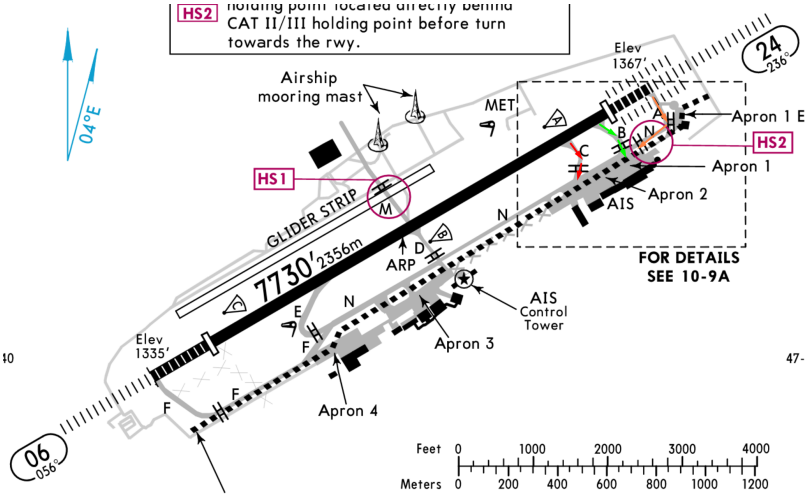
Taxiways

EDNY features a simple and compact taxiway system with short taxi distances and minimal routing complexity. Due to the limited maneuvering area and tight apron environment, careful taxi handling and situational awareness remain important during both arrival and departure operations.

RWY 06 Operations

Arrivals

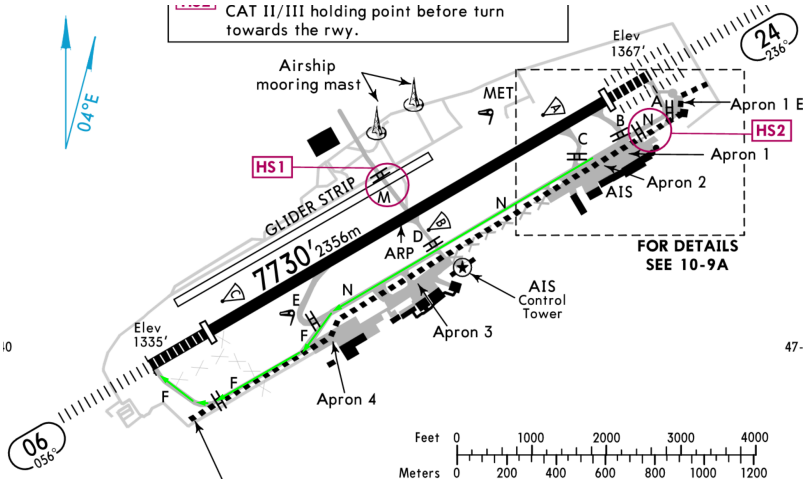


During RWY 06 operations, BlueLake Airways aircraft are expected to vacate the runway via taxiway B whenever operationally possible. After vacating via B, taxi routing towards the commercial apron is performed directly via taxiway N towards stands 201–203.

If taxiway B is missed, aircraft should continue to taxiway A and proceed back towards the apron via taxiway N.

Taxiway C is not used during RWY 06 operations. Due to the required left turn onto taxiway N and the limited maneuvering geometry in this area, taxiway C is considered unsuitable for routine A319 operations.

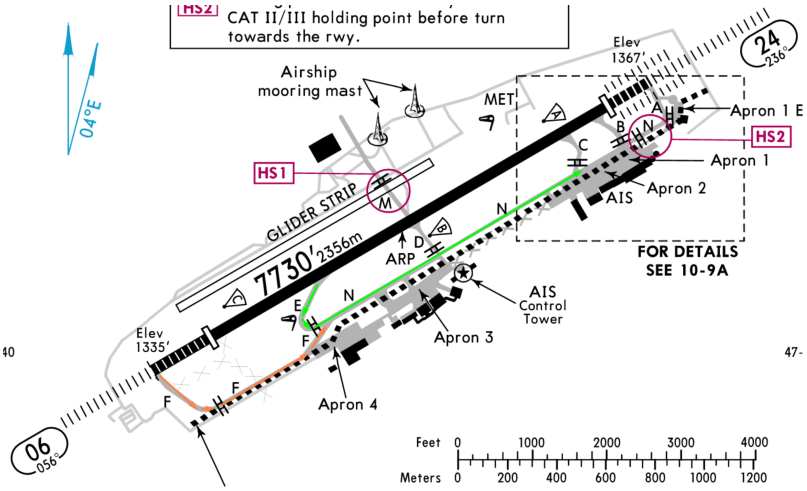
Departures



For RWY 06 departures, aircraft normally taxi from the commercial apron via taxiway N and continue towards the runway via taxiway F.

RWY 24 Operations

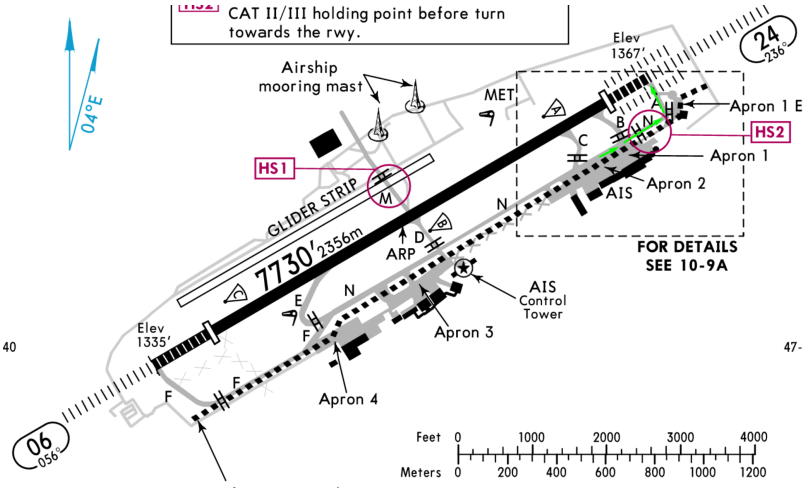
Arrivals



During RWY 24 operations, the preferred runway exit is taxiway E. After vacating the runway, aircraft should continue via taxiway N towards the commercial apron and stands 201–203.

If taxiway E is missed, aircraft should continue to taxiway F and taxi back towards the apron area via taxiway N.

Departures



For RWY 24 departures, aircraft normally taxi from the commercial apron via taxiway N and continue towards the runway via taxiway A.

Continuous situational awareness is required during all ground operations due to the compact maneuvering area and possible general aviation traffic near the apron environment.

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