

## 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:

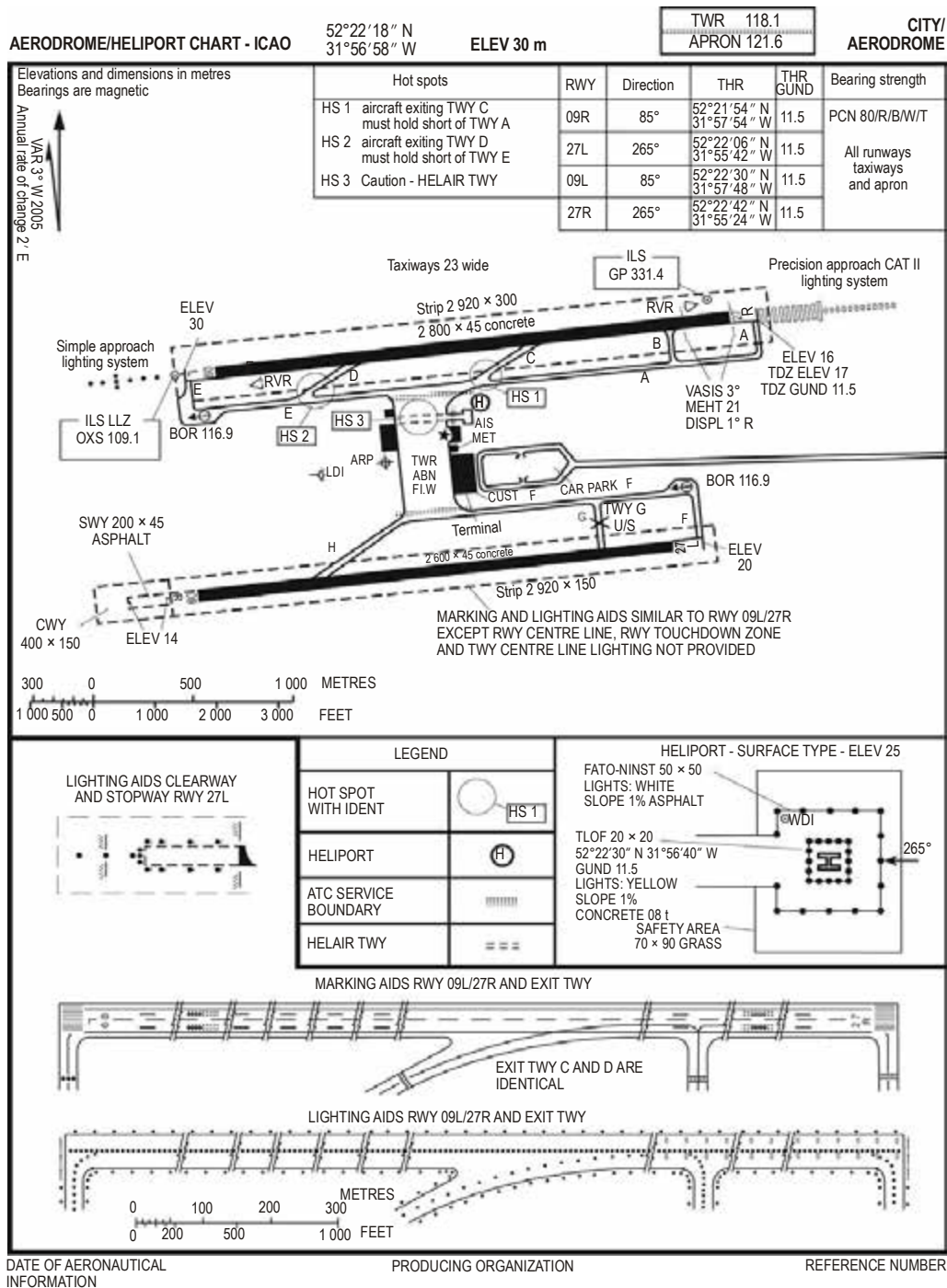
- a) Awareness campaigns;
- b) Additional visual aids (signs, markings and lighting);
- c) Use of alternative routings;
- d) Construction of new taxiways; and
- e) The mitigation of blind spots in the aerodrome control tower.

### 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.



**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).