

## 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 polygons 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*
DULUTH, MN DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
FARGO, ND HECTOR INTL (FAR)	HS 1	Rwy 09-27 at Twy B.
	HS 2	Rwy 18-36 at Twy C.
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	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximity of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Twy A, Twy B, Twy C, Twy D, Twy H, Rwy 04-22 and Rwy 12R-30L complex geometry.
	HS 2	Twy C, Twy D, Twy P, Twy Q, Rwy 04-22 and Rwy 12L-30R, complex geometry.
	HS 3	Twy/rwy geometry and traffic flow.
	HS 4	Complex geometry at Rwy 04 apch end.
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 twy/rwy/twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ST. PAUL, MN ST. PAUL DOWNTOWN HOLMAN FLD (STP)	HS 1	Helicopter landings on Twy A.
	HS 2	Twy D between Rwy 13 and Rwy 32 unusual configuration for rwy holding position markings.
	HS 3	Helicopter operations on Twy B.
SIOUX FALLS, SD JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

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