



LGB

Runway Safety Best Practices

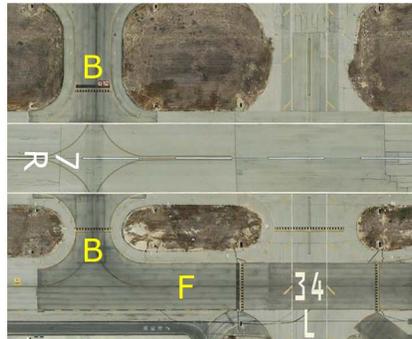
- Always be alert to airport vehicle and pedestrian activity.
- Ask for progressive taxi instructions if you're unfamiliar with the airfield.
- A good preflight check includes a comprehensive review of your departing/alternate/landing airport diagram.
- Review airport diagrams before taxiing or landing.
- Plan each flight chock-to-chock.
- Don't run checklists while taxiing during single-pilot operations.
- When taxiing during two-pilot operations, remember to have one pilot looking out of the cockpit at all times.
- Maintain situational awareness at all times - Practice the "see and avoid" rule - Observe and maneuver to avoid other aircraft.
- When receiving ATC instructions, listen carefully for similar-sounding aircraft call signs.
- When receiving ATC instructions, listen carefully to what is being said instead of what you expect to hear.
- Look in both directions and final approach before entering a runway, even after receiving a clearance.
- Speak clearly and concisely to the air traffic control tower.
- Read back all hold short instructions. Read back all runway assignments.

Long Beach
Daugherty
Field

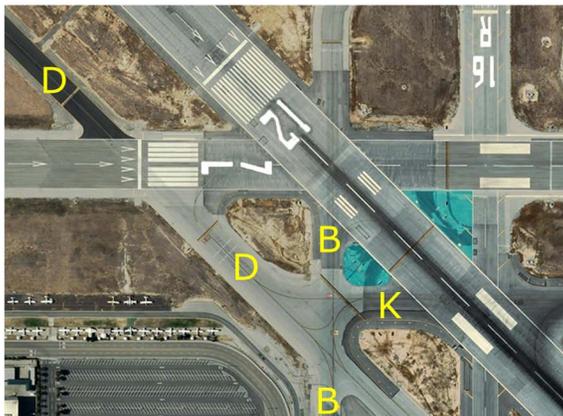
Runway
Safety
Information
October 2008



Overhead view HOT⁵

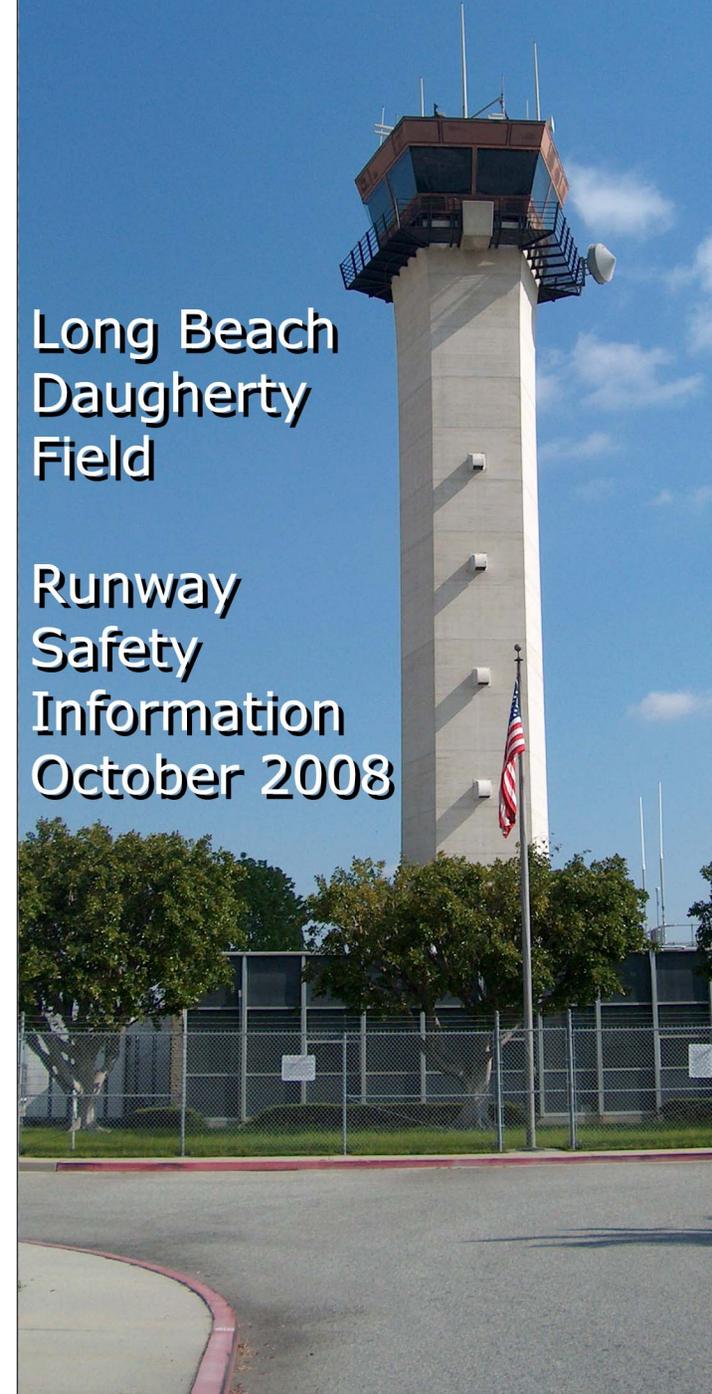


Overhead view HOT³ and
HOT⁴



Overhead view HOT¹ and
HOT²

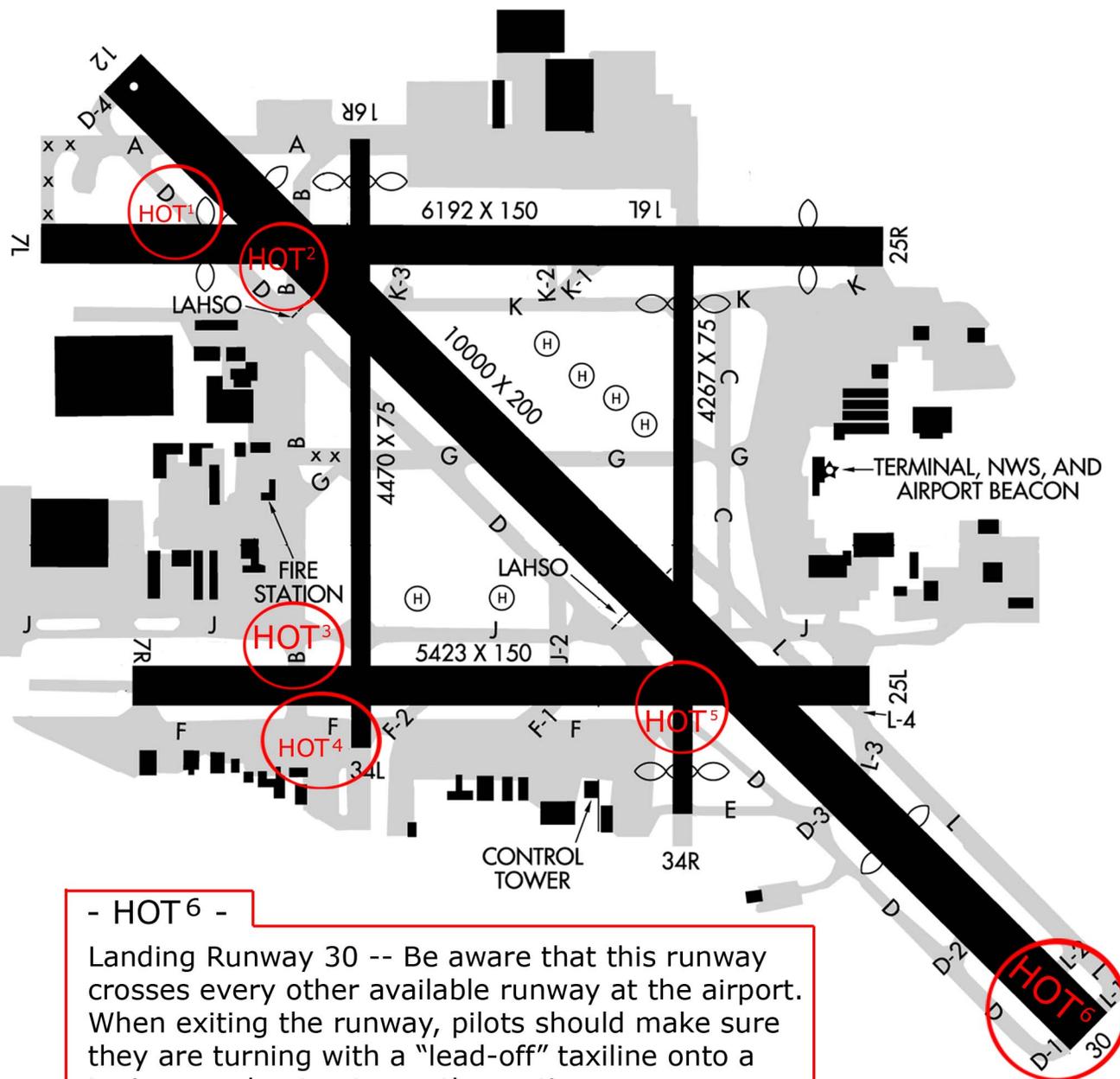
* Note: See reverse for complete description of all hot spots.



Long Beach Daugherty Field (LGB) High Alert Areas

NOTE: NOT FOR NAVIGATION

The following areas have been designated as Hot Spots, posing a special challenge to pilots. Please review before operating your aircraft at LGB.



- HOT 1 -
Runway 25R and Taxiway D -- Aircraft exiting Runway 30 at Taxiway A turn left on Taxiway D, anticipate reaching their destination, and fail to hold short of Runway 25R.
- HOT 2 -
Runway 12 at Taxiway B -- Aircraft northbound on Taxiway B for departure on Runway 16R at Taxiway Intersection D miss the right turn onto Taxiway D and enter Runways 12, 7L, and 25R.
- HOT 3 -
Runway 25L/7R at Taxiway B -- Aircraft southbound on Taxiway B anticipate reaching their destination parking ramp and fail to hold short of Runway 25L/7R.
- HOT 4 -
Runway 16R/34L at Taxiway F -- Aircraft taxiing to Runway 16R from the southwest ramp miss the left turn onto Taxiway B, continue eastbound onto Taxiway F, and enter Runway 16R/34L.
- HOT 5 -
Runway 25L at Taxiway D -- After completing a runup on inactive Runway 34R, aircraft fail to hold short of Runway 25L.

- HOT 6 -

Landing Runway 30 -- Be aware that this runway crosses every other available runway at the airport. When exiting the runway, pilots should make sure they are turning with a "lead-off" taxiline onto a taxiway and not onto another active runway.