

## 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*   |
|---|----------|--|
| BURBANK, CA<br>BOB HOPE (BUR)                               | HS 1     | NW corner of terminal ramp close proximity to Rwy 33-15 rwy holding position markings. |
|   | HS 2     | NW corner of terminal ramp approximately 250 feet west of Gate A1.                     |
| CARLSBAD, CA<br>MC CLELLAN-PALOMAR (CRQ)                    | HS 1     | Large Jets may obscure twr visibility of small aircraft.                               |
|   | HS 2     | Exiting Rwy 24 at Twy A4   |
| CHINO, CA<br>CHINO (CNO)                                    | HS 1     | Twy D close proximity to Rwy 08L-26R.  |
|   | HS 2     | Twy L close proximity to Rwy 03-21.  |
|   | HS 3     | Twy K close proximity to Rwy 08L-26R.  |
|   | HS 4     | Twy L, Twy D, and Twy K complex int.   |
| EL MONTE, CA<br>SAN GABRIEL VALLEY (EMT)                    | HS 1     | Twy A at Twy C.  |
|   | HS 2     | Twy A at Twy D.  |
| HAWTHORNE, CA<br>JACK NORTHROP FLD/<br>HAWTHORNE MUNI (HHR) | HS 1     | Rwy 25 run-up area.  |
| LA VERNE, CA<br>BRACKETT FLD (POC)                          | HS 1     | Twy A between the apch ends of Rwy 26R and Rwy 26L.                                    |
| LONG BEACH, CA<br>LONG BEACH (DAUGHERTY<br>FLD) (LGB)       | HS 1     | Twy J4 and Rwy 08R-26L.  |
| LOS ANGELES, CA<br>LOS ANGELES INTL (LAX)                   | HS 1     | Rwy 24L/R and Twy AA.  |
|   | HS 2     | Rwy 24L and Twy Z.   |
|   | HS 3     | Rwy 25 L, Rwy 25 R and Twy F.  |
|   | HS 4     | Twy H and Twy H5.  |
|   | HS 5     | Twy H, Twy H5, and Twy H6.   |
| MOJAVE, CA<br>MOJAVE AIR & SPACE PORT/<br>RUTAN FLD (MHV)   | HS 1     | Rwy 08 and Rwy 04 at Twy C and Twy F. Ensure clearance received for each rwy.          |
|   | HS 2     | Twy A, Twy C, Twy D intersect. Limited tower visibility.                               |
| ONTARIO, CA<br>ONTARIO-INTL (ONT)                           | HS 1     | Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound.            |
|   | HS 2     | Twy P and Twy Q confusing split between rwys southbound.                               |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS  
(CONTINUED)

| CITY/AIRPORT   | HOT SPOT | DESCRIPTION*  |
|--|----------|---|
| PALM SPRINGS, CA<br>PALM SPRINGS INTL (PSP)                          | HS 1     | Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.  |
|  | HS 2     | Int of Twy B and Twy C.   |
|  | HS 3     | Twy B and Rwy 31R.  |
|  | HS 4     | Twy C and Twy J.  |
| RIVERSIDE, CA<br>RIVERSIDE MUNI (RAL)                                | HS 1     | Twy A and Rwy 34.   |
|  | HS 2     | ATC non-vis area.   |
| SAN DIEGO, CA<br>MONTGOMERY-GIBBS<br>EXEC (MYF)                      | HS 1     | Rwy 28R and Rwy 28L, Twy M.   |
|  | HS 2     | Rwy 28L-10R and Rwy 05-23.  |
|  | HS 3     | Rwy 28L and Twy B.  |
| SAN DIEGO INTL (SAN)   | HS 1     | Twy J at Twy H.   |
| SAN LUIS OBISPO, CA<br>SAN LUIS COUNTY RGNL (SBP)                    | HS 1     | Area directly below the Control Twr "not visible".  |
|  | HS 2     | Twy E, Rwy 29.  |
| SANTA ANA, CA<br>JOHN WAYNE/ORANGE<br>COUNTY (SNA)                   | HS 1     | Rwy 20L and Twy L.  |
|  | HS 2     | Rwy 20L and Rwy 20R, Twy H.   |
|  | HS 3     | Twy A, Twy H, and Twy C.  |
| SANTA BARBARA, CA<br>SANTA BARBARA MUNI (SBA)                        | HS 1     | Rwy 07-25, Twy C.   |
|  | HS 2     | Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.                 |
| SANTA MARIA, CA<br>SANTA MARIA PUB/CAPT G<br>ALLAN HANCOCK FLD (SMX) | HS 1     | Twy A, Twy A7, Twy A8, Twy V, and Twy W.  |
|  | HS 2     | Twy A, Twy A6, Twy A5, Twy R, and Twy S.  |
|  | HS 3     | Rwy 20 and Twy A.   |
|  | HS 4     | Rwy 12 and Twy B2 and Twy A2.   |
| TORRANCE, CA<br>ZAMPERINI FLD (TOA)                                  | HS 1     | Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H. |
| VICTORVILLE, CA<br>SOUTHERN CALIFORNIA<br>LOGISTICS (VCV)            | HS 1     | Wrong rwy departure risk.   |

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