

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*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Twy H crosses Rwy 07 protected area.
	HS 2	Complex int of Twy A, Twy C, ramp, and Rwy 10L-28R.
BOISE, ID		
BOISE AIR TERMINAL/ GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy W for departure on Rwy 10L.
BOZEMAN, MT		
BOZEMAN YELLOWSTONE INTL (BZN)	HS 1	Hold position at Twy A and Rwy 03-21.
BUTTE, MT		
BERT MOONEY (BTM)	HS 1	Restricted visibility between Rwy 33 and Rwy 30.
CASPER, WY		
CASPER/NATRONA COUNTY INTL (CPR)	HS 1	Rwy 26 and Rwy 21 Int, wrong rwy departure risk.
	HS 2	Twy A5 has ramp to rwy access.
CHEYENNE, WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A5 and Twy A6 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A9 and Twy A10 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
HAILEY, ID		
FRIEDMAN MEMORIAL (SUN)	HS 1	Twy B on east edge of ramp.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
	HS 4	Pilots often line up for Rwy 17 instead of Rwy 20 on ldg. Rwy 20 and Rwy 17 thresholds in close proximity.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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CITY/AIRPORT	HOT SPOT	DESCRIPTION*
JACKSON, WY JACKSON HOLE (JAC)	HS 1 HS 2	East side of Twy A between Twy A2 and Twy A4. Pilots landing Rwy 19 sometimes fail to stop and taxi onto blast pad.
LEWISTON, ID LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1 HS 2	Twy C and Twy G int close proximity to Rwy 12-30. Multiple hold lines in close proximity. First hold line is for rwy in front of you.
MOSES LAKE, WA GRANT COUNTY INTL (MWH)	HS 1 HS 2	Twy C and the Rwy 18 THR. Rwy 09-27 closed except for military operations.
NORTH BEND, OR SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy C crosses the north end of Rwy 13-31.
OLYMPIA, WA OLYMPIA RGNL (OLM)	HS 1	Rwy 8-26 intersects Rwy 17-35.
PASCO, WA TRI-CITIES (PSC)	HS 1 HS 2	Pilots sometimes exit Rwy 30 onto wrong rwy. Short twy distance from ramp to Rwy 21L.
PENDLETON, OR EASTERN OREGON RGNL AT PENDLETON (PDT)	HS 1	Hold line location across NE corner of the terminal apron and across Twy D.
PORTLAND, OR PORTLAND-HILLSBORO (HIO)	HS 1	Aircraft exiting Rwy 13-31 at Twy A6 have only 90' of clearance between Twy A centerline and holding position markings.
PORTLAND, OR PORTLAND INTL (PDX)	HS 1 HS 2	Limited wing-tip clearance at twy convergence point. Rwy 03-21 hold line is on Twy K, hold short unless authorized to cross Rwy 03-21.
REDMOND, OR ROBERTS FIELD (RDM)	HS 1 HS 2	Twy G and Twy F int in close proximity of Rwy 04-22. Twy C and Twy F int in close proximity of Rwy 04-22.
SALEM, OR MKNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.
SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)	HS 1 HS 2	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.

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SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34C via Twy H then Twy J; limited distance between rws.
	HS 2	Rwy 34R in close proximity to ramp, pilots sometimes cross Rwy 34R at Twy Q without authorization.
	HS 3	Closely spaced rws with short taxi distance from Rwy 34C to Rwy 34R hold position. Pilots sometimes enter Rwy 34R without authorization.
SPOKANE, WA FELTS FIELD (SFF)	HS 1	Int of Twy A, Twy B, Twy C and ramp, Rwy 04R apch hold line in close proximity to ramp.
SPOKANE, WA SPOKANE INTL (GEG)	HS 1	Twy C, Twy D, Twy G and Rwy 03-21 and Rwy 07-25.
TWIN FALLS JOSLIN FIELD - MAGIC VALLEY RGNL (TWF)	HS 1	Twy K in close proximity to ramp, rwy incursion risk.
WALLA WALLA, WA WALLA WALLA RGNL (ALW)	HS 1	Wrong rwy departure risks exist when departing Rwy 20 or Rwy 25.
	HS 2	Twy A on north edge of ramp with short taxi distance to rwy.
YAKIMA, WA YAKIMA AIR TERMINAL/ MCALLISTER FLD (YKM)	HS 1	Hold lines unusual distance from rwy edge, rwy markings not easily visible from hold line.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.