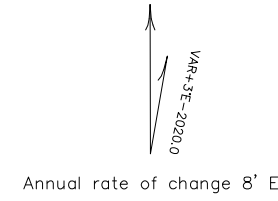


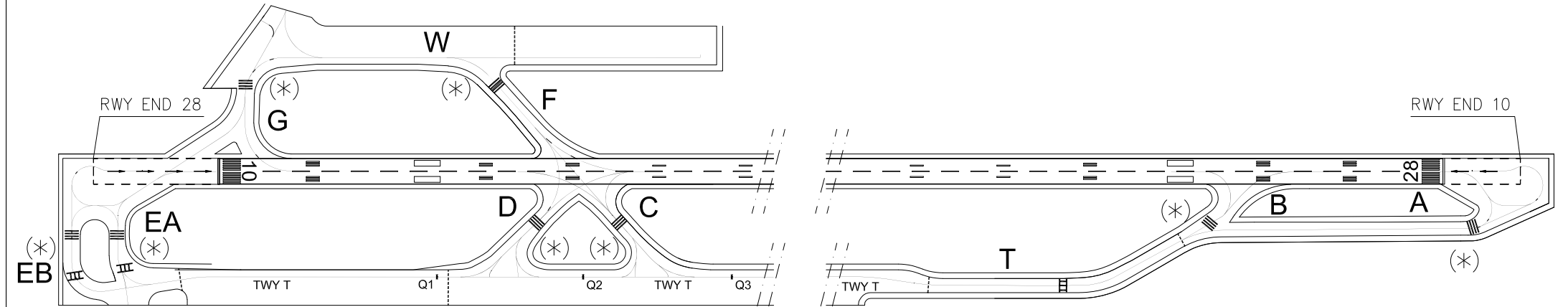
RWY	QFU	THR	bearing strength	Bearings are magnetic distances in metres	TWR 125.875 (CH 134.105)
10	102°	N 45°40'13.90" E 009°41'33.02"	PCN	Elevation in ft AMSL	GND CH 120.505* (CH 134.105)
28	282°	N 45°39'52.98" E 009°43'25.64"	90/F/A/W/T		
12	118°	N 45°40'40.53" E 009°42'08.02"	PCN	Coordinates WGS84	ATIS CH 118.540
30	298°	N 45°40'29.52" E 009°42'33.76"	10/F/C/X/T		

* RMK: HR 0000-0400 (2300-0300) ATC DISCRETION



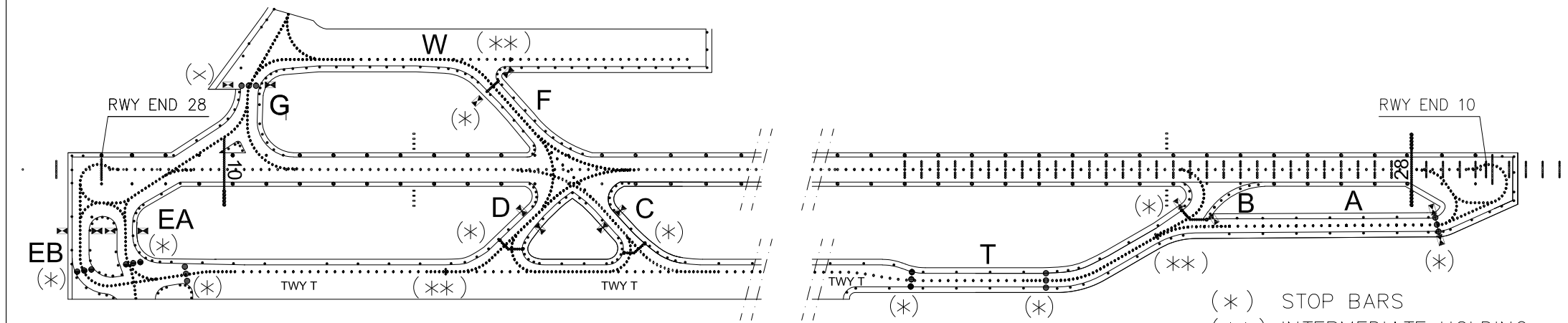
AD ELEV 782	NORTH APRON ELEV 789	BERGAMO/ ORIO AL SERIO	
MAIN/SOUTH APRON ELEV 773		L I M E	45°40'08" N 009°42'01" E

MARKING AIDS MANOEUVRING AREA RWY 10/28
COMPLIANT WITH EUROPEAN AVIATION SAFETY AGENCY (EASA) RULES AND WITH ITALIAN CIVIL AVIATION AUTHORITY (ENAC) AD REGULATION



(*) RHP WITH ENHANCED TAXIWAY CENTER LINE, MANDATORY INSTRUCTIONS AND RWY AHEAD MARKINGS

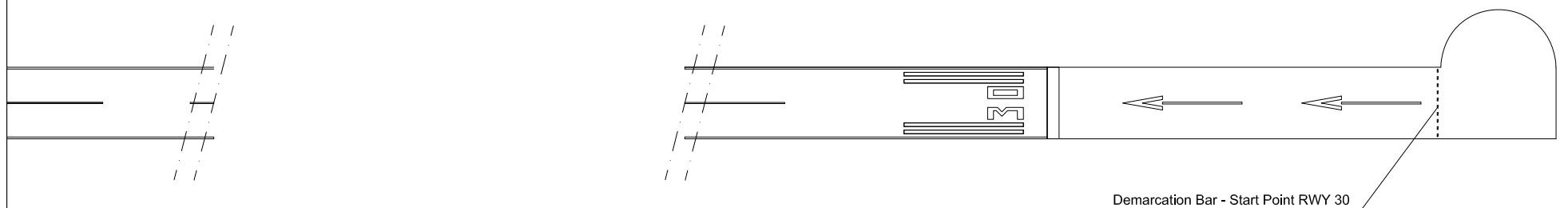
LIGHTING AIDS MANOEUVRING AREA RWY 10/28



(*) STOP BARS
(**) INTERMEDIATE HOLDING POSITIONS (IHP)

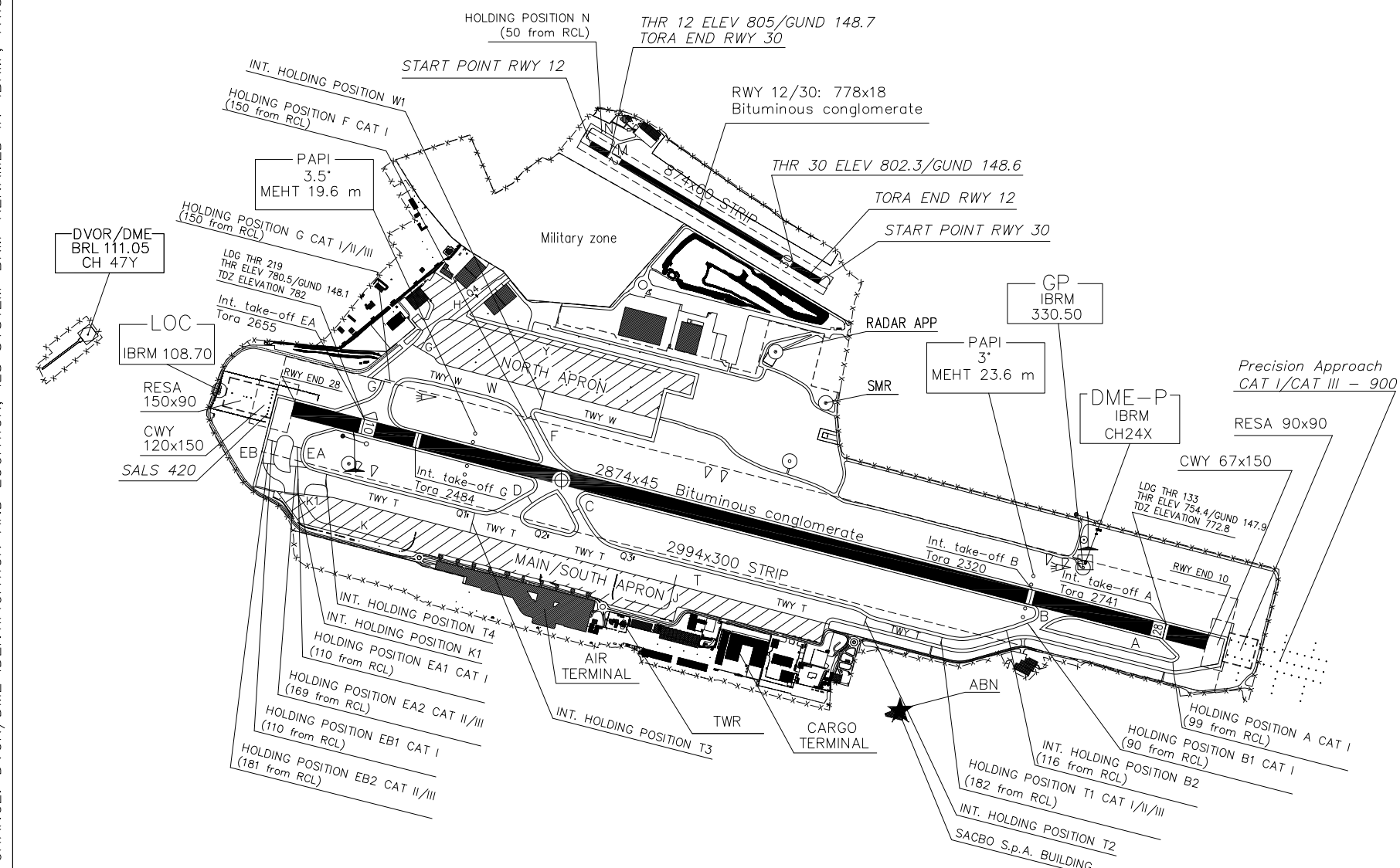
RMK: STOP BARS AT TWY A, B, C, D AND F ARE ACTIVATED WHEN REQUIRED BY ATC PROCEDURES

MARKING AIDS MANOEUVRING AREA RWY 12/30



Demarcation Bar - Start Point RWY 30

CHANGE: DVOR/DME IDENTIFICATION AND LOCATION; ILS SYSTEM 'BRM' RENAMED IN 'IBRM'; ATIS FREQ MODIFIED



RWY	TWY IDENT	WIDTH	BEARING STRENGTH	REMARKS
RWY 10/28	A	25	90/F/A/W/T	
	B	25	90/F/A/W/T	
	C	25	90/F/A/W/T	
	D	25	90/F/A/W/T	
	EA	30	90/F/A/W/T	
	EB	30	90/F/A/W/T	
	F	23	90/F/A/W/T	
	G	26	90/F/A/W/T	
RWY 12/30	W	23	90/F/A/W/T	SEGMENT WEST OF TWY F
	M	7	10/F/C/Z/T	
	N	7	10/F/C/Z/T	

TWR 125.875 (CH 134.105) ATIS	GND CH 120.505* (CH 134.105) CH 118.540
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* RMK: HR 0000-0400 (2300-0300)
ATC DISCRETION

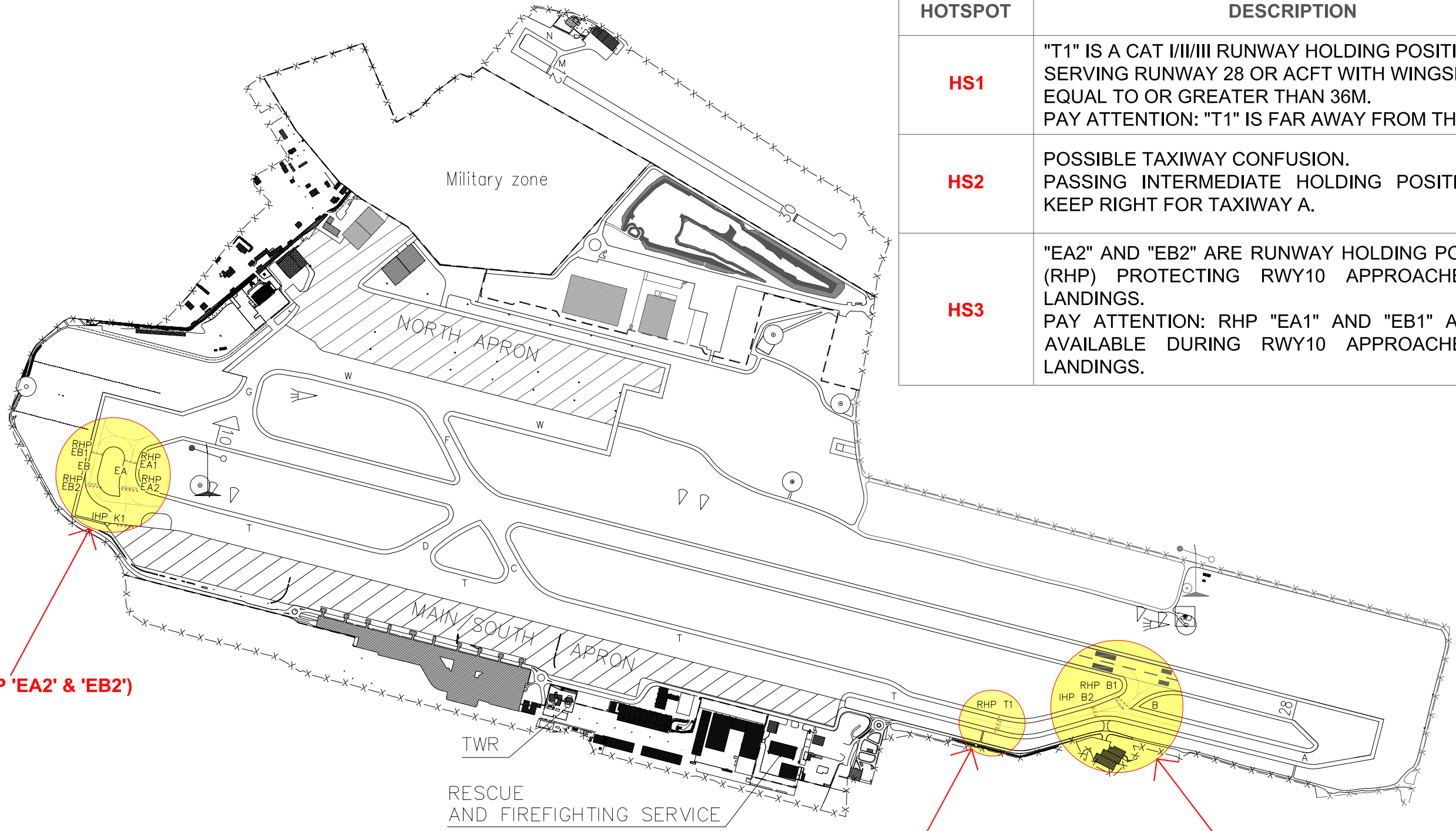
AD ELEV 782	FLYING CLUB APRON ELEV 808
	NORTH APRON ELEV 789
	MAIN/SOUTH APRON ELEV 773

BERGAMO / ORIO AL SERIO

L I M E 45°40'08" N 009°42'01" E

HOTSPOT	DESCRIPTION
HS1	"T1" IS A CAT I/II/III RUNWAY HOLDING POSITION SERVING RUNWAY 28 OR ACFT WITH WINGSPAN EQUAL TO OR GREATER THAN 36M. PAY ATTENTION: "T1" IS FAR AWAY FROM THE RWY.
HS2	POSSIBLE TAXIWAY CONFUSION. PASSING INTERMEDIATE HOLDING POSITION "B2" KEEP RIGHT FOR TAXIWAY A.
HS3	"EA2" AND "EB2" ARE RUNWAY HOLDING POSITIONS (RHP) PROTECTING RWY10 APPROACHES AND LANDINGS. PAY ATTENTION: RHP "EA1" AND "EB1" ARE NOT AVAILABLE DURING RWY10 APPROACHES AND LANDINGS.

CHANGE: ATIS FREQ MODIFIED AND UPDATED CHART

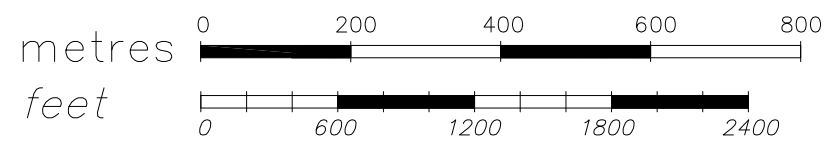


HS3 (RHP 'EA2' & 'EB2')

HS1 (RHP 'T1')

HS2 (TWY 'A' AND TWY 'B' INTERSECTION)

VAR+3° E-2020.0
Annual rate of change 8' E



TWR	GND
125.875 (CH 134.105)	CH 120.505* (CH 134.105)
ATIS	CH 118.540

BERGAMO / ORIO AL SERIO

L I M E

45°40'08" N 009°42'01" E




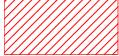
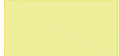
AD ELEV
782

NORTH APRON ELEV
789

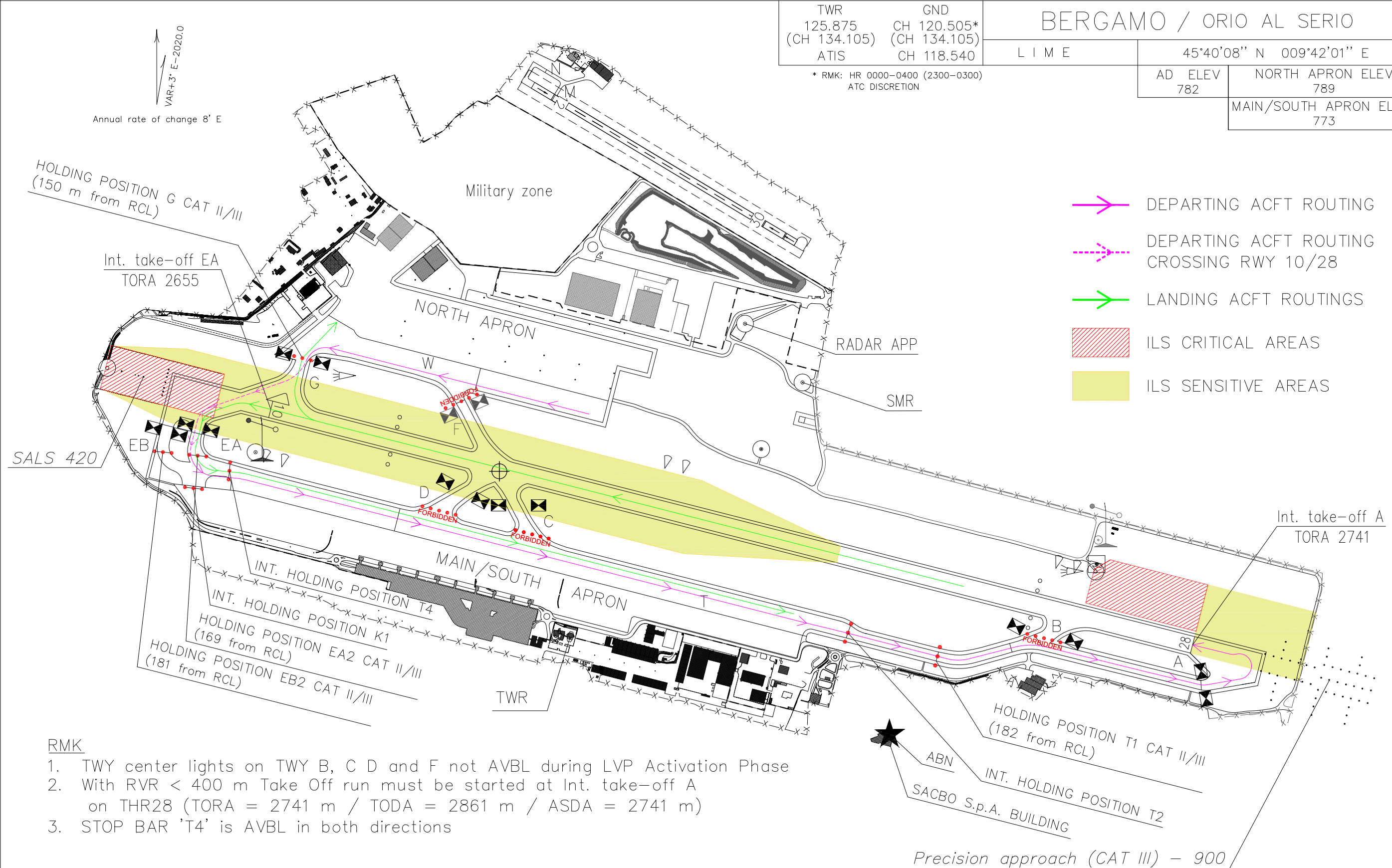
MAIN/SOUTH APRON ELEV
773

* RMK: HR 0000-0400 (2300-0300)
ATC DISCRETION

VAR+3° E-2020.0
Annual rate of change 8' E

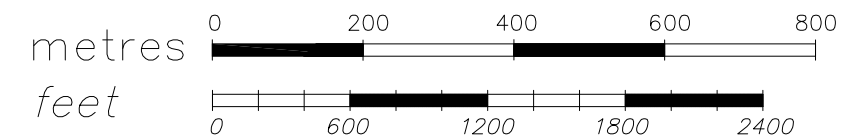
-  DEPARTING ACFT ROUTING
-  DEPARTING ACFT ROUTING CROSSING RWY 10/28
-  LANDING ACFT ROUTINGS
-  ILS CRITICAL AREAS
-  ILS SENSITIVE AREAS

CHANGE: ATIS FREQ MODIFIED AND UPDATED CHART



- RMK
1. TWY center lights on TWY B, C D and F not AVBL during LVP Activation Phase
 2. With RVR < 400 m Take Off run must be started at Int. take-off A on THR28 (TORA = 2741 m / TODA = 2861 m / ASDA = 2741 m)
 3. STOP BAR 'T4' is AVBL in both directions

-  STOP BARS
-  STOP BARS ALWAYS TURNED ON IN BOTH DIRECTIONS DURING LVP ACTIVATION PHASE

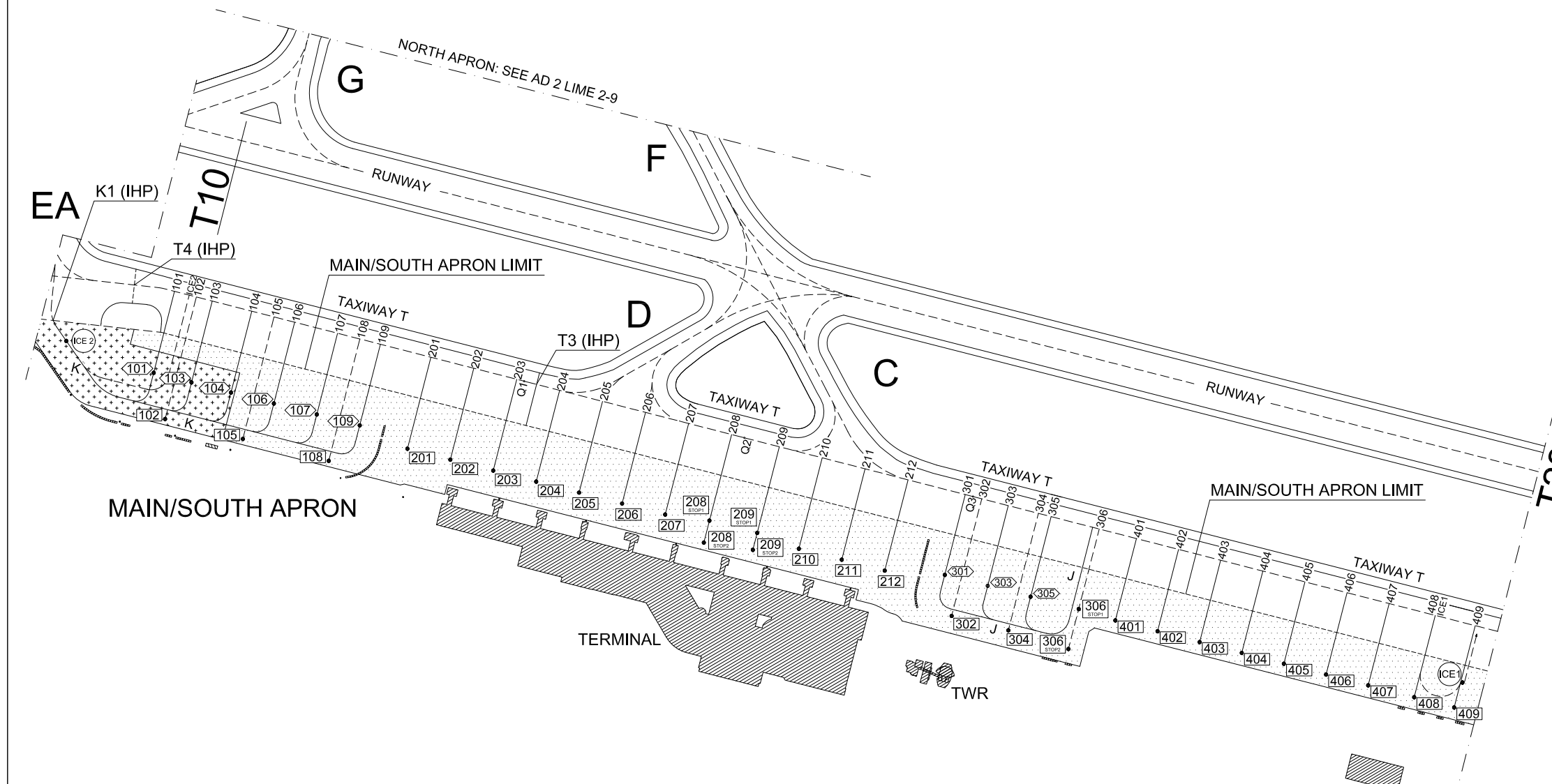
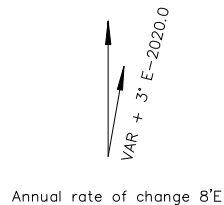


Bearings are magnetic
 Distances in metres
 Elevation in ft AMSL
 Coordinates WGS84

TWR
 125.875
 (CH 134.105)
 GND
 120.505*
 (CH 134.105)
 ATIS
 CH 118.540

ACFT STAND LEGEND
 ① SELF MANOEUVRING (SM)
 402 PUSH BACK (PB)
 107 SELF MANOEUVRING (SM) or PUSH BACK (PB)

* RMK: HR 0000-0400 (2300-0300) ATC DISCRETION



MAIN/SOUTH APRON		
POINTS ON PARKING AREA		
STAND	N	E
ICE2	45°40'06.64"	009°41'23.99"
101	45°40'05.44"	009°41'28.40"
102	45°40'03.74"	009°41'28.97"
103	45°40'05.07"	009°41'30.36"
104	45°40'04.70"	009°41'32.40"
105	45°40'03.00"	009°41'33.00"
106	45°40'04.28"	009°41'34.63"
107	45°40'03.87"	009°41'36.87"
108	45°40'02.17"	009°41'37.47"
109	45°40'03.45"	009°41'39.10"
201	45°40'02.58"	009°41'41.58"
202	45°40'02.17"	009°41'43.81"
203	45°40'01.76"	009°41'46.05"
204	45°40'01.34"	009°41'48.28"
205	45°40'00.93"	009°41'50.52"
206	45°40'00.51"	009°41'52.75"
207	45°40'00.09"	009°41'54.99"
208 STOP1	45°39'59.86"	009°41'57.30"
208 STOP2	45°39'59.06"	009°41'57.00"
209 STOP1	45°39'59.40"	009°41'59.78"
209 STOP2	45°39'58.78"	009°41'59.55"
210	45°39'58.81"	009°42'01.95"
211	45°39'58.39"	009°42'04.18"
212	45°39'57.98"	009°42'06.42"
301	45°39'57.80"	009°42'09.55"
302	45°39'56.30"	009°42'09.89"
303	45°39'57.39"	009°42'11.78"
304	45°39'55.75"	009°42'12.84"
305	45°39'56.97"	009°42'14.02"
306 STOP1	45°39'56.51"	009°42'16.52"
306 STOP2	45°39'55.05"	009°42'15.97"
401	45°39'56.12"	009°42'18.61"
402	45°39'55.71"	009°42'20.80"
403	45°39'55.31"	009°42'22.99"
404	45°39'54.90"	009°42'25.17"
405	45°39'54.49"	009°42'27.38"
406	45°39'54.08"	009°42'29.57"
407	45°39'53.68"	009°42'31.77"
408	45°39'53.23"	009°42'34.16"
ICE1	45°39'53.75"	009°42'36.69"
409	45°39'52.84"	009°42'36.25"

AD ELEV 782	BERGAMO / ORIO AL SERIO	
APRON ELEV 773	LIME	45°40'08" N 009°42'01" E

MAIN/SOUTH APRON

STAND ICE2 (BROKEN AND CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 747-400 (SEE REMARKS 1, 2 AND 3).
 STAND 101 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 102, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 102 (BROKEN YELLOW LINE), ALTERNATIVE OF 101 AND 103, AVBL UP TO Boeing 777-200/200LR/F.
 STAND 103 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 102, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 104 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 105, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 105 (BROKEN YELLOW LINE), ALTERNATIVE OF 104 AND 106, AVBL UP TO Boeing 777-200/200LR/F.
 STAND 106 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 105, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 107 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 108, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 108 (BROKEN YELLOW LINE), ALTERNATIVE OF 107 AND 109, AVBL UP TO Boeing 777-200/200LR/F.
 STAND 109 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 108, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STANDS 201-202-203-204-205-206-207 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 208 (CONTINUOUS YELLOW LINE), AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD-90;
 - STOP2 UP TO B767-300 without winglets.
 STAND 209 (CONTINUOUS YELLOW LINE), AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD-90;
 - STOP2 UP TO B767-300 without winglets.
 STANDS 210-211-212 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 301 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 302, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 302 (BROKEN YELLOW LINE), ALTERNATIVE OF 301 AND 303, AVBL UP TO Boeing 767-300 with winglets.
 STAND 303 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 302 AND 304, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 304 (BROKEN YELLOW LINE), ALTERNATIVE OF 303 AND 305, AVBL UP TO Boeing 767-300 with winglets.
 STAND 305 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 304, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
 STAND 306 (BROKEN YELLOW LINE), AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD-90;
 - STOP2, ALTERNATIVE OF 401, UP TO Boeing 777-200.
 STAND 401 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 306 STOP2, AVBL UP TO Boeing 757-200 with winglets OR McDonnell-Douglas MD90.
 STANDS 402-403-404-405-406-407 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 757-200 with winglets OR McDonnell-Douglas MD90.
 STAND 408 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF ICE1, AVBL UP TO Boeing 757-200 without winglets OR McDonnell-Douglas MD90.
 STAND ICE1 (BROKEN YELLOW LINE), ALTERNATIVE OF 408 AND 409, AVBL UP TO Boeing 757-200 with winglets OR McDonnell-Douglas MD90.
 STAND 409 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF ICE1, AVBL UP TO Boeing 757-200 without winglets OR McDonnell-Douglas MD90.

REMARKS

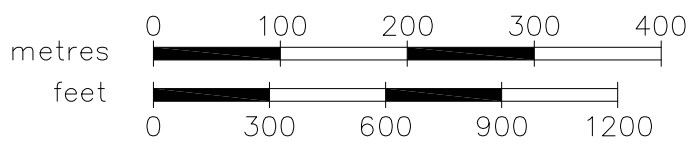
- ENTRY INTO STAND 'ICE2' FOR ICAO CODE 'D' AND 'E' ACFT (UP TO BOEING 747-400) AVBL USING BROKEN YELLOW LINE LEAD-IN LOCATED ON TAXIWAY 'T' BTN LEAD-INS OF STANDS 101 AND 102. USE OF THAT LEAD-IN IS POSSIBLE, WITH MANDATORY FOLLOW-ME CAR ASSISTANCE, ONLY WHEN STANDS FM 101 TO 105 ARE FREE.
- ENTRY INTO STAND 'ICE2' FROM APRON TAXIWAY 'K' AVBL ONLY FOR ICAO CODE 'C' ACFT (UP TO BOEING 737 MAX 9 OR MCDONNELL-DOUGLAS MD90) LEAVING STANDS 101, 103, 104, 106, 107 OR 109.
- SELF-MANOEUVRING EXIT FROM STAND 'ICE2' FOR ICAO CODE 'D' AND 'E' ACFT (UP TO BOEING 747-400) AVBL WHEN ACFT STAND 101 AND 102 ARE FREE.
- EXIT FROM STANDS 101, 103, 104, 106, 107 OR 109 AVBL SELF-MANOEUVRING USING APRON TAXIWAY 'K' IN DIRECTION OF IHP 'K1' PROVIDED THAT THE INTERESTED TAXI ROUTE IS FREE FROM OTHER AIRCRAFT, VEHICLES OR EQUIPMENTS PARKED AT STANDS 'ICE2', 102, 105 OR 108. OTHERWISE, PUSHBACK TOWARDS TAXIWAY 'T' WILL BE REQUIRED. WHEN RVR IS LESS THAN 400M, EXIT FROM STANDS 101, 103, 104, 106, 107 AND 109 IS AVBL THROUGH PUSHBACK ONLY.
- EXIT FM STAND 301 AVBL PUSHBACK-ONLY WHEN ACFT PARKED AT STANDS 304 AND/OR 306 (STOP1 OR STOP2).
- EXIT FM STAND 303 OR 305 AVBL PUSHBACK-ONLY WHEN ACFT PARKED AT STAND 306 (STOP1 OR STOP2).
- START POINTS 'Q1', 'Q2' AND 'Q3' AVBL O/R FOR PUSHBACK MANOEUVERS ON TAXIWAY 'T'.
- WITH RVR VALUE < 400M, FOLLOW-ME CAR ASSISTANCE IS MANDATORY ON MAIN/SOUTH APRON.
- DURING EXIT FM SELF-MANOEUVRING ACFT STANDS, STRICTLY FOLLOW LEAD-OUT AND/OR TCL MARKINGS.
- STANDS 206, 207, 208, 209, 210 AND 211 ARE EQUIPPED WITH A-VDGS (MODEL TYPE 'FMT APIS R').
- ACFT STAND SAFETY LINES OF STANDS 102, 105 AND 108 OVERLAPPING APRON TAXIWAY 'K' ARE MADE WITH BLUE LINES.

MAIN/SOUTH APRON
 bearing strength

Stand: ICE2
 SURFACE: CONC
 PCN 75/R/A/W/T**

All other stands
 SURFACE: CONC
 PCN 83/R/C/W/T***

** Entry into stand ICE2 is performed by taxiing on CONC surfaces with PCN 83/R/C/W/T
 *** Some areas of stands 101-105 have PCN 75/R/A/W/T



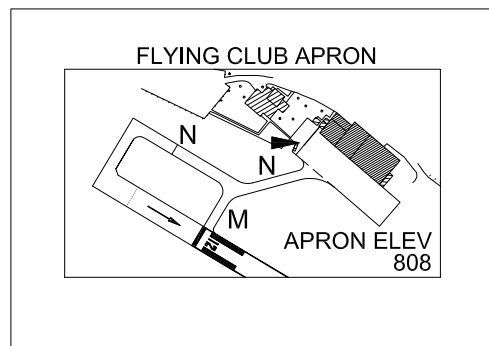
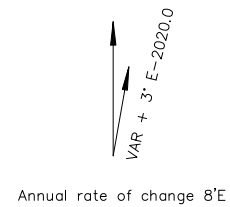
START POINTS ON TWY T			
POINTS	N	E	DETAILS
Q1	45°40'05.03"	009°41'47.86"	FOR ACFT WITH LENGTH UP TO 47 M
Q2	45°40'02.93"	009°41'59.17"	FOR ACFT WITH LENGTH UP TO 55 M
Q3	45°40'00.72"	009°42'11.08"	FOR ACFT WITH LENGTH UP TO 55 M

Bearings are magnetic
 Distances in metres
 Elevation in ft AMSL
 Coordinates WGS84

TWR
 125.875
 (CH 134.105)
 GND
 120.505*
 (CH 134.105)
 ATIS
 CH 118.540

ACFT STAND LEGEND

(801) SELF MANOEUVRING (SM)

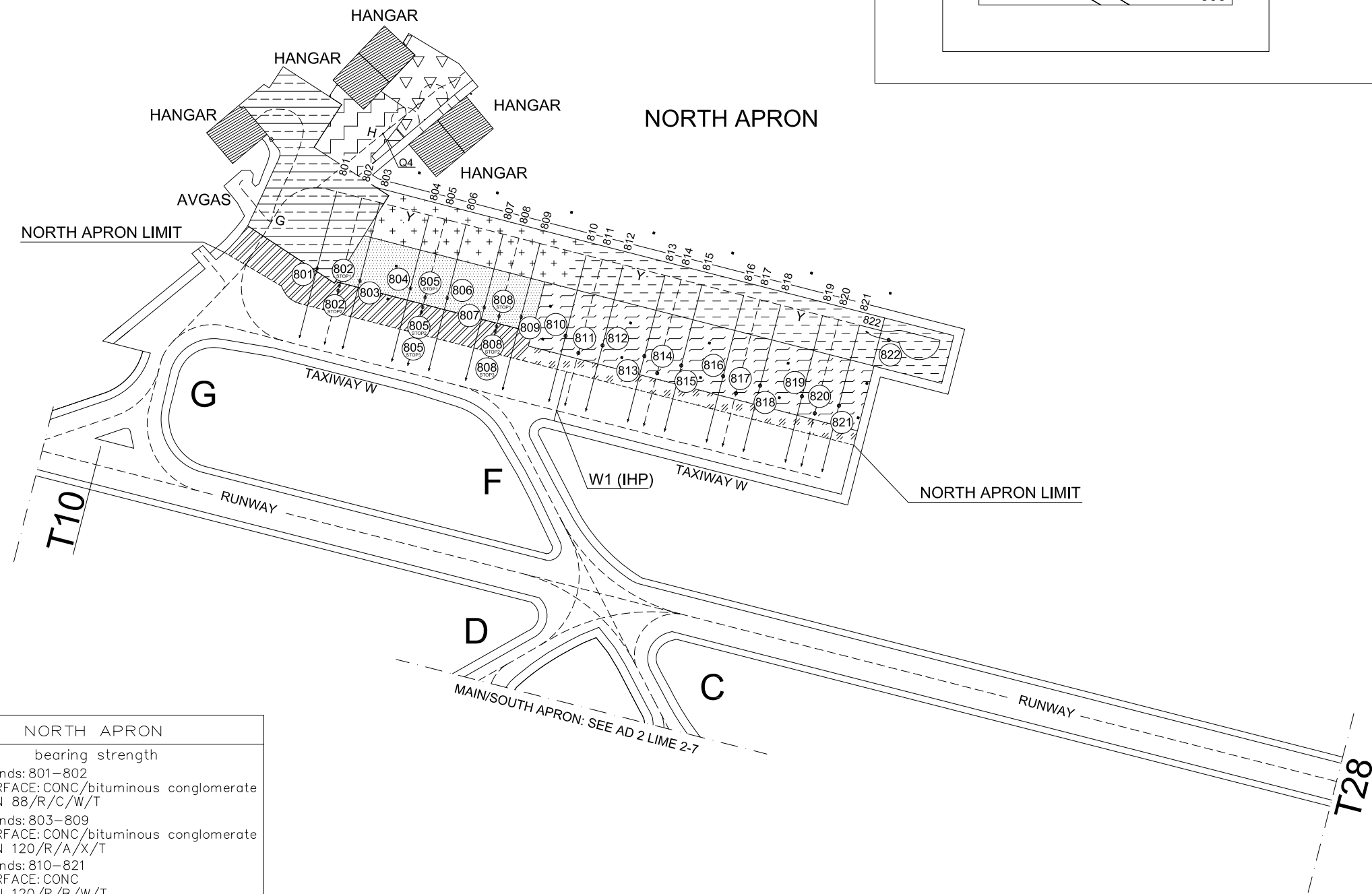


NORTH APRON		
POINTS ON PARKING AREA		
STAND	N	E
801	45°40'21.31"	009°41'45.19"
802 STOP1	45°40'20.64"	009°41'46.40"
802 STOP2	45°40'20.49"	009°41'46.34"
803	45°40'20.83"	009°41'47.52"
804	45°40'20.52"	009°41'50.27"
805 STOP1	45°40'20.17"	009°41'51.07"
805 STOP2	45°40'19.80"	009°41'50.93"
805 STOP3	45°40'19.65"	009°41'50.87"
806	45°40'20.15"	009°41'52.28"
807	45°40'19.78"	009°41'54.29"
808 STOP1	45°40'19.42"	009°41'55.09"
808 STOP2	45°40'19.05"	009°41'54.95"
808 STOP3	45°40'18.91"	009°41'54.89"
809	45°40'19.40"	009°41'56.30"
810	45°40'18.68"	009°41'58.71"
811	45°40'18.03"	009°41'59.40"
812	45°40'18.31"	009°42'00.72"
813	45°40'17.89"	009°42'02.99"
814	45°40'17.23"	009°42'03.68"
815	45°40'17.51"	009°42'05.00"
816	45°40'17.09"	009°42'07.28"
817	45°40'16.44"	009°42'07.97"
818	45°40'16.72"	009°42'09.29"
819	45°40'16.29"	009°42'11.57"
820	45°40'15.64"	009°42'12.26"
821	45°40'15.92"	009°42'13.58"
822	45°40'18.42"	009°42'16.32"

AD ELEV 782	BERGAMO / ORIO AL SERIO	
APRON ELEV 789	LIME	45°40'08" N 009°42'01" E

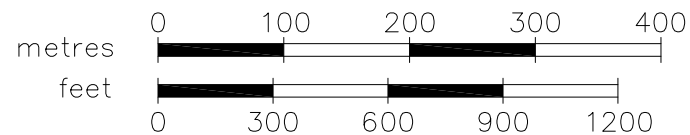
NORTH APRON

- STAND 801 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 802 (STOP1/STOP2), AVBL UP TO Boeing 757-200 without winglets.
- STAND 802 (BROKEN YELLOW LINE), ALTERNATIVE OF 801 AND 803, AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 747-400 AND Antonov AN-124-100;
 - STOP2 UP TO Boeing 777-300ER.
- STAND 803 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 802 (STOP1/STOP2), AVBL UP TO Boeing 767-300 with winglets.
- STAND 804 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 805 (STOP1/STOP2/STOP3), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 805 (BROKEN YELLOW LINE), ALTERNATIVE OF 804 AND 806, AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 767-300 with winglets;
 - STOP2 UP TO Boeing 747-400;
 - STOP3 UP TO Boeing 777-300ER.
- STAND 806 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 805 (STOP1/STOP2/STOP3), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 807 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 808 (STOP1/STOP2/STOP3), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 808 (BROKEN YELLOW LINE), ALTERNATIVE OF 807 AND 809, AVBL AS FOLLOW:
 - STOP1 UP TO Boeing 767-300 with winglets;
 - STOP2 UP TO Boeing 747-400;
 - STOP3 UP TO Boeing 777-300ER.
- STAND 809 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 808 (STOP1/STOP2/STOP3), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 810 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 811, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 811 (BROKEN YELLOW LINE), ALTERNATIVE OF 810 AND 812, AVBL UP TO Boeing 777-300ER.
- STAND 812 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 811, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 813 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 814, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 814 (BROKEN YELLOW LINE), ALTERNATIVE OF 813 AND 815, AVBL UP TO Boeing 777-300ER.
- STAND 815 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 814, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 816 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 817, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 817 (BROKEN YELLOW LINE), ALTERNATIVE OF 816 AND 818, AVBL UP TO Boeing 777-300ER.
- STAND 818 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 817, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 819 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 820, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 820 (BROKEN YELLOW LINE), ALTERNATIVE OF 819 AND 821, AVBL UP TO Boeing 777-300ER.
- STAND 821 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 820, AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.
- STAND 822 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9 OR McDonnell-Douglas MD90.



CHANGE: ATIS FREQ. MODIFIED

NORTH APRON	
Symbol	bearing strength
[Pattern]	Stands: 801-802 SURFACE: CONC/bituminous conglomerate PCN 88/R/C/W/T
[Pattern]	Stands: 803-809 SURFACE: CONC/bituminous conglomerate PCN 120/R/A/X/T
[Pattern]	Stands: 810-821 SURFACE: CONC PCN 120/R/B/W/T
[Pattern]	Stands: 822 SURFACE: bituminous conglomerate PCN 120/F/A/W/T
[Pattern]	Stands: NIL SURFACE: bituminous conglomerate PCN 120/F/A/W/T
[Pattern]	Stands: NIL SURFACE: bituminous conglomerate PCN 91/F/A/X/T
[Pattern]	Stands: NIL SURFACE: bituminous conglomerate PCN 84/F/B/X/T
[Pattern]	Stands: NIL SURFACE: CONC PCN 50/R/C/W/T
[Pattern]	Stands: NIL SURFACE: bituminous conglomerate PCN 90/F/A/W/T



START POINT ON ACFT STAND TAXILANE H			
POINTS	N	E	DETAILS
Q4	45°40'26.48"	009°41'48.84"	FOR ACFT WITH LENGTH UP TO 45 M

REMARKS

- WITH RVR VALUE < 400M, FOLLOW-ME CAR ASSISTANCE IS MANDATORY ON NORTH APRON.
- DURING EXIT FM SELF-MANOEUVRING ACFT STANDS, STRICTLY FOLLOW LEAD-OUT AND/OR TCL MARKINGS.
- ONLY THE NOSE GEAR OF THE AIRCRAFT PARKED IN STANDS 802 STOP1, 802 STOP2, 805 STOP2, 805 STOP3, 808 STOP2 OR 808 STOP3 LAYS ON A SURFACE IN BITUMINOUS CONGLOMERATE WITH STRENGTH PCN 90/F/A/W/T.
- ANTONOV AN-124-100 SELF-MANOEUVRING ENTRY INTO ACFT STAND 802 STOP1 AVBL WITH COMPULSORY FOLLOW-ME SERVICE AND ASSISTANCE OF GROUND PERSONNEL (WING-WALKERS) FROM NORTH APRON LIMIT ON TWY 'G'.
- ACCORDING TO AERODROME REGULATIONS, THE AREA OF THE NEW ACFT STAND 822 CAN BE USED FOR ENGINE RUN UPS BY ACFT UP TO ICAO CODE E (IN THAT CASE, ACFT OF ICAO CODES D AND E SHALL BE TOWED IN FM ANOTHER ACFT STAND).