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 ellipses 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*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
	HS 2	Acft taxiing to Twy K via Twy E may confuse hold short instructions for Rwys 07R-25L and 07L-25R. Twy D signage may not be vis from Twy E hold positions.
ELMENDORF AFB (EDF) (PAED)	HS 1	Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 2	Int of Rwy 06-24 and Twy D is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 3	Int of Rwy 06-24 and Twy F is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 4	Int of Rwy 16-34 and Twy M is high rwy incursion location; possibility of unauthorized vehicular traffic.
BETHEL, AK		
BETHEL (BET)	HS 1	Rwy 01L and Rwy 30.
KENAI, AK		
KENAI MUNI (ENA) (PAEN)	HS 1	Twy E, Twy A, and Twy J.
	HS 2	Twy A, Twy F, Twy G, and Twy H complex int.

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

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