



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: 18POS04 Hot Spots	Tarih: 27.11.2018
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Position

18POS04 29 August 2018

Hot Spots

BACKGROUND

A hot spot is defined by ICAO as a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary. These are included on aerodrome charts along with a description of the hazard(s) to alert pilots of the risk identified.

The ICAO Manual on the Prevention of Runway Incursions (Doc. 9870) recommends that once hot spots have been identified, strategies should be put in place to remove the hazard. Where this is not immediately possible ICAO recommends that they should be mitigated by the following strategies:

- a) Awareness campaigns;
- b) Additional visual aids (signs, markings and lighting);
- c) Use of alternative routings;
- d) Construction of new taxiways; and
- e) The mitigation of blind spots in the aerodrome control tower.

POSITION

IFALPA supports these strategies and believes that every attempt should be made to remove the cause of the “hot spots” even if temporary strategies have been put in place.

It is IFALPA’s view that runway and taxiway hot spots need to be discussed at the aerodrome Runway Safety Team (RST) as a standing agenda item. This will promote the continuous review of any potential runway incursion points or collision risks at the aerodrome and take advantage of the viewpoints of the various stakeholders who use the aerodrome daily to determine appropriate mitigations.

The Aeronautical Information Publication (AIP) should include hot spots on the aerodrome charts. All identified hot spots should be monitored for short and long-term opportunities for mitigation of or removal of the hazard.

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Position

Chapter 3. Establishing a Runway Incursion Prevention Programme 3-3

**TWR 118.1 CITY/ 52°22N180 N AERODROME/HELIPORT CHART - ICAO 31°56 58N O W
ELEV 30 m APRON 121.6 AERODROME**

Elevations and dimensions in metres Hot spots THR Bearing strength Bearings are magnetic RWY Direction
THR GUND Annual rate of change 2 E HS 1 aircraft exiting TWY C 52°21 54N O N

09R 85° 31°57 54N O W 11.5 PCN 80/R/B/W/T

must hold short of TWY A

VAR 3° W 2005

HS 2 aircraft exiting TWY D 27L 52°22 06N O N 11.5 265° 31°55 42N O W All runways must hold short of
TWY E taxiways HS 3 Caution - HELAIR TWY 09L 85° 52°22 30N O N 11.5 31°57 48N O W and apron

27R 265° 52°22 42N O N 11.5 31°55 24N O W

N

ILS

Taxiways 23 wide Precision approach CAT II GP 331.4 lighting system

ELEV × 300 RVR

Strip 2 920 R 30 × 45 concrete 2 800 A Simple approach B lighting system C ELEV 16

**E TDZ ELEV 17 RVR D A E VASIS 3° TDZ GUND 11.5 H HS 1 E MEHT 21 ILS LLZ HS 3 AIS
DISPL 1° R OXS 109.1 BOR 116.9 HS 2 MET ARP TWR LDI ABN F BOR 116.9 FL.W F CAR PARK
CUST TWY G SWY 200 × 45 F**

Terminal U/S

ASPHALT L H 27 ELEV

2 600 × 45 concrete

× 150 Strip 2 920

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MARKING AND LIGHTING AIDS SIMILAR TO RWY 09L/27R CWY ELEV 14 EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE 400 × 150 AND TWY CENTRE LINE LIGHTING NOT PROVIDED

300 0 500 1 000 METRES

1 000 500 0 1 000 2 000 3 000 FEET

LEGEND HELIPORT - SURFACE TYPE - ELEV 25 FATO-NINST 50 × 50 LIGHTING AIDS CLEARWAY LIGHTS: WHITE AND STOPWAY RWY 27L HOT SPOT SLOPE 1% ASPHALT WITH IDENT HS 1 WDI TLOF 20 × 20 H 52°22 30' " N 31°56 40' " W 265° HELIPORT GUND 11.5 LIGHTS: YELLOW ATC SERVICE SLOPE 1%

BOUNDARY CONCRETE 08 t

SAFETY AREA HELAIR TWY 70 × 90 GRASS

MARKING AIDS RWY 09L/27R AND EXIT TWY

EXIT TWY C AND D ARE IDENTICAL

LIGHTING AIDS RWY 09L/27R AND EXIT TWY

METRES

0 100 200 300

0 200 500 1 000 FEET

DATE OF AERONAUTICAL PRODUCING ORGANIZATION REFERENCE NUMBER INFORMATION

Figure 3-1. Sample Aerodrome/Heliport Chart — ICAO showing ICAO charting method for depiction of hot spots

(Associated provisions in Annex 4 and the PANS-ATM will become applicable on 22 November 2007)

Source: ICAO Manual on the Prevention of Runway Incursions (Doc 9870).

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- PAGE 2 OF 2 -

