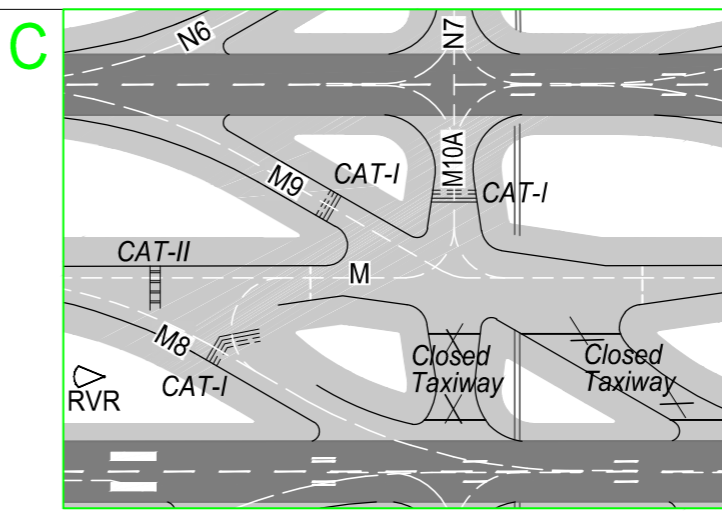


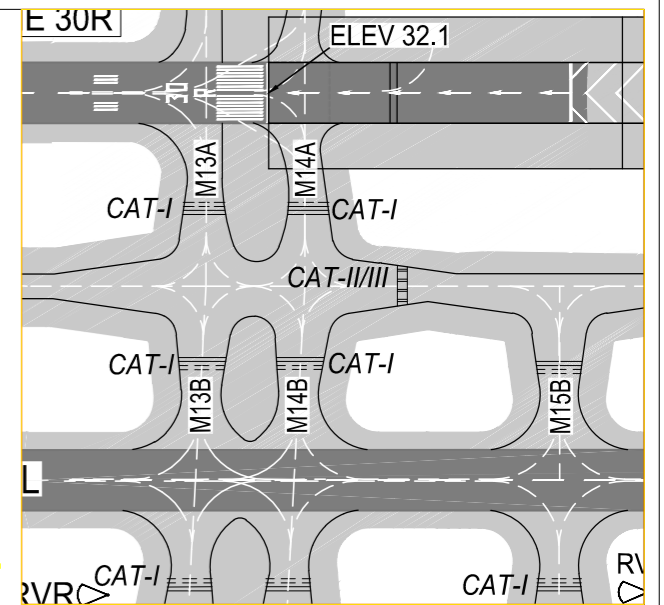
A

NOTE 1  
See back of this chart for additional information on the HOT SPOT areas.

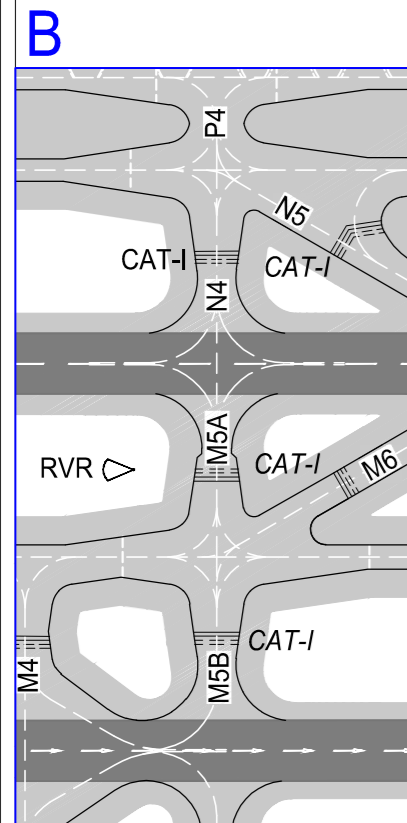
NOTE 2  
Operators are to be vigilant when complying with ATC instructions and to be observant of Runway Ahead and Holding points markings, Stop Bar lights and Signs. All runways require an ATC Clearance to enter or cross irrespective of whether active or not.



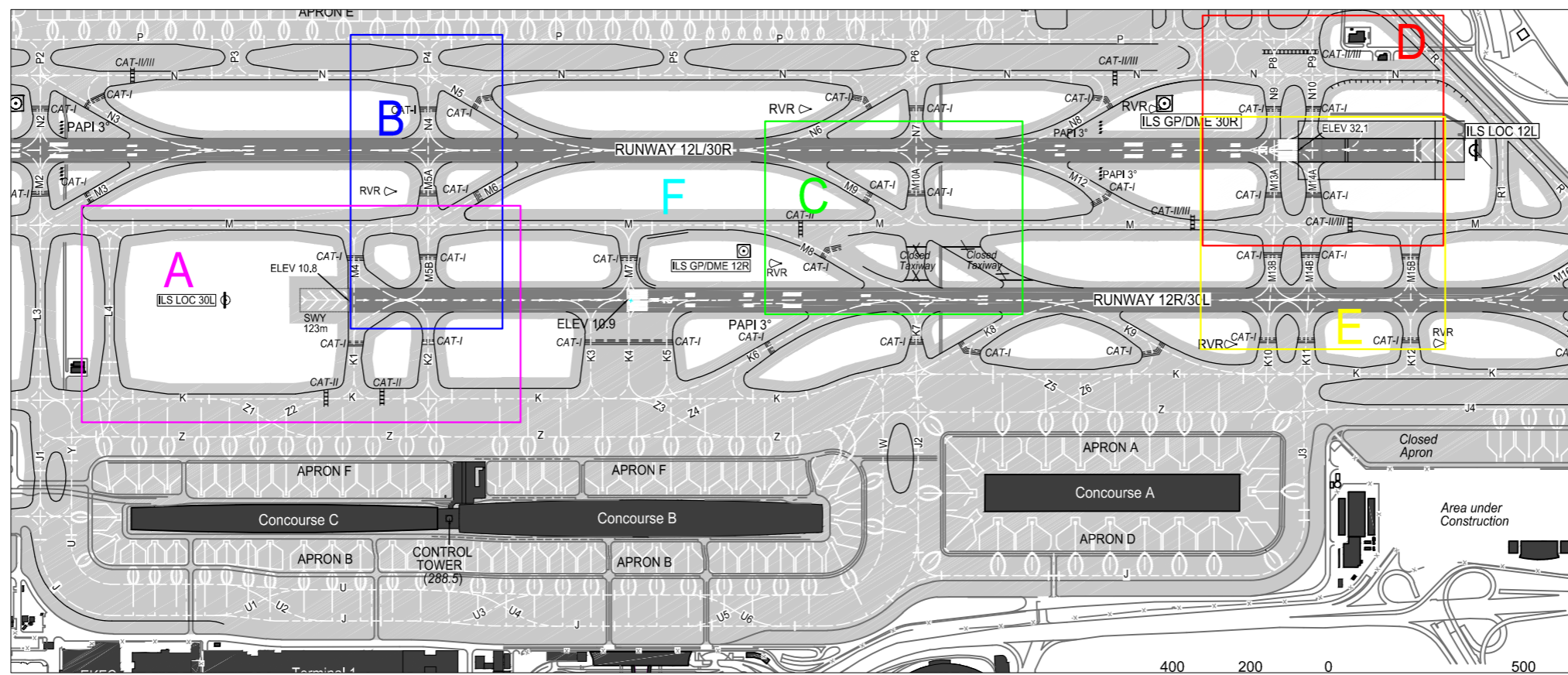
C



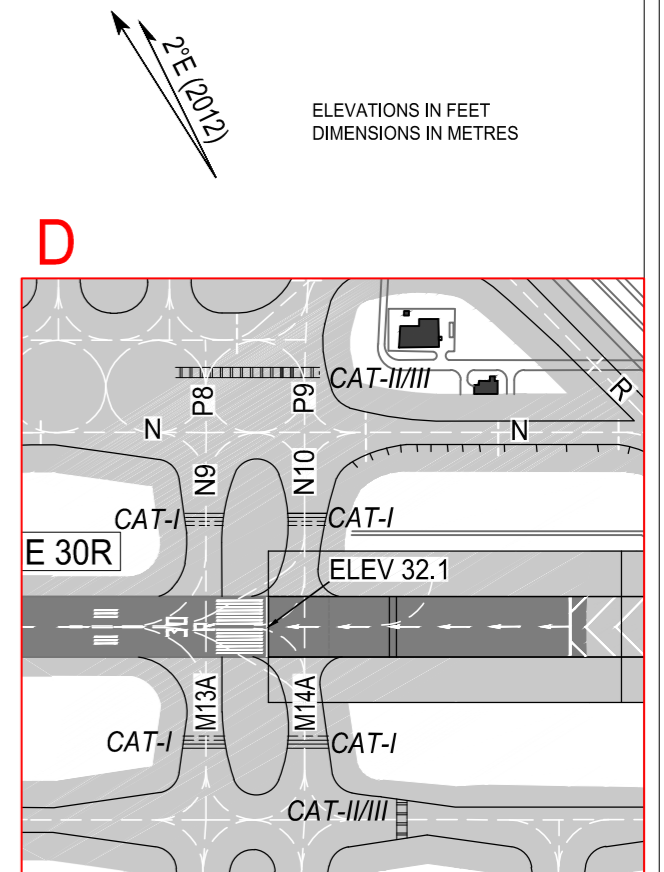
E



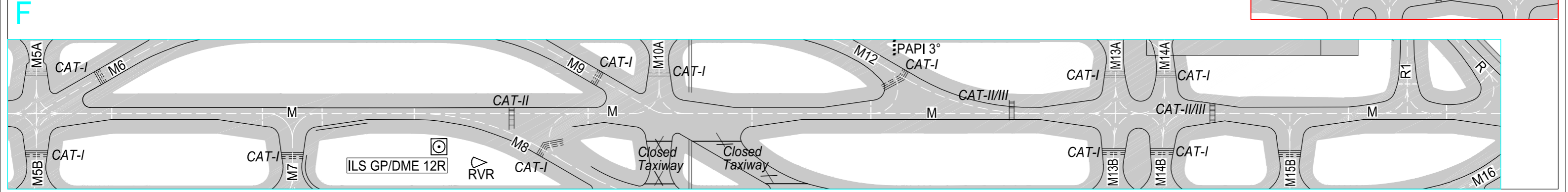
B



F



D



F

2'E (2012)  
ELEVATIONS IN FEET  
DIMENSIONS IN METRES

CHANGES: Revised Chart.

HOT SPOT LOCATIONS	ADDITIONAL INFORMATION ON HOT SPOT AREA
A	<p><b><u>Confusion of TWYs M4 &amp; L4</u></b> – There have been previous RWY incursions onto RWY 12R, with aircraft travelling westbound on TWY M turning at M4 and not L4.</p>
B	<p><b><u>N4 crossing North to South</u></b> – Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 12L for DEP RWY 12R.</p>
C	<p><b><u>TWYs M10 and M11</u></b> – Previous RWY incursions. M10B and M11 closed and Pilots should continue to exercise caution.</p>
D	<p><b><u>RWY Holding Points M13A and M14A</u></b> – Pilots are to be alert when given conditional clearances and to positively identify TFC BFR entering RWY 30R. Other holding points on Area D are under construction.</p>
E	<p><b><u>RWY Holding Points M13B and M14B</u></b> – Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R for DEP RWY 30L. Other holding points on Area E are under construction.</p>
F	<p><b><u>Confusion of TWY M with both RWYs 12 and 30 direction</u></b> – Pilots are warned not to confuse TWY M with RWY 12R after crossing RWY 12L via TWY N4 and TWY M5 for DEP RWY 12R. Pilots are warned not to confuse TWY M with RWY 30R after crossing RWY 30L via TWY K10 and TWY M13 or TWY K11 and TWY M14 for DEP RWY 30R.</p>