

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
ILLINOIS		
ALTON/ST LOUIS ST LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy C.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy A.
BELLEVILLE SCOTT AFB/MIDAMERICA (BLV)	HS 1	Maint vigilance Twy G due to numerous veh crossings.
	HS 2	Maint vigilance Twy G close proximity to the ramp and numerous veh crossings.
BLOOMINGTON/NORMAL CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)	HS 1	Twy G intersecting Rwy 11-29. Short taxi distance from terminal ramp.
	HS 2	Hold line on Twy E is used for Rwy 02-20 and Rwy 29.
CARBONDALE/MURPHYSBORO SOUTHERN ILLINOIS (MDH)	HS 1	Intersection of Rwy 06-24 and Twy A. Rwy incursion risk.
	HS 2	Intersection of Rwy 06-24 and Twy C. Rwy incursion risk.
CHAMPAIGN/URBANA UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Complex intersection of Twy A, Twy A2, Twy B, Twy C, and Twy D, Twy D1, and Twy E.
CHICAGO CHICAGO MIDWAY INTL (MDW)	HS 1	Taxiing to Rwy 04L from Twy W. Note: dsplcd thld and unique turn onto Rwy 04L.
	HS 2	Intersection of Rwy 04R and Twy F. Rwy 04R may be active whenever Rwy 31C is also active.
	HS 3	Hold short line for Rwy 31L immediately after Twy F and Twy K intersection, on Twy K.
	HS 4	Short taxi distance from terminal ramp to hold position for Rwy 13L-31R.
CHICAGO CHICAGO O'HARE INTL (ORD)	HS 1	Acft northeast bound on Twy B turning rgt onto Twy G use caution - close proximity to Rwy 09R-27L.
	HS 2	Acft/vehicles taxiing on Twy B btn Twy A20 and Twy A21, use caution for acft pushing onto Twy B fr Gates M1, M2, and M3.
	HS 3	Acft/vehicles taxiing on Twy A btn Twy A19 and Twy A17, use caution for acft pushing onto Twy A fr Gates K18 and K20.
	HS 4	Acft/vehicles taxiing on Twy A btn Twy A12 and Twy A11, use caution for acft pushing onto Twy A fr Gates F26 and F28.
CHICAGO/PROSPECT HEIGHTS/WHEELING CHICAGO EXEC (PWK)	HS 1	Twy E, Twy K, and Twy C complex intersection in close proximity of rws.
	HS 2	Twy intersection in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
CHICAGO/ROCKFORD CHICAGO/ROCKFORD INTL (RFD)	HS 1	Complex intersection.

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MARION		
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)	HS 1	This area is not visible from the twr.
	HS 2	This area is not visible from the twr.
	HS 3	Hold short of Rwy 02 at Twy B for departure on Rwy 11. Some pilots mistakenly line up on Rwy 02.
MOLINE		
QUAD CITY INTL (MLI)	HS 1	Twy tfc to hold short of Rwy 23/Rwy 23 apch.
	HS 2	Risk of Rwy 09 and Rwy 27 arrivals exiting on intersecting rwys instead of assigned exit twys.
PEORIA		
GENERAL DOWNING – PEORIA INTL (PIA)	HS 1	Complex intersection in close proximity to two rwys.
	HS 2	Short taxi distance to Rwy 04–22.
SPRINGFIELD		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy intersection. ATC approval required to exit onto another rwy.
INDIANA		
COLUMBUS		
COLUMBUS MUNI (BAK)	HS 1	Twy A & Twy B Converge.
EVANSVILLE		
EVANSVILLE RGNL (EVV)	HS 1	Twy G and Rwy 18–36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering Twy G.
	HS 2	Rwy 27 incursion risk at Twy A, ATC clearance required for taxi on rwy.
LAFAYETTE		
PURDUE UNIVERSITY (LAF)	HS 1	Complex int at Twy B, Twy B3, Twy C in close proximity of rwys.
MICHIGAN		
ANN ARBOR		
ANN ARBOR MUNI (ARB)	HS 1	Intersection of Twy A1/A not visible from the ctl twr.
	HS 2	Twy A crosses turf Rwy 12–30.
DETROIT		
DETROIT METRO WAYNE CO (DTW)	HS 1	Int of Rwy 09L and Rwy 03L–21R. Acft taxiing east on Rwy 09L maint vigilance illuminated stop bar at Rwy 3L–21R hold short marking. Note: When Rwy 09L–27R is being used as a twy btn Rwys 04R–22L and 03L–21R, green cntrln lgts and stop bars are illuminated.
DETROIT		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy intersection.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
FLINT		
BISHOP INTL (FNT)	HS 1	Twy C crosses Rwy 18–36. Manage taxi speed and be prepared to hold short.
	HS 2	Acft exiting the de-icing pad are on Twy C and in very close proximity to Rwy 09–27.
GRAND RAPIDS		
GERALD R FORD INTL (GRR)	HS 1	Twy A, Twy M, High Speed Twy A2 near Rwy 08R–26L – risk of pilot confusion on wide pavement resulting in rwy incursions.
	HS 2	Twy A, Twy F, Twy B, High Speed Twy A1 near Rwy 08R–26L – risk of pilot confusion on wide pavement resulting in rwy incursions.
	HS 3	Twy B, Twy V, High Speed Twy B4 near Rwy 17–35 – risk of pilot confusion resulting in rwy incursions.
JACKSON		
JACKSON CO–REYNOLDS FLD (JXN)	HS 1	Twy A and Twy D complex int in close proximity to two rwys.
KALAMAZOO		
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex int of Rwy 05, Twy A and Twy D.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LANSING CAPITAL REGION INTL (LAN)	HS 1	Twy C int Twy B; pilots miss the rgt turn onto Twy B and enter Rwy 10R-28L.
	HS 2	Twy M int Twy B, short taxi dist fr Trml Ramp to Rwy 10R-28L.
MUSKEGON MUSKEGON CO (MKG)	HS 1	Twy A at Rwy 14-32 hold short line is non-standard.
	OHIO	
AKRON AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line close proximity to transient parking ramp.
	HS 2	Twy C rwy holding position marking east of Rwy 01-19 used to hold acft for both Rwy 01-19 and Rwy 05-23.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI CINCINNATI MUNI/LUNKEN FLD (LUK)	HS 1	Tfc on Twy C must receive ATC clearance to cross Rwy 03L apch area.
	HS 2	Twy A crosses Rwy 21R. Be prepared to hold short.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Pedestrians and vehicles prohibited from departing terminal ramp area without ATC authorization.
CLEVELAND CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex intersection of Rwy 06R-24L and Twy S, Twy L.
	HS 1	Area not visible from the twr.
COLUMBUS JOHN GLENN COLUMBUS INTL (CMH) COLUMBUS OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, acft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Unusual geometry at Rwy 27R, Rwy 23, Twy C and Twy F int; Rwy 23 thld is beyond Rwy 27R on Twy F southbound.
DAYTON JAMES M COX DAYTON INTL (DAY)	HS 1	Acft taxiing from Twy D, with a left turn on Rwy 36, destined for Twy H sometimes miss the turn onto Twy H and enter Rwy 06R-24L.
	HS 1	Rwy 23 hold short line and signage on Twy H may be difficult to see when taxiing to Rwy 23 on Twy J.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
WISCONSIN		
APPLETON APPLETON INTL (ATW) JANESVILLE	HS 1	Twy A, Twy B and Twy C meet in a complex intersection.
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
KENOSHA KENOSHA RGNL (ENW)	HS 1	Int of Twy D and Twy E is very close to a hi concentration of rwy crossings and is not visible fr the twr.
LA CROSSE LA CROSSE RGNL (LSE)	HS 1	Rwy 36 hold position set back on Twy C.
MADISON DANE CO RGNL-TRUAX FLD (MSN)	HS 1	Closely aligned Rwys – Rwy 36 and Rwy 03 at Twy A4.
	HS 2	Pilots exiting Rwy 18-36 on Twy C sometimes miss the hold short for Rwy 03-21.
MILWAUKEE GENERAL MITCHELL INTL (MKE)	HS 1	Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 07L-25R if they miss the right turn for Twy V. To avoid a rwy incursion, pilots on Twy E should use extreme caution approaching Rwy 07L-25R.
	HS 2	Use caution in the area of Twy M and Rwy 01L-19R. Pavement widens out as the twy approaches the rwy and may cause confusion.
MOSINEE CENTRAL WISCONSIN (CWA)	HS 1	Wrong rwy departure risk. Rwy 08 departure sometime confuse Rwy 17 as the departing rwy. Rwy 17-35 used to taxi to full len on Rwy 08.
OSHKOSH WITTMAN RGNL (OSH)	HS 1	Rwy incursion risk, complex rwy/rwy int.
	HS 2	Int of Twy C1, Twy C, Twy A, Twy A1, Twy J.