29 OCT 2026 to 26 NOV 2026

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*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
COUNCIL BLUFFS, IA		
COUNCIL BLUFFS MUNI (CBF)	HS 1	Rwy 14 not visible. Use CTAF.
	HS 2	Rwy 18 not visible. Use CTAF.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	Rwy 05-23 crossings on Twy D.
	HS 2	Rwy 13-31 crossings on Twy P.
	HS 3	Runway Incursion Risk. Rwy 05 and Twy P7. Runway Holding Position Markings not visible from tower.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Rwy Incursion Risk. Rwy 18 and Rwy 13. Rwy thresholds in close proximity. Comply with Rwy hold signs/markings at intersection Twy A and Rwy 18-36.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Rwy 13-31 hold short markings on Twy E.
	HS 2	Pilots taxiing to Rwy 31 via Twy C often confuse the non-standard location of the Rwy 31 Holding Position for an ILS Holding Position. There is no ILS for Rwy 31. The Rwy 31 Holding Position is a non-standard configuration and is necessary due to the dthr on Rwy 31 and the requirement to have aircraft outside of the Object Free Area.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY DOWNTOWN/ WHEELER FLD (MKC)	HS 1	Twy G int with Rwy 04-22.
	HS 2	Acft taxiing southbound on Twy L to Rwy 04 or Rwy 01, continue straight across Twy D on Twy L. Northbound traffic on Twy F and Twy D, ensure to turn left on Twy L to avoid entering Rwy 01-19.
	HS 3	Crossing Rwy 04 at Twy L, Twy A and Twy B.
KANSAS CITY INTL (MCI)	HS 1	Twy E and Twy F int with Rwy 09-27.
	HS 2	Twy C and Twy D int with Rwy 01R-19L.
	HS 3	Risk of Surface Incident. Expect congestion on Twy B near the main terminal & Twys A8, A9, A10, A11, and A12. Expect congestion on taxi-lanes S, M, N. Do not enter terminal apron without approval.
	HS 4	Wrong Rwy Departure Risk and Misalignment Risk. Do not confuse Twy A for Rwy 01L-19R.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEML (STJ)	HS 1	Closely located rwys.
	HS 2	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
ST LOUIS LAMBERT INTL (STL)	HS 1	Turn onto Twy S from Twy F for Rwy 12L.
SIOUX CITY, IA		
SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)	HS 1	Area not visible from the twr.
	HS 2	Twy A near the ARFF bldg and Twy G are not visible from ATCT.
	HS 3	Wrong sfc dep risk. Rwy 36, and Twy A. Twy A mistaken for Rwy 36 during int departures.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NTL (SGF)	HS 1	Twr blind spot on movement area.
	HS 2	INT of Twy D and Twy N is in close proximity to Rwy 02-20 and Rwy 14-32. Use caution to insure proper turns to avoid entering the rwy without a clearance.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy A at Rwy 12-30.

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

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