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*
ATLANTIC CITY, NJ		
ATLANTIC CITY INTL (ACY)	HS 1	Rwy 13–31 at Twy A and Rwy 04–22 at Twy B.
BUFFALO, NY		
BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D and Twy A waiver for ATC crossings.
CALDWELL, NJ		
ESSEX CO (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
FARMINGDALE, NY		
REPUBLIC (FRG)	HS 1	Be alert to the int of Twy A at Rwy 01/19.
	HS 2	Short distance from ramp to Rwy 19 on Twy G4. Rwy incursion risk.F11:G11
MORRISTOWN, NJ		
MORRISTOWN MUNI (MMU)	HS 1	Runway incursion risk. Rwy 13/31, Rwy 5/23, Twy A and Twy B. Complex geometry due to converging runways and taxiways.
NEW YORK, NY		
JOHN F KENNEDY INTL (JFK)	HS 1	Maintain vigilance Twy K and Twy J complex int close proximity to Rwy 04L and Rwy 31L.
NEW YORK, NY		
LAGUARDIA (LGA)	HS 1	Int of rwys and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
NEW YORK, NY		
LONG ISLAND MAC ARTHUR (ISP)	HS 1	Maint vigilance at Int. of Rwy 24 and 33L, pilots often depart Rwy 33L instead of 24.
NEW YORK, NY		
NEW YORK STEWART INTL (SWF)	HS 1	Twy A and Twy C.
	HS 2	Twy M and Rwy 09–27.
NEWARK, NJ		
NEWARK LIBERTY INTL (EWR)	HS 1	EB Taxig Z, Z7 and Rwy 22R/04L, NB Taxig P, WB onto Z hold line Rwy 04L/22R.
NIAGARA FALLS, NY		
NIAGARA FALLS INTL (IAG)	HS 1	Rwy 28R, Rwy 24 and Twy D4.
	HS 2	Rwy 24, Twy D and Rwy 28R.
POUGHKEEPSIE, NY		
HUDSON VALLEY RGNL (POU)	HS 1	Hold line further back on Twy A. ATC non–vis area btw Twy A6 and Rwy 06.
	HS 2	Twy A5 and Rwy 06–24.
SYRACUSE, NY		
SYRACUSE HANCOCK INTL (SYR)	HS 1	Rwy 28 and Rwy 33 int.
TETERBORO, NJ		
TETERBORO (TEB)	HS 1	Twy L at int of Rwy 06–24.
	HS 2	Twy G at int of Rwy 06–24

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

26 NOV 2026 to 24 DEC 2026

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TRENTON, NJ		
TRENTON MERCER (TTN)	HS 1	Rwy incursion risk. After landing, pilots sometimes turn onto the intersecting Rwy without approval. Twy D and Twy F, converging Twys with Rwys.
WHITE PLAINS, NY		
WESTCHESTER CO (HPN)	HS 1	Intersection of Rwy 11–29 and Twy A. Runway incursion risk.
	HS 2	Twy L turns when crossing Rwy 11–29. Runway incursion risk.
	HS 3	Rwy incursion risk. Twy F at Rwy 11–29 intersection. High volume crossing point.
WRIGHTSTOWN, NJ		
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)	HS 1	Aircraft southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short line.
	HS 2	Aircraft southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use.

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

26 NOV 2026 to 24 DEC 2026