

TWY INCURSION AND HOT SPOT LOCATIONS	ADDITIONAL INFORMATION ON TAXIWAY INCURSION AND HOT SPOT AREAS
A	<p>Two runway exit points in close proximity, TWY B3 and TWY B2. History of TWY incursions due to operators vacating RWY 30 at TWY B3, instead of TWY B2 as instructed by ATC.</p> <p>When pilots request or are instructed by ATC to vacate RWY 30 at the end of the runway, pilots are reminded:</p> <ul style="list-style-type: none">• TWY B2 is the last vacating point for RWY 30.• Exercise caution and use ground markings/signage for guidance.
B	<p>Two runway exit points in close proximity, TWY B19 and TWY B20. History of TWY incursions due to operators vacating RWY 12 at TWY B19, instead of TWY B20 as instructed by ATC.</p> <p>When pilots request or are instructed by ATC to vacate RWY 12 at the end of the runway, pilots are reminded:</p> <ul style="list-style-type: none">• TWY B20 is the last vacating point for RWY 12.• Exercise caution and use ground markings/signage for guidance.
C	<p>Do not line up on TWY B during departure. TWY B is 60 metres wide and can be confused for the runway.</p>
D	<p>History of TWY incursions at the intersection of TWY B6, TWY A6 and TWY B. A trend of misroute at this intersection, pilots to exercise more caution and increase situational awareness.</p> <p>When vacating RWY 30 at TWY B6, pilots are reminded:</p> <ul style="list-style-type: none">• Unless specifically instructed by ATC, do not stop at CAT I holding position on TWY B6, continue taxiing straight onto TWY A6, holding short of TWY A. <p>When instructed by ATC to hold short of TWY B, pilots must ensure the aircraft is clear of the runway.</p>
E	<p>After vacating runway via TWY B7, no immediate left turn. Continue straight ahead and vacate via TWY A6.</p>
F	<p>After vacating runway via TWY B11, no immediate right turn. Continue straight ahead and vacate via TWY A14.</p>
G	<p>Do not line up on TWY B during departure. TWY B is 60 metres wide and can be confused for the runway.</p>