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*
CARLSBAD, CA		
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		
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 L, Twy D, and Twy K complex int.
EL MONTE, CA		
SAN GABRIEL VALLEY (EMT)	HS 1	Twy A at Twy C.
	HS 2	Twy A at Twy D.
HAWTHORNE, CA		
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run–up area.
LA VERNE, CA		
BRACKETT FLD (POC)	HS 1	Twy A between the apch ends of Rwy 26R and Rwy 26L.
LOS ANGELES, CA		
LOS ANGELES INTL (LAX)	HS 1	Runway incursion risk. Rwy 24L holding position at Twys V, W and Y. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L. Exiting Rwy 24R, short distance to Rwy 24L. Runway exit does not lead to parallel taxiway.
	HS 2	Runway Incursion risk. Rwy 25L at Twy F. Aircraft cross Rwy 25L holding position markings without authorization. Aircraft on Twy A instructed by ATC to turn onto Twy F, expect to hold short of Rwy 25L.
	HS 3	Surface Incident Risk. Twy F from Twy A. Aircraft are frequently instructed by ATC to hold short of Twy F at the intermediate holding position markings. Do not proceed onto Twy F without ATC clearance.
MOJAVE, CA		
MOJAVE AIR & SPACE PORT/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		
ONTARIO INTL (ONT)	HS 1	Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Int of Twy B and Twy C.
	HS 2	Twy B and Rwy 31R.
	HS 3	Twy C and Twy J.
RIVERSIDE, CA		
RIVERSIDE (RAL)	HS 1	Twy A and Rwy 34.
	HS 2	ATC non–vis area.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SAN DIEGO, CA		
MONTGOMERY–GIBBS 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, CA		
SAN DIEGO INTL (SAN)	HS 1	Twy J at Twy H.
SAN LUIS OBISPO, CA		
SAN LUIS OBISPO CO RGNL (SBP)	HS 1	Area directly below the Control Twr "not visible".
	HS 2	Twy A4, Rwy 29.
SANTA ANA, CA		
JOHN WAYNE/ORANGE CO (SNA)	HS 1	Rwy 20L and Twy L.
	HS 2	Rwy 20L and Rwy 20R, Twy H.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy Incursion Risk. Rwy 07–25 at Twy C. Rwy Holding Position Markings along ramp are angled and positioned far from rwy. Aircraft fail to hold short of the rwy. Also, aircraft fail to fully exit the rwy.
	HS 2	Rwy 15L–33R, Rwy 15R–33L, Rwy 07–25. Rwy 15L–33R and Rwy 15R–33L utilized for taxi.
SANTA MARIA, CA		
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy A6, Twy A5, Twy R, and Twy S.
	HS 2	Rwy 20 and Twy A.
	HS 3	Rwy 12 and Twy B2 and Twy A2.
TORRANCE, CA		
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.

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

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