

10/29/2025

**FOR YOUR INFORMATION**

2025-262/11-31

To: Airport Manager, Duluth Int'l Airport (DLH), MN, FAA (AGL-600, AJV-A)

2282197

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, ATM DLH Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: Hot Spot Recommendation for DLH Airport

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2282197

### DATE / TIME

Date of Occurrence 202509  
Local Time Of Day 1801 to 2400

### PLACE

Locale DLH.Airport  
State MN  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower ZZZ  
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower ZZZ  
Make Model Name Medium Transport

### PERSON 1

Function - Flight Crew First Officer  
ASRS Report Number 2282197

### PERSON 2

Function - Flight Crew Captain  
ASRS Report Number 2282198

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Critical  
Detector - Person Flight Crew  
Result - Flight Crew Rejected Takeoff

### NARRATIVE 1

Tower cleared us for takeoff on runway 21. PIC initiated static take off, full power we begin roll on runway. I made standard takeoff call outs, called 80kt cross check and then see Aircraft Y crossing runway 21 from Alpha. We had reached 88kts at this point. I immediately called Abort. PIC immediately pulled power to reverse, used max brakes and we stopped on the runway. I called to tower that we aborted the take off. I estimate we were under 100 meters from Aircraft Y. Tower seemed caught off guard that anything happened. Aircraft Y claimed tower gave them the instruction to cross but tower clarified that they did not, and the instruction was to cross runway 27 not 21.

Cause: Aircraft confused or was unclear on taxi they had received. Tower did not catch the impending incursion.

Suggestions: Mark taxiway where Alpha and Charlie intersect as a Hot Spot, I could see how that area in real life is more confusing than the area depicted on the chart. Improved diligence from tower during runway crossings.

### NARRATIVE 2

Cleared from tower for departure. On course, 5000. Runway 21. With moderate rain. Set power, Ts & Ps in the green, on governors, release brakes and initiated a takeoff roll. At 88 knots, my FO and I both saw Aircraft Y enter the runway from Alpha taxiway. We initiated an abort. Applied max braking and reverse thrust.called for abort to tower. Aircraft Y got confused and was in the wrong place at wrong time. We stopped within 60 yards approximately from them. My FO performed flawlessly. #4 main received a scuff mark with no cord showing.

Cause: Aircraft X, one, had difficulty with instructions. Had foreign accent.

Suggestions: Pay attention

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## **SYNOPSIS**

Flight crew reported during takeoff roll at DLH an aircraft crossed the runway in front of them, resulting in a rejected takeoff. Flight crew suggested a hot spot be added to the chart at the taxiway/runway intersection.