

## 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*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
FORT LAUDERDALE, FL FORT LAUDERDALE EXEC (FXE)	HS 1 HS 2 HS 3	Int of Twy B and Rwy 09-27. Int of Twy A and Rwy 13-31. Int of Twy C, Twy B and Rwy 13-31.
FORT LAUDERDALE, FL FORT LAUDERDALE- HOLLYWOOD INTL (FLL)	HS 1	Twy Q at Rwy 10L-28R.
FORT MYERS, FL PAGE FLD (FMY)	HS 1	Multiple twy ints.
FORT MYERS, FL SOUTHWEST FLORIDA INTL (RSW)	HS 1	Twy G1 is directly aligned with Twy F2.
FORT PIERCE, FL TREASURE COAST INTL (FPR)	HS 1 HS 2	Maintain vigilance confusing int. Confusing int; pilots have used Twy A as a rwy.
GAINESVILLE, FL GAINESVILLE RGNL (GNV)	HS 1 HS 2 HS 3	Rwy 11 Apch Hold Position. Rwy 07 and Rwy 11 apch ends. Twy D and Twy B lead to Rwy 25 and Rwy 29.
HOLLYWOOD, FL NORTH PERRY (HWO)	HS 1 HS 2 HS 3	Southbound on Twy D for Rwy 28R departures. The hold line for Rwy 01L is also the hold line for Rwy 10R. Aircraft taxiing on Twy L westbound to depart on Rwy 01L-19R.
JACKSONVILLE, FL JACKSONVILLE EXEC AT CRAIG (CRG)	HS 1 HS 2	Twy C, Twy E, and Twy F. Twy G, Twy D, and Twy R.
MIAMI, FL MIAMI EXEC (TMB)	HS 1	Twy H and Twy E hold lines are in close proximity to Rwy 13-31.
MIAMI, FL MIAMI INTL (MIA)	HS 1 HS 2 HS 3 HS 4	Short twy risk. Rwy 27 and Rwy 30 wrong rwy departure risk. Short twy between rwys. Multiple rwy ends close together. Some hold lines dependent upon rwy in use.
MIAMI, FL MIAMI-OPA LOCKA EXEC (OPF)	HS 1	Surface painted LOCATION and DIRECTION signs ONLY.
NAPLES, FL NAPLES MUNI (APF)	HS 1	Maint vigilance confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS  
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
NEW SMYRNA BEACH, FL NEW SMYRNA BEACH MUNI (EVB)	HS 1 Twy E and Rwy 25 and Rwy 20. HS 2 Twy B, Twy E and Rwy 20.	
ORLANDO, FL EXEC (ORL)	HS 1 Rwy 25 and Twy E.	
ORLANDO SANFORD INTL (SFB)	HS 1 Twy C is beyond the Rwy 09C APCH hold sign and marking.	
PENSACOLA, FL PENSACOLA INTL (PNS)	HS 1 Be alert to multiple twy and rwy crossing points surrounding the int of Rwy 17-35 and Rwy 08-26.	
POMPANO BEACH, FL POMPANO BEACH AIRPARK (PMP)	HS 1 Maintain vigilance confusing twy configuration. HS 2 Maintain vigilance confusing twy configuration.	
ST. AUGUSTINE, FL NORTHEAST FLORIDA RGNL (SGJ)	HS 1 Maintain vigilance ramp/twy close proximity to rwy. HS 2 Maintain vigilance ramp close proximity to Rwy 02 and Rwy 06 possible wrong surface departure. HS 3 Twy B6 APCH hold.	
ST. PETERSBURG-CLEARWATER, FL ST. PETE-CLEARWATER INTL (PIE)	HS 1 Twy A at Rwy 04 hold short.	
SAN JUAN, PR LUIS MUNOZ MARIN INTL (SJU)	HS 1 Maintain vigilance highly congested area. HS 2 Maintain vigilance highly congested area.	
SARASOTA/BRADENTON, FL SARASOTA/BRADENTON INTL (SRQ)	HS 1 Int of Rwy 14-32 and Rwy 04-22.	
STUART, FL WITHAM FLD (SUA)	HS 1 Int rwys, wrong rwy departure risk. HS 2 Rwy 12 and Twy A1.	
TITUSVILLE, FL SPACE COAT RGNL (TIX)	HS 1 Maintain vigilance confusing twy int.	
VERO BEACH, FL VERO BEACH RGNL (VRB)	HS 1 Rwy 04-22 and Twy C.	
WEST PALM BEACH, FL PALM BEACH INTL (PBI)	HS 1 Rwy 10L and Twy L. HS 2 Missing left turn from Twy F to Twy L.	

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