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*
AURORA, OR		
AURORA STATE (UAO)	HS 1	Rwy 17 at Twy A1.
	HS 2	Rwy 17 at Twy A4.
BELLINGHAM, WA		
BELLINGHAM INTL (BLI)	HS 1	Confusing twy int for pilots exiting/taxiing Rwy 16-34 via Twy D.
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Complex int of Twy A, Twy C, ramp, and Rwy 10L-28R.
BOISE, ID		
BOISE AIR TRML/ 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	Twy A5 has ramp to rwy access.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FLD (CYS)	HS 1	Confusing twy configuration.
EVERETT, WA		
SEATTLE PAINE FLD INTL (PAE)	HS 1	Twy A between Twy A9 and Twy A10 not visible from ATCT.
HAILEY, ID		
FRIEDMAN MEML (SUN)	HS 1	Twy B on east edge of ramp.
	HS 2	Twy B on east edge of ramp.
	HS 3	Twy B on east edge of ramp.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
JACKSON, WY		
JACKSON HOLE (JAC)	HS 1	Aircraft sometimes miss Twy A1 and enter the blast pad.
JOINT BASE LEWIS MCCHORD, WA		
GRAY AAF (JOINT BASE LEWIS-MCCHORD) (GRF)	HS 1	Congested int of Twy E, Twy F and Twy G.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MOSES LAKE, WA		
GRANT COUNTY INTL (MWH)	HS 1	Twy C and the Rwy 18 THR.
	HS 2	Rwy 09-27 closed except for military operations.
NORTH BEND, OR		
SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy A crosses the north end of Rwy 13-31.
PASCO, WA		
TRI-CITIES (PSC)	HS 1	Pilots sometimes exit Rwy 30 onto wrong rwy.
	HS 2	Short twy distance from ramp to Rwy 21L.
PORTLAND, OR		
PORTLAND-HILLSBORO (HIO)	HS 1	Aircraft exiting Rwy 13R-31L at Twy A6 have only 90' of clearance between Twy A centerline and holding position markings.
	HS 2	Twy A8 and Rwy 31L.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
	HS 2	Rwy 03-21 hold line is on Twy K, hold short unless authorized to cross Rwy 03-21.
	HS 3	Int of Rwy 10L-28R and Twy A3.
REDMOND, OR		
ROBERTS FLD/REDMOND		
MUNI (RDM)	HS 1	Twy B and Twy A int in close proximity of Rwy 05-23.
	HS 2	Twy C and Twy A int in close proximity of Rwy 05-23.
SEATTLE, WA		
BOEING FLD/	HS 1	Twy Z restricted access area.
KING COUNTY INTL (BFI)	HS 2	Rwy 14R-32L and Twy A7. Wrong rwy departure risk.
	HS 3	Extensive helicopter operations in the vicinity of Twy B5.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft crossing/exiting Rwy 16C-34C at Twy J sometimes cross Rwy 16L-34R hold line on Twy H without authorization. Hold line immediately after joining Twy H.
TWIN FALLS, ID		
JOSLIN FLD/MAGIC	HS 1	Twy K in close proximity to ramp, rwy incursion risk.
VALLEY RGNL (TWF)	HS 2	Twy A at Twy A3 – ATCT clearance required to cross movement-non movement boundary marking.
YAKIMA, WA		
YAKIMA AIR TRML/ MCALLISTER FLD (YKM)	HS 1	Hold lines unusual distance from rwy edge, rwy markings not easily visible from hold line.

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

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