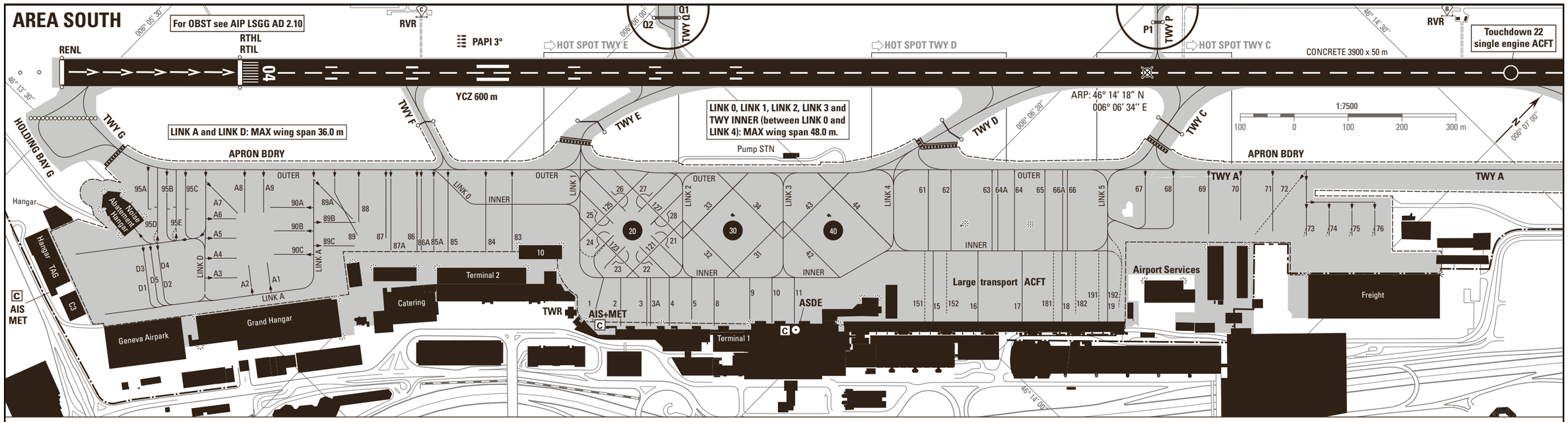
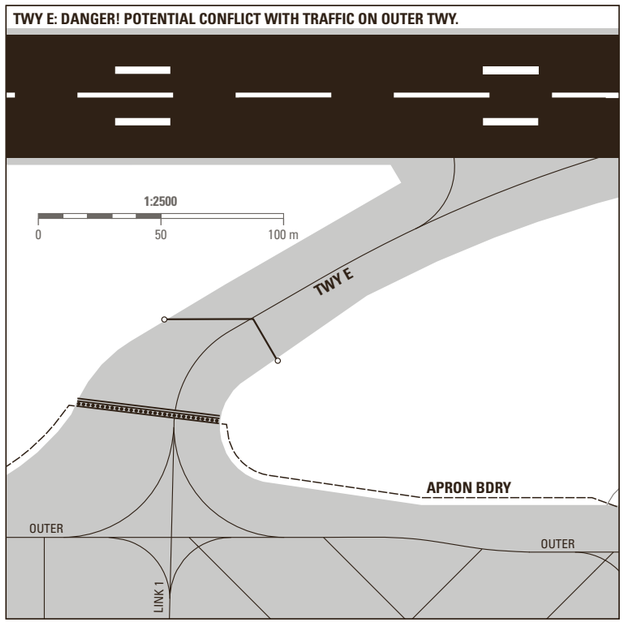
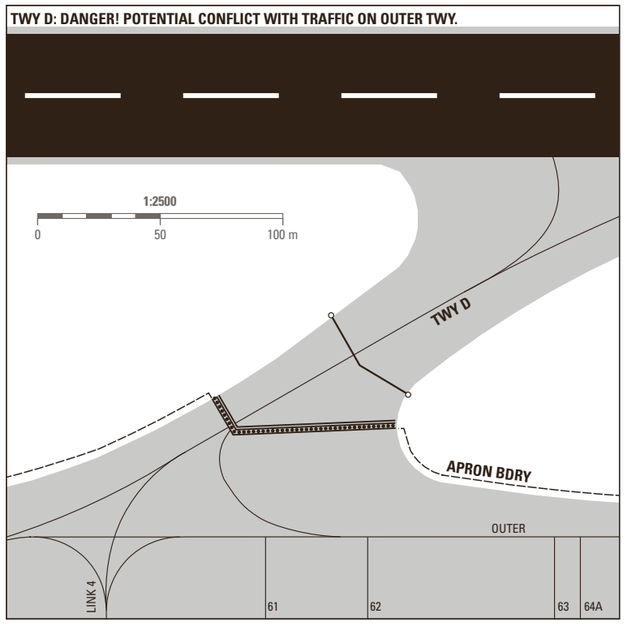


HOT SPOTS

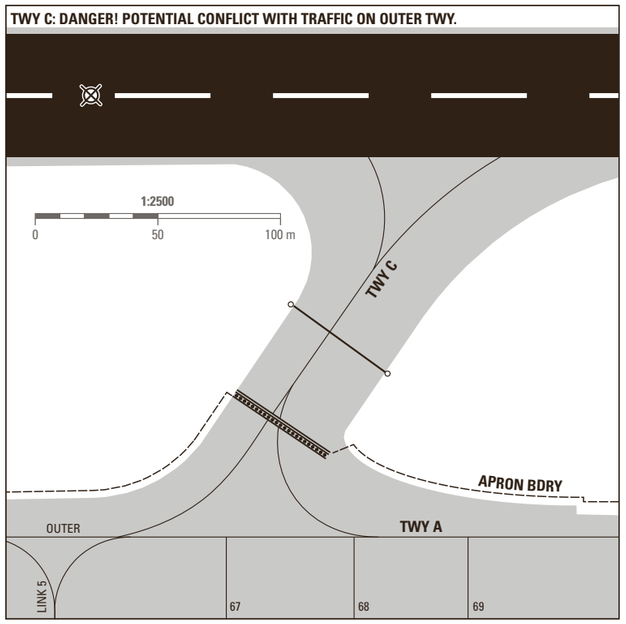
TWY E: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.



TWY D: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.



TWY C: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.



TWY LGT	
EDGE	Apron area, RWY-Exits, TWY curves
CL	A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL	B, D and E
RGL	A*, B, C, D, E, F, G*, P, Q - *Across TWY

COR:TWY Y/Z renamed to P/Q, HLDG PSN Q1 Q2 P1, legend (WEF 03OCT2024)

LEGEND/RMK

Arrivals:

PSN equipped with/without visual docking guidance system ⇨ LSGG AD 2.9

The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.

Departures:

Push back procedure ⇨ LSGG AD 2.20

ATIS	**135.580**
DEL	**121.680**
APRON SOUTH	**121.855**
TWR	**118.700**

RWY Incursion HOTSPOT — ACFT taxiing on TWY Q or P southbound: Be aware of RWY AHEAD.

TWY:

- Guideline for taxiing
- HLDG position CAT I
- Stop bar LGT CAT II-III
- Stop bar LGT CAT II-III H24
- Stop bar LGT CAT I-II-III H24
- RWY guard LGT

Taxiways:

On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.

When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.

The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m). Exceptions and particularities are listed ⇨ AD 2.8 § 5.

THIS PAGE INTENTIONALLY LEFT BLANK