

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 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.
GLENDALE GLENDALE MUNI (GEU)	HS 1	Eastbound tfc from ramp must remain alert so as not to cross Twy A and enter rwy environment Acft exiting rwy at Twy A4. Twy A5 and Twy A6 must remain alert for acft on Twy A.
MESA FALCON FLD (FFZ)	HS 1	Complex intersection. Acft approaching Rwy 04R from the ramp and destined for Rwy 04R or Rwy 22L sometimes miss the turn into Twy D and enter onto Rwy 04R at Twy A.
PHOENIX PHOENIX DEER VALLEY (DVT)	HS 1	Pilots sometimes cross Rwy 07R-25L at Twy B5 without ATC clearance.
	HS 2	Pilots sometimes cross Rwy 07R-25L at Twy B9 without ATC clearance.
PHOENIX PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex intersection.
	HS 2	Pilots sometimes become confused at the junction of Twy B, Twy G and Twy Y.
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.
	HS 3	Acft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PRESCOTT ERNEST A. LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
	HS 2	Complex intersection. Risk of entering Rwy 03R-21L from Twy C2. Twy E and Twy C2 holding position markings at edge of Twy C. Acft on Twy C or C2 cannot turn onto Twy E without crossing the hold line.
	HS 3	Twy A1, Twy B4 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1.
	HS 4	Twy H and Forest Service Complex not visible from the twr.
	HS 5	Twy C4, Twy D4 and Rwy 03R-21L intersection, frequent rwy crossings.
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 6R without ATC authorization.

TUCSON			
TUCSON INTL (TUS)	HS 1		Rwy 29R sometimes mistaken for Rwy 29L.
	HS 2		Pilots instructed to hold short of Rwy 11L–29R or Rwy 11R–29L sometimes cross the apch area of these rws 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.
CHINO			
CHINO (CNO)	HS 1		Pilots taxiing south on Twy D, sometimes fail to turn onto 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.
CONCORD			
BUCHANAN FIELD (CCR)	HS 1		Pilots traveling southeast on Twy J and instructed to taxi via Twy E to Rwy 01L or Rwy 19R sometimes miss the turn onto Twy E and proceed onto Rwy 01L–19R at Twy J without clearance.
	HS 2		Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Rwy 32L.
	HS 3		Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K.
	HS 4		Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area.
HAWTHORNE			
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1		Rwy 25 run-up area, do not depart the run-up area without ATC clearance.
HAYWARD			
HAYWARD EXECUTIVE (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.
	HS 2		Area not visible from ATCT.
	HS 3		Area not visible from ATCT.
LANCASTER			
GENERAL WM J FOX AIRFIELD (WJF)	HS 1		Pilots taxiing from ramp sometimes mistake Rwy 06–24 for Twy A.
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.
LONG BEACH			
LONG BEACH DAUGHERTY FLD (LGB)	HS 1		Acft exiting Rwy 30 at Twy A turn left on Twy D, anticipate reaching their destination, and fail to hold short of Rwy 07L–25R.

AIRPORT DIAGRAMS

	HS 2	Acft northbound on Twy B and instructed to hold short of Rwy 12-30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12-30 and Rwy 07L-25R.
	HS 3	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R-25L.
	HS 4	Acft eastbound on Twy J instructed to taxi to Rwy 25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12-30 without authorization.
	HS 5	Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R-34L.
	HS 6	After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R-25L.
	HS 7	Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following a yellow, "lead-off" line onto a twy.
LOS ANGELES LOS ANGELES INTL (LAX)	HS 1	Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.
	HS 2	Twy E13 is often mistaken for Twy R when eastbound on Twy E.
	HS 3	Acft assigned Rwy 24L for departure sometimes get confused when taxiing via Twy D7 using Twy E7.
	HS 4	Pilots sometimes cross Rwy 25L and Rwy 25R "Hold Bars" at Twy F, without authorization.
	HS 5	Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.
	HS 6	Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.
NAPA NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.
	HS 2	Rwy 24, Twy A. Acft and vehicles transiting to and from the hangars via Twy A sometimes cross Rwy 24 at Twy A without clearance.
	HS 3	Rwy 24 and Rwy 36L. Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwy 36L, do not cross Rwy 24 without clearance.
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HS 1	Twy A and Twy B both cross Rwy 27R. 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 09L-27R.
	HS 3	Complex intersection. Pilots sometimes taxi onto Rwy 09L or Rwy 33 by mistake.
	HS 4	Area not visible from the South Twr.
PALM SPRINGS PALM SPRINGS INTL (PSP)	HS 1	Pilots sometimes mistake Twy C for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 31R-31L without authorization.
	HS 3	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 4	Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without authorization.
RIVERSIDE RIVERSIDE MUNI (RAL)	HS 1	Westbound tfc on Twy A to Twy B must remain alert so as to not cross Rwy 34.

SACRAMENTO	HS 2	ATC non-visibility area.
SACRAMENTO EXECUTIVE (SAC)	HS 1	Rwy hold short markings for Rwy 16-34 and Rwy 12-30 on Twy M are in close proximity.
	HS 2	Pilots sometimes confuse the inbound Twy A with the outbound Twy B.
	HS 3	Portion of Twy E not visible from twr.
SACRAMENTO SACRAMENTO INTL (SMF)	HS 1	Acft approaching Twy A from the east on Twy A10 sometimes miss the turn onto Twy A.
SALINAS SALINAS MUNI (SNS)	HS 1	Acft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A without ATC authorization.
SAN DIEGO MONTGOMERY FLD (MYF)	HS 1	Acft taxiing northeast on Twy G sometimes miss the turn onto Twy H and proceed onto Rwy 10R-28L by mistake.
	HS 2	Acft Idg Rwy 28R and exiting onto Twy G sometimes cross Rwy 28L without authorization.
	HS 3	Acft Idg Rwy 28R and exiting onto Twy F sometimes cross Rwy 28L without authorization.
SAN FRANCISCO SAN FRANCISCO INTL (SFO)	HS 1	Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake.
	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: manage your taxi speed. Expect to hold short of Rwy 28L.
SAN JOSE NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Some pilots may misidentify Twy D as Twy C. Twy D crosses Rwy 29.
	HS 2	“Run-up Area” is asphalt/black-top and near active Rwy 30L and Twy D.
	HS 3	Rwy 11-29 is now Twy W1. Surface is usable only as twy and is marked and signed as a twy.
SAN JOSE REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)	HS 1	Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
	HS 2	Numerous acft maneuvering at twy intersection of Twy Y, Twy Z, Twy A and the Rwy 31R run-up area.
SAN LUIS OBISPO SAN LUIS COUNTY RGNL (SBP)	HS 1	Acft Idg Rwy 29, exiting to Westside Ramp, use Twy E.
	HS 2	Area May Not Be Visible from Ctl Twr.
	HS 3	Twy E is not perpendicular to Rwy 29.
SANTA ANA JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)	HS 1	ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 19L. Do not cross Rwy 19L without authorization.
	HS 2	Pilots exiting Rwy 19R or Rwy 19L onto Twy H: short distance between rws. 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.
	HS 3	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA SANTA BARBARA MUNI (SBA)	HS 1	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07-25.
	HS 2	Very wide pavement area. Do not cross Rwy 15L or Rwy 15R without authorization.
	HS 3	ATC often utilizes Rwy 15L-33R and Rwy 15R-33L to taxi arriving aircraft off of Rwy 07-25.

	HS 4	Pilots instructed to taxi to Rwy 35 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.
SANTA MARIA CAPTAIN G. ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy C, and Twy D, Complex twy intersection in close proximity to the rws.
	HS 2	Acft on Twy A sometimes fail to hold short of Rwy 20.
	HS 3	Acft on Twy B sometimes fail to hold short of Rwy 12.
SANTA ROSA CHARLES M. SCHULZ–SONOMA COUNTY (STS)	HS 1	Rwy 14, Rwy 19 and Twy A, Twy Y complex intersection.
	HS 2	Area not visible from the twr.
	HS 3	Rwy 32 Run–up area not visible from the twr.
STOCKTON STOCKTON METROPOLITAN (SCK)	HS 1	Intersection of Twy N and Twy M at Terminal Apron are not visible from the ctl twr.
TRUCKEE TRUCKEE–TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 10–28 and Rwy 01–19.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.
COLORADO		
ASPEN ASPEN–PITKIN COUNTY/SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A3. Short taxi distance from ramp to rwy.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
COLORADO SPRINGS CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy 13 and Rwy 17R apch end proximity; additionally, Twy A1: and its access to Rwy 13.
	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	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER DENVER INTL (DEN)	HS 1	Pilots taxiing from Cargo ramp on Twy SC or Twy A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization. Rwy 35L hold signs may not be visible from Twy SC or Twy A until reaching Twy M.
	HS 2	Twy 17R apch area. ATC will direct pilots to hold short at APCH hold line when necessary for separation from tfc.
DENVER ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 02–20. Use caution in this area.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 11R–29L is prior to Twy D. Pilots should use caution and hold short when instructed by ATC.

EAGLE			
EAGLE COUNTY 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.
PUEBLO			
PUEBLO MEMORIAL (PUB)	HS 1		Transition from Twy A to Twy A2 is in Rwy 08R safety area. Pilots should be prepared to stop at the APCH 08R hold short when instructed by ATC while taxiing to depart Rwy 08L.
	HS 2		Transition from Twy A to Twy A9 is in Rwy 26L safety area. Pilots should be prepared to stop at the Rwy 26L APCH hold short when instructed by ATC while taxiing to Rwy 26R.
NEVADA			
LAS VEGAS			
HENDERSON EXECUTIVE (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.
	HS 3		Twy A run up area, pilots have mistakenly lined up on Twy A for departure instead of the rwy.
LAS VEGAS			
MC CARRAN INTL (LAS)	HS 1		Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy S intersects with Twy D, Twy Z, and Twy G, which require a turn to the north or south.
	HS 2		Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
	HS 3		Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.
	HS 4		Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy prior to departure.
	HS 5		Twy E is often misidentified as a rwy. Verify rwy markings prior to departure.
	HS 6		Twy D and Twy N intersection is not visible from the ctl twr.
LAS VEGAS			
NORTH LAS VEGAS (VGT)	HS 1		Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area. Pilots often cross Rwy 07 hold line on Twy G without ATC authorization.
	HS 2		Pilots sometimes enter or cross Rwy 12R without authorization.
	HS 3		Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
	HS 4		Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing 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.

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AIRPORT DIAGRAMS

RENO

RENO/TAHOE INTL (RNO)

- HS 1 Pilots departing the southwest ramp and instructed to hold short of Rwy 07–25 sometimes fail to comply.
- HS 2 Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.
- HS 3 Full length departures for Rwy 16L sometimes turn left at Twy D by mistake.

NEW MEXICO

ALBUQUERQUE

ALBUQUERQUE INTL SUNPORT (ABQ)

- HS 1 A single Holding Position Marking on Twy E1 serves Rwy 08 and Rwy 12. When instructed by ATC to move beyond this point, ensure correct alignment on assigned rwy.
- HS 2 Twy G and Twy G1 are adjacent to ramp entrance. Be alert not to enter Rwy 12–30 without ATC approval. Rwy 12 commonly used for expeditious General Aviation departures when Rwy 08 and Rwy 03 are active.
- HS 3 Twy F, Twy C, and Twy G converge near Rwy 17–35 and Rwy 12–30. Twy G extends across Rwy 17–35 and Rwy 03–21. Be alert for Holding Position Markings and rwy assignment.

UTAH

OGDEN

OGDEN–HINCKLEY (OGD)

- HS 1 When crossing Rwy 03–21 on Twy D there are no signs to indicate where Rwy 25 thld begins. Pilots have inadvertently turned onto Rwy 25.
- HS 2 Pilots who miss the left turn on Twy B while traveling south on Twy A inadvertently taxi onto Rwy 16–34.

PROVO

PROVO MUNI (PVU)

- HS 1 Pilots taxiing to Rwy 13 often take Twy A3 instead of Twy A. Twy A3 leads to intersection of two rwys.

SALT LAKE CITY

SALT LAKE CITY INTL (SLC)

- HS 1 Caution do not cross hold line for Rwy 35 during taxi SE on Rwy 14–32. Hold line is on north side of Rwy 32 numbers.
- HS 2 Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line.
- HS 3 Not visible from twr. Hold line for Rwy 32 and Rwy 35 at K1 with short taxi distance from ramp. Wrong rwy departure risk.
- HS 4 At AER 16L some acft experience radio communication problems. ATC will use tfc ctl light signals when radio ctc cannot be established.