

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 Zayed International Airport:

Hot Spot Location	Justification
<b>HS 1</b> Intersection of TWY A1, A2, A3 with TWY A & B	Complex infrastructure – Increased risk of misroute between TWY A1, TWY A2 and TWY A3 leading to a RWY incursion.
<b>HS 2</b> Intersection of TWY K, A, B, G and H	History of TWY incursions. <ul style="list-style-type: none"><li>• Potential for misroute for aircraft prematurely turning on to TWY G, instead of TWY H after vacating RWY 13L via TWY A11.</li><li>• Potential for misroute for aircraft prematurely turning from TWY K on to TWY G, instead of TWY H (eastbound).</li><li>• Potential for misroute for aircraft on TWY G missing the turn on to TWY B (eastbound).</li></ul>
<b>HS 3</b> Intersection of TWY A16, A17, A18 with TWY A & B	Complex infrastructure – Increased risk of misroute between TWY A16, TWY A17 and TWY A18 leading to a RWY incursion.
<b>HS 4</b> Intersection of TWY D1, D2, D3, C1, M1 with TWY C & D	Complex infrastructure – Potential for RWY incursion due to TWY complexity and traffic flow.
<b>HS 5</b> Intersection of TWY D10 and D11 with TWY C & D	Complex infrastructure – Increased risk of RWY incursion due to holding positions for TWY D10 and TWY D11 located at a greater distance from the RWY centre line.
<b>HS 6</b> TWY E6 and H crossing RWY 13R/31L	High traffic volume – The intersections of TWY H and E6 with RWY 13R/31L have high traffic volume of aircraft and vehicles crossing.
<b>HS 7</b> Intersection of TWY E, E2, and E3	Historical Incident Data – Increased risk of misroute at the TWY E and TWY E3 intersection.
<b>HS 8</b> Intersection of TWY E and E15	<ul style="list-style-type: none"><li>• Increased risk of TWY incursion at the TWY E and TWY E15 intersection. Aircraft may be instructed to hold short at ITHP E15P1 or EP17.</li><li>• Increased risk of FATO H13/H31 incursion when proceeding southbound on TWY E15.</li></ul>
<b>HS 9</b> Intersection of TWY E4 and TXL E4S	Historical Incident Data – Potential conflict between aircraft and vehicles crossing TXL E4S.
<b>HS 10</b> Intersection of TWY E6 and F	Historical Incident Data – Increased risk of misroute for aircraft on TWY E6 missing the left turn on to TWY F.
<b>HS 11</b> TWY F3, F4 and F5	Historical Incident Data – Increased risk of conflict between aircraft and vehicles crossing TWY F3, F4 and F5. Pilots to exercise caution.
<b>HS 12</b> Intersection of TWY C, D, G and H	Hotspot area with history of TWY incursions. <ul style="list-style-type: none"><li>• Increased risk of misroute for aircraft southbound prematurely turning from TWY G on to TWY C, instead of TWY D.</li><li>• Increased risk of misroute for aircraft westbound on TWY C or D missing the turn on to TWY H.</li></ul>
<b>HS 13</b> Intersection of TXL M and M6	Complex infrastructure - Increased risk of misroute.
<b>HS 14</b> Intersection of TWY L and K	Historical Incident Data - Increased risk of misroute for aircraft on TWY L missing the eastbound turn on to TWY K.
<b>HS15</b> Aircraft Stand 605L, 605C and 605R	Historical Incident Data and Complex Infrastructure - increased risk of taxiing to incorrect stand. Pilots to stop if unsure of the correct stand centre line and request further guidance.
<b>HS16</b> Aircraft Stand 618L, 618C and 618R	Historical Incident Data and Complex Infrastructure - increased risk of taxiing to incorrect stand. Pilots to stop if unsure of the correct stand centre line and request further guidance.
<b>Note:</b> 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.