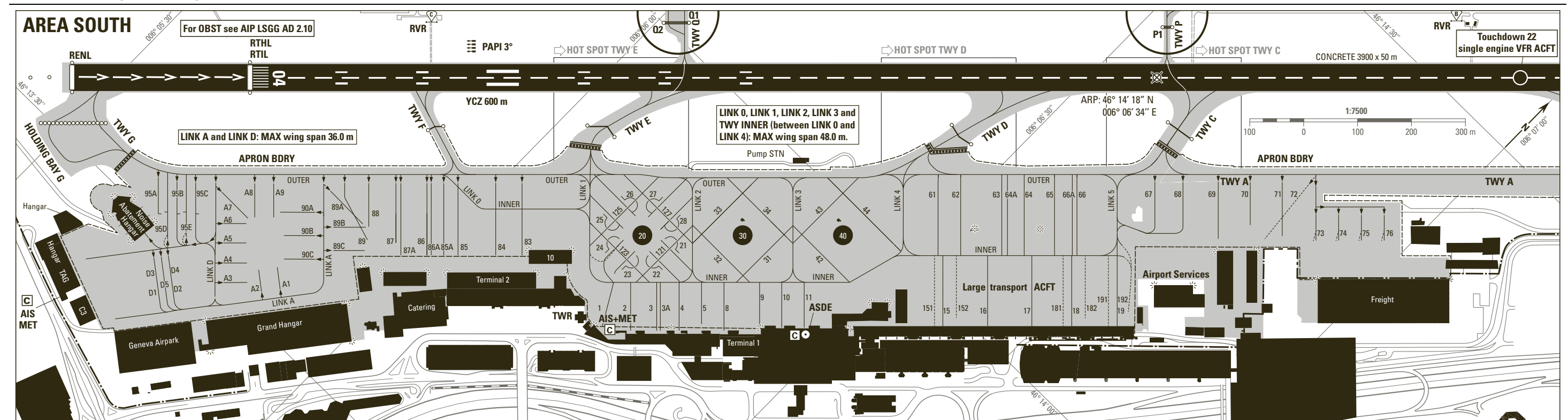
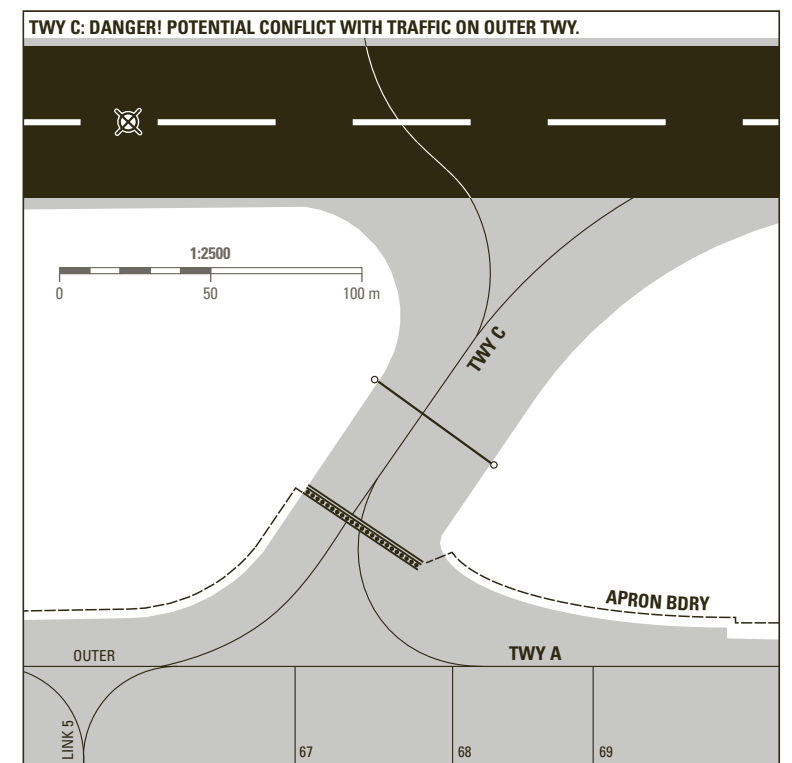
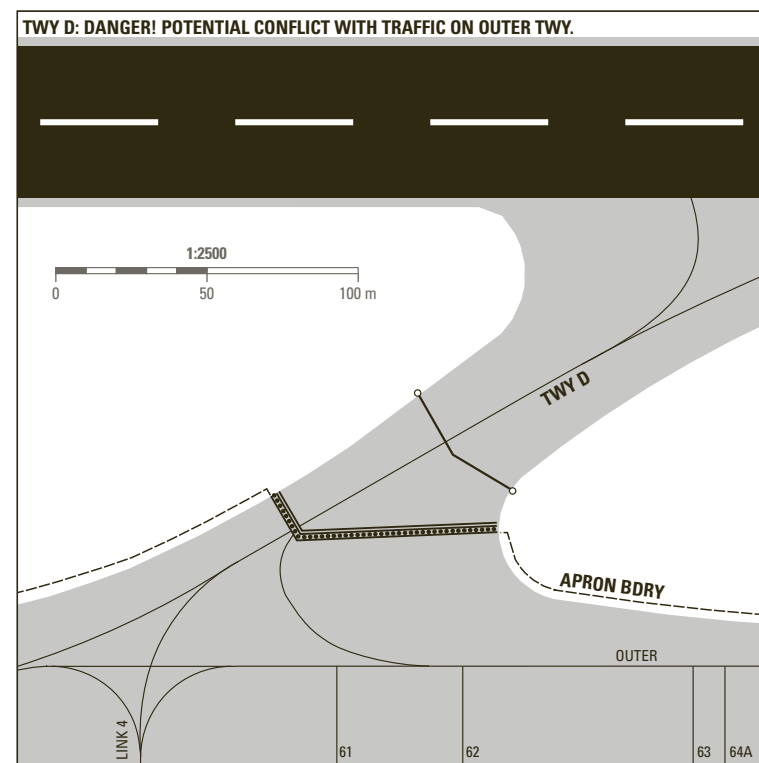
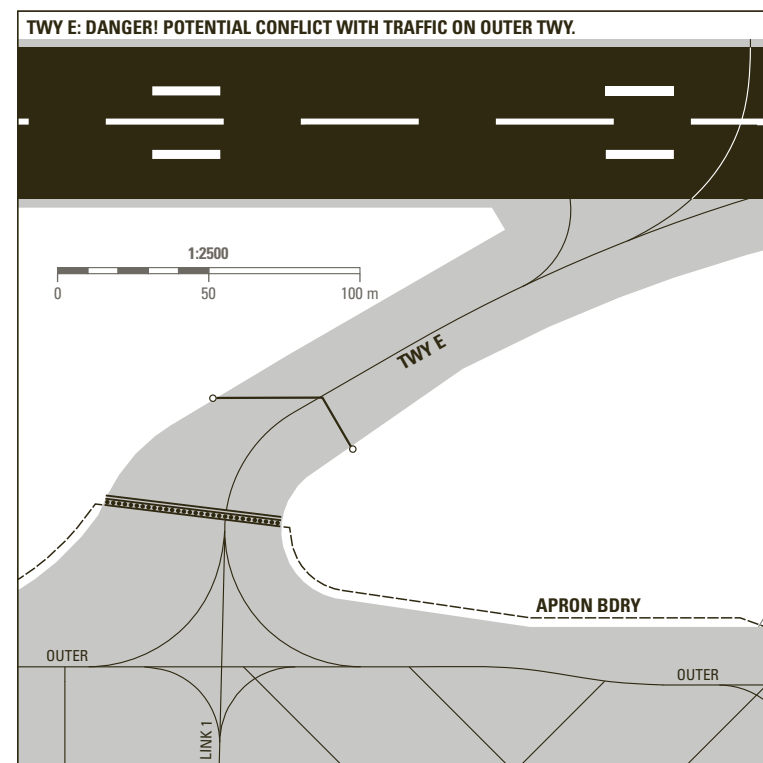




HOT SPOTS



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

Arrivals:

PSN equi

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.

Push back p

Push back procedure $\Rightarrow$ LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.700



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

- 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

On apron.

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.

COR: TWY Q-E, TWY P-C (WEF 12JUN2025)

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