

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*   |
|--|----------|--|
| ASHEVILLE, NC<br>ASHEVILLE RGNL (AVL)            | HS1      | Limited visibility of Twy A between A5 and A6 from the tower.  |
| CHARLESTON, SC<br>CHARLESTON AFB/INTL (CHS)      | HS 1     | Twy A and Twy F and Rwy 15-33 confusing int.   |
|  | HS 2     | Rwy 21, Twy A, Twy A1 and Twy E.   |
| CHARLOTTE, NC<br>CHARLOTTE/DOUGLAS<br>INTL (CLT) | HS 1     | Confusing int 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 re-enter the rwy.                                     |
|  | HS 3     | Maintain vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36R at Twy C10. |
| COLUMBIA, SC<br>COLUMBIA METRO (CAE)             | HS 1     | Rwy 23 departures miss the turn from Twy A eastbound to Twy C.   |
|  | HS 2     | Maintain vigilance due to twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D.            |
|  | HS 3     | Act exiting Rwy 11-29 maintain vigilance as hold position markings are north of Twy F and Twy A6. Twy A3.  |
| FLORENCE, SC<br>FLORENCE RGNL (FLO)              | HS 1     | Be aware, when taxiing eastbound on Twy B3, pilots sometimes miss turn onto Twy B and enter Rwy 01/19 without authorization.                           |
| GREENSBORO, NC<br>PIEDMONT TRIAD INTL (GSO)      | HS 1     | Maintain vigilance confusing twy, turn right onto Twy K6, only cargo N of Twy K6.  |
| GREENVILLE, SC<br>GREENVILLE DOWNTOWN (GMU)      | HS 1     | Twy A, Twy D, Twy G, Twy C, Rwy 10-28 and Rwy 01-19.   |
| RALEIGH/DURHAM, NC<br>RALEIGH-DURHAM INTL (RDU)  | HS 1     | Maintain vigilance at Rwy 23L-05R and Twy C. Hold short of Rwy 23L-05R until air traffic issues clearance to cross Rwy 23L-05R.                        |
| WILMINGTON, NC<br>WILMINGTON INTL (ILM)          | HS 1     | Maintain vigilance confusing int, close proximity to rwy.  |

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