other times, acft may cross the APCH hold and taxi to the painted hold line at Twy D and Rwy 35R.
	HS 3	Frequent crossings at Twy B and Twy C during Rwy 29 ops.
	HS 4	Twy B, Twy C, Twy J, and Twy M–complex intersection.
OWENSBORO		
OWENSBORO–DAVIESS COUNTY (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.
	HS 2	Rwy 04–22 at Twy C: Rwy confusing as another twy.
	HS 3	Rwy 04 at the end of Twy W South: Short taxi after the turn.

NORTH CAROLINA

CHARLOTTE		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing intersection due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and reenter the rwy.
RALEIGH/DURHAM		
RALEIGH-DURHAM INTL (RDU)	HS 1	Intersection of Rwy 5R-23L and Twy C.

SOUTH CAROLINA

CHARLESTON		
CHARLESTON AFB/INTL (CHS)	HS 1	Rwy 21 hold line on Twy E is 1,000' from rwy.
COLUMBIA		
COLUMBIA METROPOLITAN (CAE)	HS 1	When assigned Rwy 23 for departure, eastbound tfc on Twy A miss the turn onto Twy N and enter Rwy 23 by mistake.
	HS 2	Unusual circular twy centerline at complex intersection for Twy FF, Twy U, and Twy A near the Rwy 29 holding bay.

TENNESEE

KNOXVILLE		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 and Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A and Rwy 05R-23L. Pilots miss turn onto Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A and Rwy 05R-23L. Pilots miss turn onto Twy A.
	HS 4	Acft taxiing on Twy B4 southeast bound sometime fall to hold short of Rwy 23L.
MEMPHIS		
MEMPHIS INTL (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	Approaching this intersection from the west or northwest often results in an incorrect or missed turn and crossing the wrong rwy.
	HS 2	Hold markings and signs are in place to protect Rwy 20C apch area.
	HS 3	Confusion may be caused by multiple signs and lights.