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
ILLINOIS		
ALTON/ST LOUIS		
ST LOUIS RGNL (ALN)	HS 1	Runway Incursion risk. Rwy 11 at Twy C. Short distance from ramp to Rwy.
	HS 2	Runway Incursion risk. Rwy 17/35 at Twy A. Short distance from ramp to Rwy.
BELLEVILLE		
SCOTT AFB/MIDAMERICA ST LOUIS (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	Runway incursion risk. Rwy 11–29 and Twy G. Short distance from ramp to Rwy.
	HS 2	Runway incursion risk. Rwy 02–20, Rwy 11–29 and Twy E. Runway Holding Position markings for multiple runways in one location.
CARBONDALE/MURPHYSBORO		
SOUTHERN ILLINOIS (MDH)	HS 1	Runway Incursion Risk. Rwy 06–24 at Twy A. Pilots often miss hold short markings for Rwy 06–24 when taxiing on A.
	HS 2	Runway Incursion Risk. Rwy 06–24 at Twy C. Pilots often miss hold short markings for Rwy 06–24 when taxiing on C.
CHICAGO		
CHICAGO MIDWAY INTL (MDW)	HS 1	Runway Incursion risk. Rwy 04L and Twy W. Rwy holding position markings further from Rwy than expected.
	HS 2	Runway Incursion risk. Rwy 04R and Twy F. Aircraft often miss the Rwy holding position markings for Rwy 04R on Twy F.
	HS 3	Runway Incursion risk. Rwy 31L and Twy K. Aircraft frequently miss the right turn onto Twy F and cross Rwy 31L at Twy K.
CHICAGO		
CHICAGO O'HARE INTL (ORD)	HS 1	Surface Incident risk. Twy A between Twy A14 and Twy A12. Acft pushing onto Twy A from gates K18 and K20.
	HS 2	Surface Incident risk. Twy A near Twy A7. Acft pushing onto Twy A from gates F26 and F28.
CHICAGO/AURORA		
AURORA MUNI (ARR)	HS 1	Runway Incursion Risk. Runway 15–33 and Taxiway A. Pilots/Drivers often cross the Holding Position Markings w/out ATC authorization.
	HS 2	Runway Incursion Risk. Rwy15–33 and Twy B1. Area not visible from the tower.
CHICAGO/PROSPECT HEIGHTS/WHEELING		
CHICAGO EXEC (PWK)	HS 1	Runway Incursion risk. Runway 12–30, Twy E, K, and C. Complex geometry due to converging Rwy and Twys.
CHICAGO/ROCKFORD		
CHICAGO/ROCKFORD INTL (RFD)	HS 1	Surface incident risk. Twys B and F. Loss of situational awareness due to wide expanse of pavement.
	HS 2	Runway Incursion Risk. West side of airfield to include both the Rwy and Twy between Rwy 07 approach end and Twy M, poor visibility area from the tower.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
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.
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.
QUINCY		
QUINCY RGNL–BALDWIN FLD (UIN)	HS 1	No line of sight fr Rwy 04–22 rwy ends to Rwy 31 end. Announce intentions and mnt CTAF for awareness of potential crossing tfc.
INDIANA		
EVANSVILLE		
EVANSVILLE RGNL (EVV)	HS 1	Runway Incursion Risk. Rwy 09–27 and Twy A. Runway Holding Position Markings further from Rwy than expected.
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.
FLINT		
BISHOP INTL (FNT)	HS 1	Rwy incursion risk. Rwy 18–36 at Twy C. Taxiing via Twy C be prepared to hold short of Rwy 18–36.
	HS 2	Rwy incursion risk. Rwy 09–27 at Twy C. Acft exiting the de–icing pad, short taxi distance from pad to Rwy.
GRAND RAPIDS		
GERALD R FORD INTL (GRR)	HS 1	Runway Incursion Risk. Twy A, Twy M, High Speed Twy A2 and Rwy 08R–26L. Complex geometry due to converging rwy and twys.
	HS 2	Runway Incursion Risk. Twy A, Twy F, Twy B, High Speed Twy A1 and Rwy 08R–26L Complex geometry due to converging rwy and twys.
	HS 3	Runway Incursion Risk. Twy B, Twy V, High Speed Twy B4 and Rwy 17–35. Loss of situational awareness due to wide expanse of pavement.
KALAMAZOO		
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex int of Rwy 05, Twy A and Twy D.
LANSING		
CAPITAL REGION INTL (LAN)	HS 1	Runway Incursion Risk. Rwy 10R–28L at intersection Twy C and Twy B. Pilots taxing NE on Twy C miss right turn onto Twy B.
	HS 2	Runway Incursion Risk. Rwy 10R–28L at Twy M. Direct access to Rwy from Ramp and short distance from ramp to Rwy.
MUSKEGON		
MUSKEGON CO (MKG)	HS 1	Runway Incursion Risk. Twy A and Rwy 14–32. Holding Position Markings in an unexpected location.
SAGINAW		
MBS INTL (MBS)	HS 1	Rwy incursion risk. Approach end Rwy 23 at Twy C4, Runway Holding Position Markings not visible from tower.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
OHIO		
CINCINNATI		
CINCINNATI MUNI/LUNKEN FLD (LUK)	HS 1	Departing acft on Rwy 21 can expect to hold short of Rwy 25 on Twy A.
	HS 2	Pedestrians and vehicles prohibited from departing terminal ramp area without ATC authorization.
CLEVELAND		
BURKE LAKEFRONT (BKL)	HS 1	Runway Incursion Risk. Rwy 06 L/R and Twy A. Short distance from ramp to runway.
COLUMBUS		
OHIO STATE UNIVERSITY (OSU)	HS 1	Runway Incursion risk. Rwy 09R, Rwy 05, and Twy A. Runway Holding Positions Markings in close proximity to another runway.
	HS 2	Runway Incursion risk. Rwy 05 and Twy A. Short distance from ramp to runway.
	HS 3	Wrong runway departure risk. Rwy 27R, Rwy 23, and Twy C. Rwy thresholds in close proximity.
DAYTON		
JAMES M COX DAYTON INTL (DAY)	HS 1	Runway Incursion Risk. Transitioning from Twy D to Twy H via Rwy 18–36. Rwy 06R–24L mistaken for Twy H.
YOUNGSTOWN/WARREN		
YOUNGSTOWN/WARREN RGNL (YNG)	HS 1	Runway Incursion risk. Rwy 05–23 at Twy H. Short distance from the ramp to the rwy.
WISCONSIN		
APPLETON		
APPLETON INTL (ATW)	HS 1	Surface Incident Risk. Twy A, Twy B, and Twy C. Complex geometry due to converging taxiways.
JANESVILLE		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Wrong Rwy departure risk. Rwy 32 and Rwy 36. Rwy thresholds in close proximity.
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.
	HS 2	Twy A3, Twy A and Twy B complex int in close proximity to rwys.
MADISON		
DANE CO RGNL/TRUAX FLD (MSN)	HS 1	Wrong Runway Risk – Rwy 36 and Rwy 03 at Twy A4. Closely aligned Rwys.
	HS 2	Runway Incursion risk. Rwy 03–21 and Twy C. Runway Holding Position Markings further from Rwy than expected.
OSHKOSH		
WITTMAN RGNL (OSH)	HS 1	Surface Incident risk. Twy C1, Twy C, Twy A, Twy A1, and Twy J. Complex geometry due to converging Twys.
WAUKESHA		
WAUKESHA CO (UES)	HS 1	Rwy Incursion Risk. Rwy 10–28 and Twy C3. Runway Position Holding Markings further from Rwy than expected.