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*
FARGO, ND		
HECTOR INTL (FAR)	HS 1	Rwy Incursion Risk. Rwy 09–27 at Twy B. Acft taxing on Twy B inadvertently cross Rwy 09–27.
	HS 2	Rwy Incursion Risk. Rwy 18–36 at Twy C. Acft taxing on Twy C inadvertently cross Rwy 18–36.
	HS 3	Rwy Incursion Risk. Rwy 18–36 and Rwy 9–27. Acft landing Rwy 36 inadvertently exit Rwy 09–27.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Int of Rwy 06R (sod) on Twy F.
	HS 2	Int of Rwy 24L (sod) on Twy D.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Runway Incursion Risk. Twy A between Twy E and Twy D. Crosses Rwy 18 approach area.
	HS 2	Runway Incursion Risk. Rwy 10L on Twy G. Short distance from ramp to rwy.
MINNEAPOLIS, MN		
MINNEAPOLIS–ST PAUL INTL/WOLD–CHAMBERLAIN (MSP)	HS 1	Rwy incursion risk. Rwy 12R–30L and Rwy 04–22, Twy A, Twy B, Twy C, Twy D, Twy H. Complex geometry due to converging Rwy and Twys.
	HS 2	Rwy incursion risk. Rwy 12L–30R and Rwy 04–22, Twy C, Twy P8, Twy D, Twy P, Twy Q. Complex geometry due to converging Rwy and Twys.
	HS 3	Surface incident risk. Twy A and Twy B between Twy A5 and Twy A7. Limited wingtip clearance at converging point, restricted to single aircraft taxi.
MINOT, ND		
MINOT INTL (MOT)	HS 1	Apch end of Rwy 08.
	HS 2	Int of Twy C and Rwy 08–26.
ROCHESTER, MN		
ROCHESTER INTL (RST)	HS 1	Complex int; Twy A6, Rwy 13–31, Rwy 03–21 and Twy B.
ST PAUL, MN		
ST PAUL DOWNTOWN HOLMAN FLD (STP)	HS 1	Surface Risk. Twy A between TWY L and Twy A1. Helicopter landing and departing operations.
	HS 2	Runway Incursion Risk. Twy D between Rwy 14–32 and Rwy 13–31. Short distance between Rwys and Holding Position Markings in an unexpected location.
	HS 3	Surface Risk. Twy B between Twy C and Twy A2. Helicopter landing and departing operations.

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

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