

## 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
<b>ILLINOIS</b>		
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.
BLOOMINGTON/ NORMAL CENTRAL IL RGNL ARPT AT 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	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex intersection of Twy A, Twy A1, Twy B, Twy C, and Twy D.
	HS 3	Rwy 36 hold short lines on Twy B, and Twy B2 proximity to Twy B/Twy B2 intersection.
CHICAGO CHICAGO-O'HARE INTL (ORD)	HS 1	Taxiing tfc on Twy R cannot stop on Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Acft northeast bound on Twy B turning right onto Twy H use caution - close proximity to Rwy 09R-27L.
	HS 3	Ldg Rwy 22R tfc must receive clearance to cross Rwy 09R-27L on Twy A1.
	HS 4	Acft northwest bound on Twy U turning left onto Twy H use caution - close proximity to Rwy 09R-27L.
	HS 5	Twy S5 - north bound tfc only exiting Rwy 04R.
	HS 6	Tfc inbound to the terminals from Twy G and Twy E can expect a right turn on Twy Z to avoid active rwys.
	HS 7	Ldg Rwy 27R first avbl turn off is Twy C1 6500' from Rwy 27R thld.
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	Rwy 31R hold short line set back 200' on Twy Y terminal side.
	HS 5	Taxiing to Rwy 22R from Twy P. Note: dsplcd thld and unique turn onto Rwy 22R.

CHICAGO/PROSPECT HEIGHTS/WHEELING CHICAGO EXECUTIVE (PWK)	HS 1	Twy E, Twy K, and Twy C complex intersection in close proximity of rwsys.
	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.
MARION WILLIAMSON COUNTY RGNL (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.
	HS 4	Twy E and Twy E4 are closed via NOTAM and should only be used for emerg purposes.
MOLINE QUAD CITY INTL (MLI)	HS 1	Twy tfc to hold short of Rwy 23/Rwy 23 apch.
	HS 2	Intersection of all rwsys, wrong rwy departure risk.
	HS 3	Rwy 13–31 hold position is in an unusual location parallel to Rwy 13–31 on Twy K.
	HS 4	Rwy 13–31 hold position at Twy H. Twy tfc to hold short of rwy.
	HS 5	Rwy 05–23 hold position at Twy L. Twy tfc to hold short of rwy.
PEORIA GENERAL DOWNING-PEORIA INTL (PIA)	HS 1	Complex intersection in close proximity to two rwsys.
	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	Pilots taxiing to Rwy 09 enter the rwy mid-field. Do not taxi to the "numbers" without ATC clearance. Rwy 09–27 is a short distance from the General Aviation Ramp—use appropriate vigilance.
	HS 2	Pilots cleared to taxi to Rwy 27 sometimes enter Rwy 27 without a clearance.
	HS 3	Rwy 18–36 in close proximity to General Aviation Ramp—use appropriate vigilance.
	HS 4	Rwy 18–36 in close proximity to General Aviation Ramp—use appropriate vigilance.

## MICHIGAN

ANN ARBOR ANN ARBOR MUNI (ARB)	HS 1	Intersection of Twy A1/A not visible from the cti twr.
	HS 2	Twy A crosses turf Rwy 12–30.
DETROIT DETROIT METROPOLITAN WAYNE CO (DTW)	HS 1	Intersection of Rwy 09L–27R and Rwy 04R–22L. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 2	Intersection of Rwy 09L–27R and Rwy 03L–21R. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 3	Twy F and Rwy 03L–21R – pilots taxiing on Twy F sometimes enter Rwy 03L–21R without a clearance.
	HS 4	Twy V1, Twy W5, Twy S5 converge with Twy W in close proximity to Rwy 09L–27R and Rwy 03R–21L.

DETROIT			
WILLOW RUN (YIP)	HS 1		Complex rwy/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.
KALAMAZOO			
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1		Complex intersection of Rwy 05, Twy A and Twy D.
	HS 2		Wrong rwy departure risk. Twy C hold short lines serve both Rwy 05 and Rwy 09.
	HS 3		Wrong rwy departure risk. Acft departing Rwy 05 can expect to hold short of Rwy 09 on Twy F.
PONTIAC			
OAKLAND COUNTY INTL (PTK)	HS 1		Twy D west of Twy L. When leaving Rwy 09L run up area, pilots sometimes confuse Twy M as the apch end of Rwy 09L.
	HS 2		Rwy 18–36 holding position is in close proximity to the ramp.
	HS 3		Rwy 27L departures from Twy C and Twy B run up pad tend to converge on Twy U.
<b>OHIO</b>			
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 AIRPORT-LUNKEN FIELD (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 2		Complex intersection of Rwy 06R–24L and Twy R, Twy L.
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: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4		Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone. Pilots confuse the apch hold markings with the Rwy 27L rwy holding position markings.
PORT COLUMBUS INTL (CMH)			
	HS 1		Acft taxiing to the full length of Rwy 28L along Twy C expect to turn left on Twy F and join Twy D.
	HS 2		Acft exiting Rwy 10R at Twy G, complex intersection, acute angle to Terminal.
	HS 3		Area not visible from the twr.

DAYTON			
JAMES M COX	HS 1		Acft taxiing from Twy D, with a left turn on Rwy 36, destined for Hwy H sometimes miss the turn onto Rwy H and enter Rwy 06R–24L.
DAYTON INTL (DAY)			
YOUNGSTOWN–WARREN			
YOUNGSTOWN–WARREN RGNL (YNG)	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.
	HS 2		Complex Twy K/Twy F intersection. Twy K crosses Twy F to the terminal.
<b>WISCONSIN</b>			
APPLETON	HS 1		Twy A, Twy B and Twy C meet in a complex intersection.
OUTAGAMIE COUNTY RGNL (ATW)			
EAU VLAIRE			
CHIPPEWA VALLEY RGNL (EAU)	HS 1		Multiple converging twys.
JANESVILLE			
SOUTHERN WISCONSIN RGNL (JVL)	HS 1		Rwy 32 and Rwy 26 approach ends are closely aligned and may be confused when lining up for departure.
LA CROSSE			
LA CROSSE MUNI (LSE)	HS 1		Rwy 36 hold position set back on Twy F.
MADISON			
DANE COUNTY RGNL (MSN)	HS 1		Closely Aligned Rws–Rwy 21 and Rwy 18 at Twy B4.
TRUAX FIELD	HS 2		Closely Aligned Rws–Rwy 18 and Rwy 21 at Twy A4.
	HS 3		Closely Aligned Rwy ends–Rwy 14 and Rwy 18.
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.
OSHKOSH			
WITTMAN RGNL (OSH)	HS 1		Intersection of Twy B and Twy B1.
	HS 2		Intersection of Twy C1, Twy C, Twy A, Twy A1, Twy J.