

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*
ALTON/ST. LOUIS, IL 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.
APPLETON, WI APPLETON INTL (ATW)	HS 1	Complex int.
BELLEVILLE, IL SCOTT AFB/MIDAMERICA ST LOUIS (BLV)	HS 1	Maintain vigilance Twy G due to numerous vehicle crossings.
	HS 2	Maintain vigilance Twy G close proximity to the ramp and numerous vehicle crossings.
BLOOMINGTON/NORMAL, IL CENTRAL IL RGNL/ BLOOMINGTON-NORMAL (BMI)	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.
CHICAGO, IL 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.
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/AURORA, IL AURORA MUNI (ARR)	HS 1	Pilots often miss the hold short markings for Rwy 15-33 on Twy A. Maint vigilance.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL CHICAGO EXEC (PWK)	HS 1	Runway Incursion risk. Runway 06-24, Twy E, K, and C. Complex geometry due to converging Rwy and Twys.
	HS 2	Runway Incursion risk. Runway 06-24 and Twy D, Twy L. Runway Holding Position Markings further from Rwy than expected.
CHICAGO/ROCKFORD CHICAGO/ROCKFORD INTL (RFD)	HS 1	Int at Twy F and Twy B.
	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.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
JANESVILLE, WI 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, WI KENOSHA RGNL (ENW)	HS 1	Int of Twy D and Twy E.
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 HS 2	Closely aligned Rwys - Rwy 36 and Rwy 03 at Twy A4. Twy C and Rwy 03-21.
MARION, IL VETERANS AIRPORT OF 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.
WAUKESHA, WI WAUKESHA COUNTY (UES)	HS 1	Rwy Incursion Risk. Rwy 10-28 and Twy C3. Runway Position Holding Markings further from Rwy than expected.

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