

JOHN WAYNE TOWER LETTER TO AIRMEN NO. 07-02

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

John Wayne Airport Traffic Control Tower
370 Paularino Avenue
Costa Mesa, California 92626

ISSUED: October 29, 2007

EFFECTIVE: November 1, 2007

JOHN WAYNE TOWER LETTER TO AIRMEN NO. 07-02

SUBJECT: RUNWAY SAFETY ALERT FOR JOHN WAYNE AIRPORT -
Increase in Surface Incidents/Runway Incursions at John Wayne Airport

CANCELLATION: November 1, 2009

WARNING: Aircraft landing Runway 19L and/or taxiing westbound on Taxiway H, use **CAUTION**. Short distance between parallel runways. Manage your taxi speed and eliminate distractions in the cockpit. Prepare to **HOLD SHORT** of the runway unless otherwise instructed.

The number of runway incursions/surface incidents at John Wayne Airport (SNA) has recently increased significantly. The overwhelming majority of these incidents have been attributable to pilot error, failing to hold short of a runway. A significant number of these incidents have occurred at the intersection of Runway 19R and Taxiway Hotel, between the runways. Aircraft have either landed on Runway 19L and exited on Taxiway H towards Runway 19R or crossed Runway 19L towards Runway 19R. **In all these cases, ATC issued HOLD SHORT OF RUNWAY 19 RIGHT instructions, which the pilots read back, after which they failed to hold short of the runway.**

Pilots are reminded that:

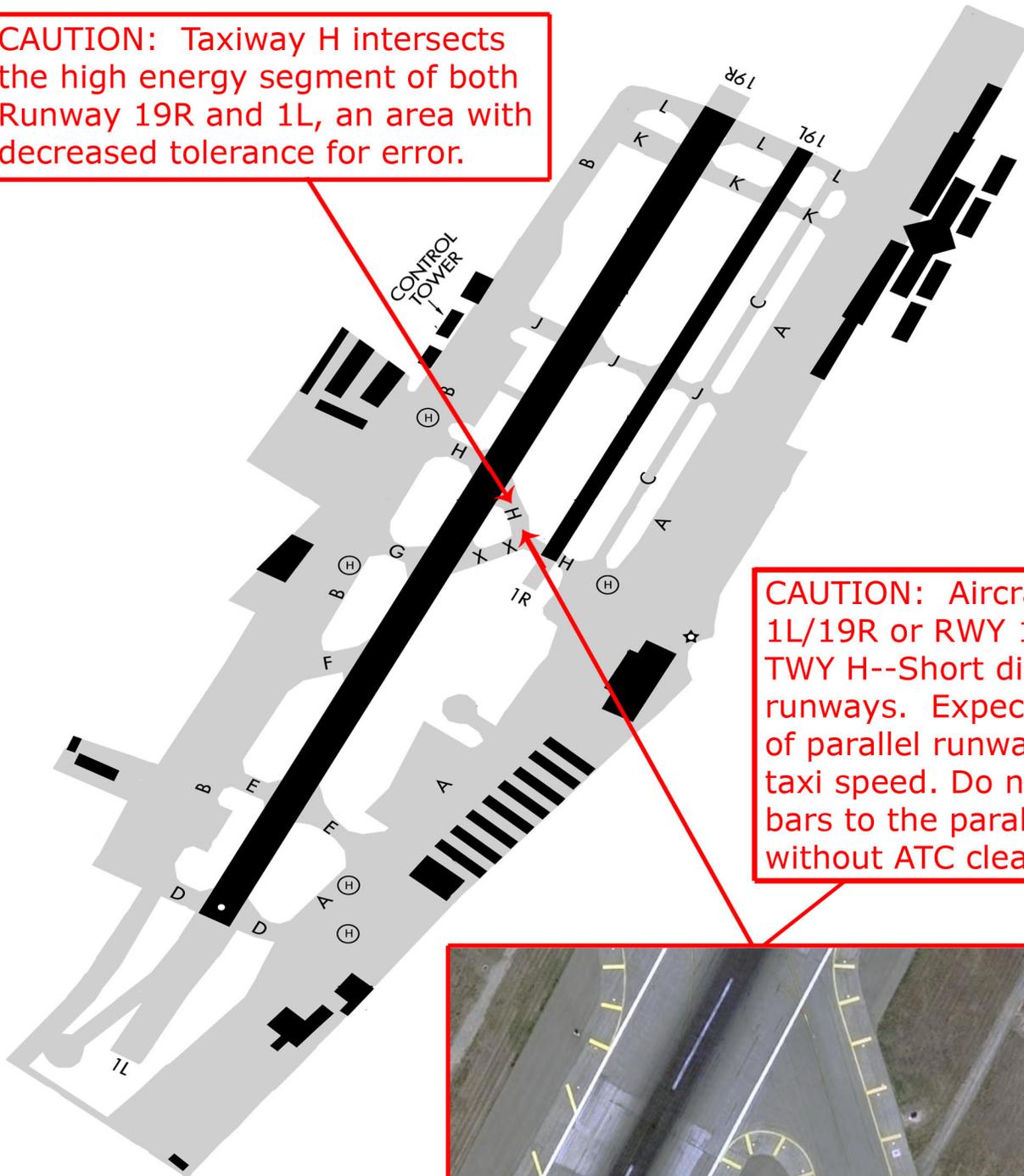
1. It is important that your flight planning include a thorough familiarization with the airport layout, including aircraft run-up locations (if applicable for your aircraft) and anticipated taxi routes. Have the airport diagram available in the cockpit. The airport diagram is available through various sources including: http://avn.faa.gov/index.asp?xml=naco/online/d_tpp and <http://www.ocair.com/generalaviation/JWAPilotInfoGuide.pdf>. Pilots are encouraged to review "Hot spot charts" available through various sources including FAA website <http://runwaysafety> (select "Hot Spot Charts" on the left navigation bar).
2. Maintaining situational awareness is your top priority during surface operations. Make every effort to **eliminate cockpit distractions and manage cockpit workloads to preclude a loss of situational awareness. Manage your taxi speed, especially between runways where there is a short distance between Runway Holding Position Markings.**
3. Pilots must assign high priority to HOLD SHORT instructions. ATC typically bases other control actions on this 'contract' that has been made between ATC and the pilot, and a failure on either party's part to adhere to this mutual 'contract' could result in an unsafe situation.
4. Take a few moments to refresh your airport operations knowledge on various aspects of runway safety, available at FAA websites including <http://runwaysafety.faa.gov> and <http://www.faasafety.gov>.

Charles A. Ullmann
Air Traffic Manager
John Wayne Tower

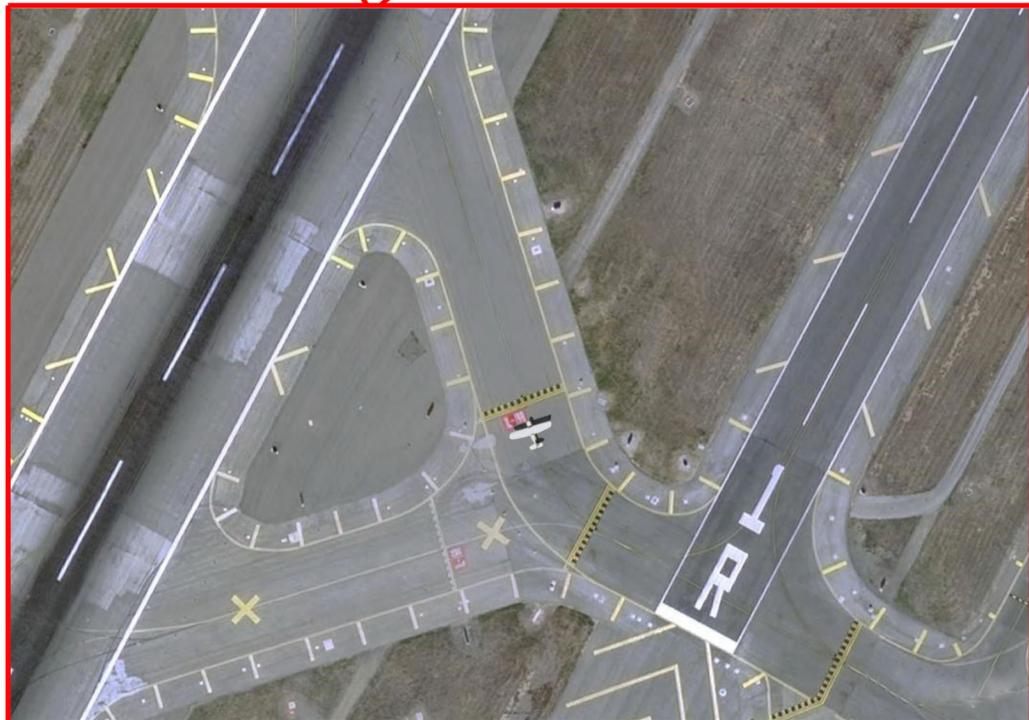
[GO TO SNA HOT SPOT CHART](#)

SANTA ANA AIRPORT / JOHN WAYNE-ORANGE COUNTY (SNA)

CAUTION: Taxiway H intersects the high energy segment of both Runway 19R and 1L, an area with decreased tolerance for error.



CAUTION: Aircraft exiting RWY 1L/19R or RWY 1R/19L onto TWY H--Short distance between runways. Expect to hold short of parallel runway. Manage your taxi speed. Do not cross the hold bars to the parallel runway without ATC clearance.



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK ALL RUNWAY ASSIGNMENTS. READBACK OF ALL RUNWAY HOLD SHORT INSTRUCTIONS IS REQUIRED.