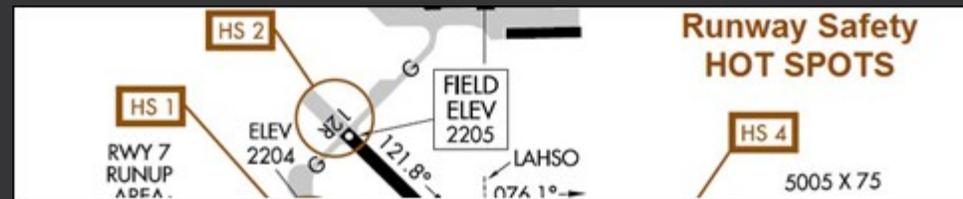


CHICAGO EXECUTIVE AIRPORT

Taking an in-depth look at
Hot Spot #1 at Chicago
Executive Airport (PWK)

What is a Hot Spot on an
Airport?

FAA Definition: A hot spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where *heightened attention by pilots and drivers* is necessary.



Presently, Chicago
Executive Airport has three
(3) hot spots as listed in the
Chart Supplement

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.

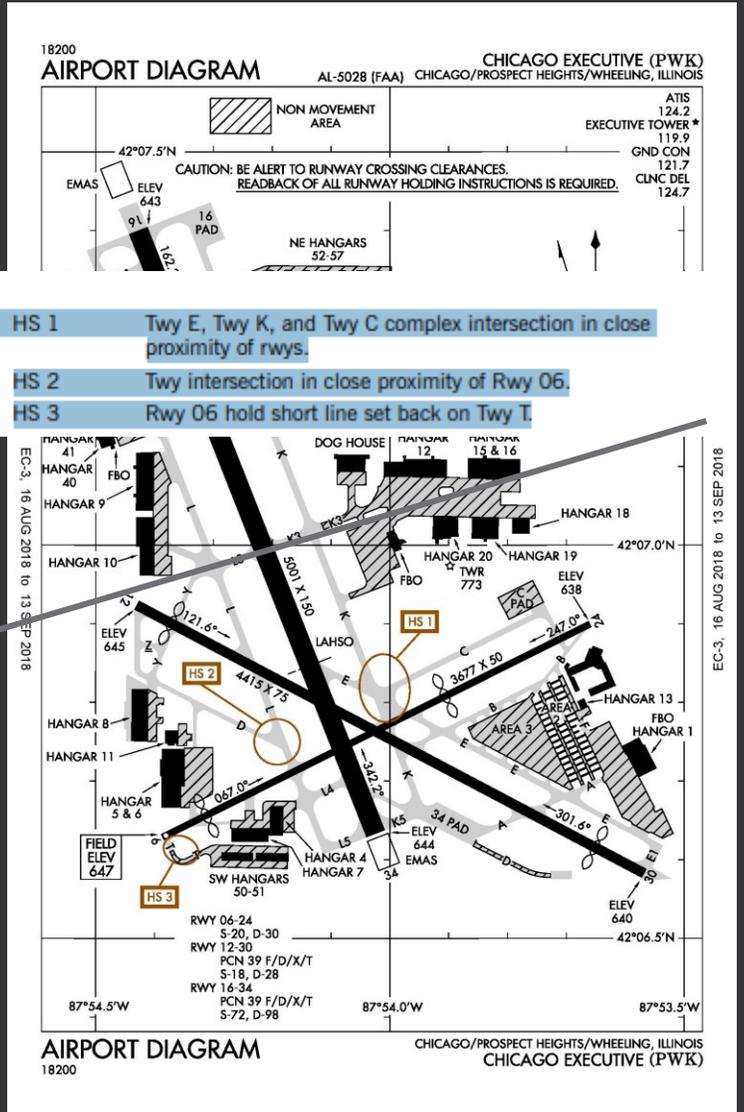
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface 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 REGIONAL (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 REGIONAL AIRPT 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 (CMH)	HS 1	Complex intersection of Twy A, Twy A2, Twy B, Twy C, Twy D, Twy D1, and Twy E.
CHICAGO		
CHICAGO MIDWAY INTL (MDW)	HS 1	Taxiing to Rwy 04L from Twy W. Note: depict hold 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 MEIGS INTL (ORD)	HS 1	Act northeast bound on Twy B turning right onto Twy H use caution - close proximity to Rwy 09R-27L.
	HS 2	Potential conflict risk for act on Twy SS or Twy T while act on Rwy 09L.
CHICAGO/ROCKFORD		
CHICAGO/ROCKFORD INTL (RFD)	HS 1	Complex intersection.
MARION		
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MVA)	HS 1	This area is not visible from the bar.
	HS 2	This area is not visible from the bar.
	HS 3	Hold short of Rwy 02 at Twy B for departure on Rwy 11. Some pilots mistakenly line up on Rwy 02.

EC, 13 SEP 2018 to 8 NOV 2018

CHICAGO/PROSPECT HEIGHTS/WHEELING

CHICAGO EXECUTIVE (PWK)



AIRPORT DIAGRAM

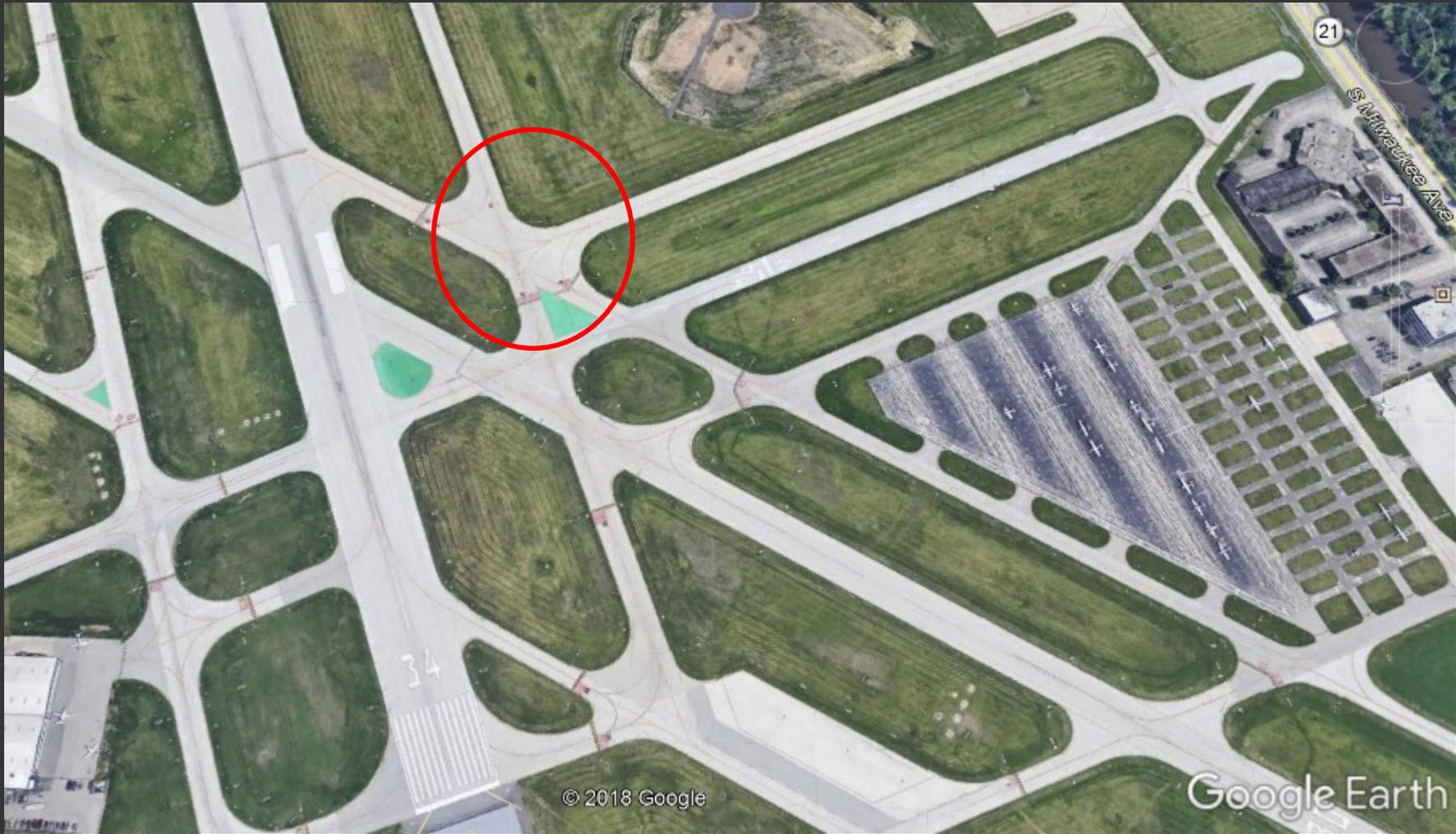
18200

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)



Specifically, we are going to dissect hot spot 1 (HS 1) for the increased situational awareness for both Pilots and Drivers

To provide the most realistic view, we will dissect HS 1 using visuals from Google Earth



Please note: Due to natural fading both runways and taxiways alike regardless of their composition, are similar in color. Rely on signage, markings, lights, and your charts!



C H A R L I E

E C H O

K I L O

C H A R L I E

R W Y 1 2 / 3 0 !!!

R W Y 6 / 2 4 !!!

R W Y 6 / 2 4 !!!

R W Y 1 2 / 3 0 !!!

H O

IMPORTANT REMINDER: Per FAA Joint Order 7110.65X Paragraph (e.) “**Vehicles** must receive a clearance for each runway their route crosses. A **vehicle** must have crossed a previous runway before another runway crossing clearance may be issued.”

RWY 12/30!!!

RWY 6/24!!!

RWY 6/24!!!

RWY 12/30!!!

© 2018 Google

Google Earth

Let's take a closer look at
Hot Spot 1's markings
and signs from a North to
South Perspective

RWY 24/6!!!

RWY 30/12!!
RWY 24/6!!!

NOTE: Surface Painted Holding Position Lines and Surface Painted Holding Markings for **Runway 24-6** and Surface Painted Taxiway Location Sign for **ECHO**

NOTE: Surface Painted Holding Position Lines and Surface Painted Holding Markings for **Runway 24-6 & Runway 30-12** and Surface Painted Taxiway Location Sign for **KILO**

N

RWY 24/6!!!

RWY 30/12!! RWY 24/6!!!



N



NOTE: Holding Position Sign for Runway 24-6



NOTE: Holding Position sign for Runway 24-6 & Runway 30-12



RWY 24/6!!!

RWY 30/12!! RWY 24/6!!!

N

IMPORTANT NOTE: There are NO Runway Guard Lights at this Hot Spot!!!
We do hope to have them added in the future!



RWY 24/6!!!

RWY 30/12!! RWY 24/6!!!

NOTE: CHARLIE Taxiway Location Sign



NOTE: KILO Taxiway Location Sign, CHARLIE and ECHO Taxiway Direction Sign



RWY 24/6!!!

RWY 30/12!!
RWY 24/6!!!

NOTE: Surface Painted
Taxiway Direction Marking for
ECHO. *Echo is an
approximate 40-degree turn

NOTE: Surface Painted
Taxiway Location Sign
for **KILO**



RWY 24/6!!!

RWY 30/12!!
RWY 24/6!!!

Please keep in mind the complexity of the taxiway centerlines in this Hot Spot. Take your time to understand. While approaching this hot spot take it slow and look ahead to where you are proceeding to



RWY 24/6!!!

RWY 30/12!!
RWY 24/6!!!

ECHO

As an example, when making turns while proceeding southbound on taxiway **KILO**, *utilize the center lines*. Please look ahead to verify you are on the correct course especially when proceeding from **KILO** to **ECHO** in the below example.

Please keep in mind the center line you need to follow **MAY** be ahead of you.

KILO

N



KILO

Thank you for your
attention, if you have any
questions, please email
Ops@Chiexec.com

Thank you for your
attention.

Fly & Drive SAFE!