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 *ot spot* is a runway safet yrated problem area on an airport that presents increased risk during surface opera- tions. Typically II: as complex or confusing taxiway/taxiway transvay/taxiway intersection. The area of increased risk has either a history of or potential for runway signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as operative propytons designated as "HS" 'HS 2; etc. and tabulated in the list below with a brief description of each hot spot. Hot spots are dispersed in sub in a the increased risk has been reduced or eliminated. CITY/AIRPORT HOT DESCRIPTION* ALTONIST. LOUIS, IL ST LOUIS RGNL (ALN) HS 1 Twy C and Rwy 11, rwy in close proximity of ramp. HS 2 Twy A and Rwy 17.35, rwy in close proximity of ramp. HS 2 Twy A and Rwy 17.35, rwy in close proximity of ramp. HS 2 Twy A and Rwy 17.35, rwy in close proximity of ramp. HS 2 Maintain vigilance Twy G due to numerous vehicle crossings. HS 2 Maintain vigilance Twy G due to numerous vehicle crossings. HS 2 Maintain vigilance Twy G due to numerous vehicle crossings. HS 2 Maintain vigilance Twy G due to numerous vehicle crossings. HS 2 Int of Twy E and Rwy 02-20. CARBONDALE/MURPHYSBORO, IL SOUTHERN ILLINOIS (MDH) HS 1 Twy G intersecting Rwy 11-23. HS 2 Int of Rwy 06-24 and Twy 0.40. HS 2 Int of Rwy 06-24 and Twy A. Rwy incursion risk. HS 2 Int of Rwy 06-24 and Twy A frame Twy A, use caution for act public optimity of the ramp and murerous vehicle times of the ramp and murerous vehicle trans. HS 2 Int of Rwy 04-24 and Twy A. Rwy incursion risk. HS 2 Int of Rwy 04-24 and Twy A. Rwy incursion risk. HS 2 Int of Rwy 06-24 and Twy A. Rwy incursion risk. HS 2 Int of Rwy 04-24 and Twy A frame Twy A12, use caution for act public optime trans and Rwy 131-31R. CHICAGO OHARE INTL (ORD) HS 1 Displaced thr Rwy 041.			HOT SPOTS					
tions. Typically it is a complex or contising taxiway/taxiway or taxiway/turway intersection. The area of increased trisk has either elothild for turway 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, tot spots evolved or elothes or polygons designed as "Hs1", "Hs2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots evolved or airport diagrams as open circles or polygons designed as "Hs1", "Hs2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams as open circles or polygons designed as "Hs1", "Hs2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams util such time the increased risk has been reduced or eliminated.								
ALTONIST. LOUIS, IL ST LOUIS RONL (ALN) HS 1 Twy C and Rwy 11, rwy in close proximity of ramp. APPLETON, WI HS 2 Twy A and Rwy 17-35, rwy in close proximity of ramp. APPLETON, WI HS 1 Complex int. BELLEVILLE, IL SCOTT AFB/MIDAMERICA HS 1 Maintain vigilance Twy G due to numerous vehicle crossings. BILLEVILLE, IL SCOTT AFB/MIDAMERICA HS 1 Maintain vigilance Twy G due to numerous vehicle crossings. BLOOMINGTON/NORMAL, IL CENTRAL IL RGIV BLOOMINGTON-NORMAL (BMI) HS 1 Twy G intersecting Rwy 11-29. BLS OUTHERN ILLINOIS (MDH) HS 1 Twy G intersecting Rwy 11-29. HS 2 Int of Twy E and Rwy 02-20. CARBONDALE/MURPHYSBORO, IL SOUTHERN ILLINOIS (MDH) HS 1 Int of Rwy 06-24 and Twy A. Rwy incursion risk. SOUTHERN ILLINOIS (MDH) HS 1 Int of Rwy 06-24 and Twy A. Rwy incursion risk. HS 2 CHICAGO, IL HS 1 Twy A between Twy A19 and Twy A17. HS 2 SOUTHERN ILLINOIS (MDW) HS 1 Twy A between Twy A19 and Twy A17. HS 2 HS 2 Int of Rwy 042 and Twy A near Twy A12, use caution for acft pushing onto Twy A from Gates F26 and F28. MIDWAY INTL (MDW) HS 1 Displaced thr Rwy 041.	A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface opera- tions. 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							
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,	SOUTHERN WISCONSIN	HS 1						
		HS 1						

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

11 JUL 2024 to 08 AUG 2024

		(CONTINUED)
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LA CROSSE, WI LA CROSSE RGNL (LSE)	HS 1 HS 2	Rwy 36 hold position set back on Twy C. Twy A3, Twy A and Twy B complex int.
MADISON, WI DANE COUNTY RGNL/TRUAX FLD (MSN)	HS 1	Closely aligned Rwys - Rwy 36 and Rwy 03 at Twy A4.
MARION, IL VETERANS AIRPORT OF	HS 2	Twy C and Rwy 03-21.
SOUTHERN ILLINOIS (MWA)	HS 1 HS 2 HS 3	Area not visible from the twr. Area not visible from the twr. Hold short of Rwy 02 at Twy B for departure on Rwy 11.
OSHKOSH, WI WITTMAN RGNL (OSH)	HS 1	Int of Twy C1, Twy C, Twy A, Twy A1 and Twy J.
PEORIA, IL GENERAL DOWNING -		
PEORIA INTL (PIA)	HS 1 HS 2	Twy E and Twy A. Twy A and Twy A4.
QUINCY, IL QUINCY RGNL-BALDWIN FLD (UIN)	HS 1	Rwy 04-22 and Rwy 31 line of sight issues.

HOT SPOTS

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