

The following Hot Spots have been identified to advise operators about locations with; historical incident data, high traffic volumes, or locations with complex infrastructure at Abu Dhabi International Airport:

Hot Spot Location	Justification
HS 1 Intersection of TWY A1, A2, A3 with TWY A & B	Historical Incident Data – Increased risk of runway incursions within the runway hold area.
HS 2 Intersection of TWY A, B, G and H	Complex infrastructure - Potential for runway incursion due to TWY A11 junction with TWY G and H. Potential for taxiway incursion due to RET A11, TWY G and H junctions with TWY A and B. Potential for TWY incursion due to vehicle crossing on TWY G and H.
HS 3 Intersection of TWY A16, A17, A18 with TWY A & B	Historical Incident Data – Increased risk of runway incursions within the runway hold area.
HS 4 Intersection of TWY D1, D2, D3 with TWY C & D	Complex infrastructure – Potential for RWY incursion due to TWY complexity and traffic flow.
HS 5 Intersection of TWY D10 and D11 with TWY C & D	Complex infrastructure – Potential for RWY incursion due to holding points set further back from the previous location.
HS 6 TWY E6 and H crossing RWY 31L/13R	High traffic volume – The intersections of TWY H and E6 with RWY 13R/31L have high traffic volume of aircraft and vehicles crossing and, or, vacating the RWY.
HS 7 Intersection of TWY E, E2, and E3	Historical Incident Data – Increased risk of runway incursions within the runway hold area.
HS 8 Intersection of TWY E and E15	Historical Incident Data - Increased risk of TWY incursion at the junction of TWY E and TWY E15. A trend of misroute at this junction, pilots to exercise more caution and increase situational awareness.
HS 9 TWY E4 and E4N between TWY E and F	High traffic volume – The intersections with TWY E4N and E4S have high traffic volume of aircraft entering and exiting Apron 4. Potential for TWY incursion due to vehicle crossing on TWY E4S.
HS 10 Intersection of TWY E6 and F	Historical Incident Data - Increased risk of TWY incursion at the junction of TWY E6 and TWY F. A trend of misroute at this junction, pilots to exercise more caution and increase situational awareness.
HS 11 TWY F3, F4 and F5	Historical Incident Data - A history of incidents between aircraft and Ground Service Equipment due to vehicle crossing on TWY F3, F4 and F5, pilots to exercise more caution and increase situational awareness.
Note: TWY locations with vehicle crossings are highlighted in GREEN.	The TWY vehicle crossing locations, shown in the chart with GREEN color, present an increased safety risk for aircraft operations. Pilots are to exercise caution and increase situational awareness when approaching these areas.