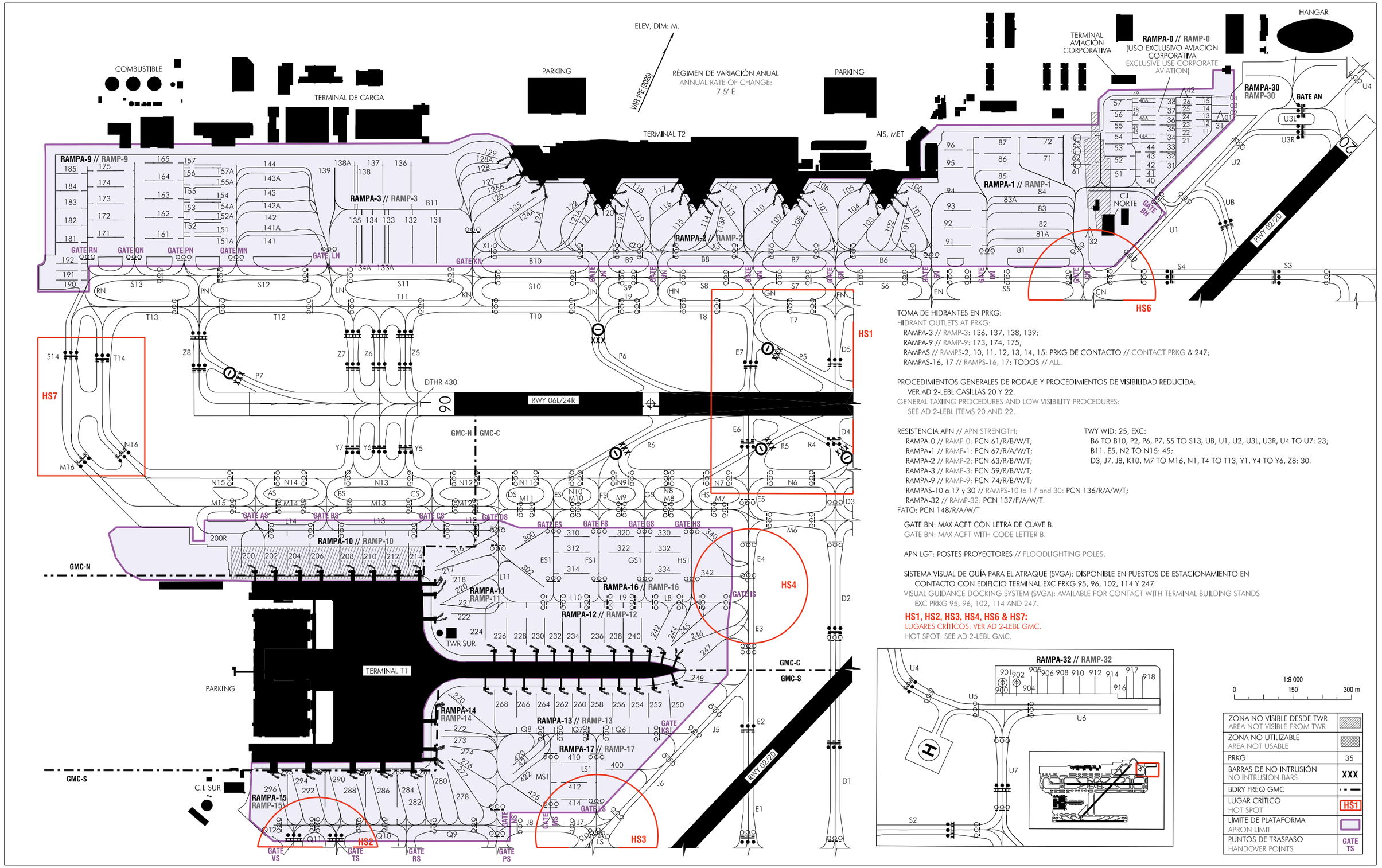
# PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES-OACI

APN ELEV 4 ft

| | |
|---|---|
| TWR | 118.105 C |
| | 118.330 C |
| CLR | 121.805 C |

| | |
|---|---|
| GMC N | 121.705 C |
| GMC C | 121.655 C |
| GMC S | 122.230 C |

## BARCELONA / Josep Tarradellas Barcelona-El Prat




TOMA DE HIDRANTES EN PRKG:
HIDRANT OUTLETS AT PRKG:
RAMPA-3 // RAMP-3: 136, 137, 138, 139;
RAMPA-9 // RAMP-9: 173, 174, 175;
RAMPAS // RAMPS-2, 10, 11, 12, 13, 14, 15: PRKG DE CONTACTO // CONTACT PRKG & 247;
RAMPAS-16, 17 // RAMPS-16, 17: TODOS // ALL.

PROCEDIMIENTOS GENERALES DE RODAJE Y PROCEDIMIENTOS DE VISIBILIDAD REDUCIDA:
VER AD 2-LEBL CASILLAS 20 Y 22.
GENERAL TAXIING PROCEDURES AND LOW VISIBILITY PROCEDURES:
SEE AD 2-LEBL ITEMS 20 AND 22.

RESISTENCIA APN // APN STRENGTH:
RAMPA-0 // RAMP-0: PCN 61/R/B/W/T;
RAMPA-1 // RAMP-1: PCN 67/R/A/W/T;
RAMPA-2 // RAMP-2: PCN 63/R/B/W/T;
RAMPA-3 // RAMP-3: PCN 59/R/B/W/T;
RAMPA-9 // RAMP-9: PCN 74/R/B/W/T;
RAMPAS-10 a 17 y 30 // RAMPS-10 to 17 and 30: PCN 136/R/A/W/T;
RAMPA-32 // RAMP-32: PCN 137/F/A/W/T.
FATO: PCN 148/R/A/W/T

TWY WID: 25, EXC:
B6 TO B10, P2, P6, P7, S5 TO S13, UB, U1, U2, U3L, U3R, U4 TO U7: 23;
B11, E5, N2 TO N15: 45;
D3, J7, J8, K10, M7 TO M16, N1, T4 TO T13, Y1, Y4 TO Y6, Z8: 30.

GATE BN: MAX ACFT CON LETRA DE CLAVE B.
GATE BN: MAX ACFT WITH CODE LETTER B.

APN LGT: POSTES PROYECTORES // FLOODLIGHTING POLES.

SISTEMA VISUAL DE GUÍA PARA EL ATRAQUE (SVGA): DISPONIBLE EN PUESTOS DE ESTACIONAMIENTO EN CONTACTO CON EDIFICIO TERMINAL EXC PRKG 95, 96, 102, 114 Y 247.
VISUAL GUIDANCE DOCKING SYSTEM (SVGA): AVAILABLE FOR CONTACT WITH TERMINAL BUILDING STANDS EXC PRKG 95, 96, 102, 114 AND 247.

**HS1, HS2, HS3, HS4, HS6 & HS7:**
LUGARES CRÍTICOS: VER AD 2-LEBL GMC.
HOT SPOT: SEE AD 2-LEBL GMC.




1:9 000
0 150 300 m

| | |
|---|---|
| ZONA NO VISIBLE DESDE TWR<br>AREA NOT VISIBLE FROM TWR | |
| ZONA NO UTILIZABLE<br>AREA NOT USABLE | |
| PRKG | 35 |
| BARRAS DE NO INTRUSIÓN<br>NO INTRUSION BARS | XXX |
| BDRY FREQ GMC | |
| LUGAR CRÍTICO<br>HOT SPOT | HS1 |
| LÍMITE DE PLATAFORMA<br>APRON LIMIT | |
| PUNTOS DE TRASPASO<br>HANDOVER POINTS | GATE TS |

CAMBIOS: NUEVOS PUESTOS DE ESTACIONAMIENTO EN RAMPA-9.
CHANGES: NEW STANDS IN RAMP-9.

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK

## CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
## AIRCRAFT STANDS CHARACTERISTICS

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 01 | R0 | 411830.60N 0020527.34E | R | C560 | – | – |
| 02 | R0 | 411831.19N 0020526.98E | R | C560 | – | – |
| 03 | R0 | 411831.78N 0020526.63E | R | C560 | – | – |
| 04 | R0 | 411832.37N 0020526.28E | R | C560 | – | – |
| 11 | R0 | 411829.17N 0020524.71E | R | C560 | – | – |
| 12 | R0 | 411829.73N 0020524.37E | R | C560 | – | – |
| 13 | R0 | 411830.29N 0020524.03E | R | C560 | – | – |
| 14 | R0 | 411830.85N 0020523.70E | R | C560 | – | – |
| 15 | R0 | 411831.41N 0020523.35E | R | C560 | – | – |
| 21 | R0 | 411828.15N 0020524.31E | – | C560 | – | – |
| 22 | R0 | 411828.75N 0020523.95E | R | C560 | – | – |
| 23 | R0 | 411829.34N 0020523.60E | R | C560 | – | – |
| 24 | R0 | 411829.93N 0020523.24E | R | C560 | – | – |
| 25 | R0 | 411830.52N 0020522.89E | R | C560 | – | – |
| 26 | R0 | 411831.11N 0020522.54E | R | C560 | – | – |
| 31 | R0 | 411825.38N 0020522.70E | R | CL60 | – | – |
| 32 | R0 | 411826.06N 0020522.30E | R | CL60 | – | – |
| 33 | R0 | 411826.74N 0020521.90E | R | CL60 | – | – |
| 34 | R0 | 411827.42N 0020521.48E | R | CL60 | – | – |
| 35 | R0 | 411828.10N 0020521.07E | R | CL60 | – | – |
| 36 | R0 | 411828.77N 0020520.66E | R | CL60 | – | – |
| 37 | R0 | 411829.45N 0020520.25E | R | CL60 | – | – |
| 38 | R0 | 411830.13N 0020519.84E | R | CL60 | – | – |
| 40 | R0 | 411823.90N 0020522.52E | – | C560 | – | – |
| 41 | R0 | 411824.45N 0020522.17E | – | C560 | – | – |
| 42 | R0 | 411825.06N 0020521.75E | R | CL60 | – | – |
| 43 | R0 | 411825.74N 0020521.35E | R | CL60 | – | – |
| 44 | R0 | 411826.42N 0020520.94E | R | CL60 | – | INCOMP. 44A |
| 44A | R0 | 411826.76N 0020520.76E | R | GLEX | – | INCOMP. 44, 45 |
| 45 | R0 | 411827.09N 0020520.53E | R | CL60 | – | INCOMP. 44A |
| 46 | R0 | 411827.77N 0020520.12E | R | CL60 | – | INCOMP. 46A |
| 46A | R0 | 411828.12N 0020519.94E | R | GLEX | – | INCOMP. 46, 47 |
| 47 | R0 | 411828.45N 0020519.71E | R | CL60 | – | INCOMP. 46A |
| 48 | R0 | 411829.13N 0020519.30E | R | CL60 | – | INCOMP.48A |
| 48A | R0 | 411829.48N 0020519.12E | R | GLEX | – | INCOMP. 48, 49 |
| 49 | R0 | 411829.81N 0020518.90E | R | CL60 | – | INCOMP. 48A |
| 51 | R0 | 411823.04N 0020518.20E | – | F50 | – | – |
| 52 | R0 | 411824.06N 0020517.58E | – | F50 | – | – |
| 53 | R0 | 411824.96N 0020516.93E | – | GLF4 | – | – |
| 54 | R0 | 411826.11N 0020517.34E | – | GLF4 | – | – |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 55 | R0 | 411826.64N 0020515.92E | R | GLF4 | – | – |
| 56 | R0 | 411827.48N 0020515.41E | R | GLF4 | – | – |
| 57 | R0 | 411828.32N 0020514.91E | R | GLF4 | – | – |
| 61 | R1 | 411822.33N 0020514.06E | – | GLEX | – | (1) (2) |
| 62 | R1 | 411823.31N 0020513.47E | – | GLEX | – | (1) (2) |
| 63 | R1 | 411824.30N 0020512.87E | – | GLEX | – | (1) (2) |
| 71 | R1 | 411821.59N 0020509.73E | – | A321 | – | – |
| 72 | R1 | 411822.83N 0020508.98E | – | A321 | – | – |
| 81 | R1 | 411814.14N 0020512.40E | – | A321 | – | INCOMP. 81A |
| 81A | R1 | 411815.07N 0020513.30E | – | B744 | – | INCOMP. 81, 82 |
| 82 | R1 | 411815.38N 0020511.65E | – | A321 | – | INCOMP. 81A |
| 83 | R1 | 411816.62N 0020510.90E | – | A321 | – | INCOMP. 83A |
| 83A | R1 | 411817.76N 0020511.68E | – | B744 | – | INCOMP. 83, 84 |
| 84 | R1 | 411817.86N 0020510.16E | – | A321 | – | INCOMP. 83A |
| 85 | R1 | 411819.19N 0020507.10E | – | A321 | – | – |
| 86 | R1 | 411820.43N 0020506.36E | – | A321 | – | – |
| 87 | R1 | 411821.67N 0020505.61E | – | A321 | – | – |
| 91 | R1 | 411811.80N 0020505.55E | – | A321 | – | – |
| 92 | R1 | 411813.13N 0020504.75E | – | A321 | – | – |
| 93 | R1 | 411814.45N 0020503.95E | – | A321 | – | – |
| 94 | R1 | 411815.67N 0020502.84E | – | A321 | – | – |
| 95 | R1 | 411817.46N 0020501.28E | R | A21N | S | – |
| 96 | R1 | 411818.77N 0020500.47E | R | A21N | S | – |
| 100 | R2 | 411814.71N 0020458.68E | R | A321 | E | 400 Hz-A/C |
| 101 | R2 | 411813.39N 0020459.13E | R | A321 | E | 400 Hz-AC. INCOMP. 101A |
| 101A | R2 | 411813.44N 0020459.08E | R | A346 | E | 400 Hz-A/C. INCOMP. 101, 102 |
| 102 | R2 | 411812.33N 0020458.65E | R | B752 | E | 400 Hz-A/C. INCOMP. 101A<br>(3) |
| 103 | R2 | 411811.58N 0020456.80E | R | B752 | – | 400 Hz-A/C<br>(3) |
| 104 | R2 | 411812.00N 0020454.99E | R | A321 | – | 400 Hz-A/C |
| 105 | R2 | 411812.75N 0020453.53E | R | A321 | – | 400 Hz-A/C |
| 106 | R2 | 411811.58N 0020449.26E | R | A321 | – | 400 Hz-A/C |
| 107 | R2 | 411810.34N 0020449.81E | R | A321 | – | 400 Hz-A/C |
| 108 | R2 | 411809.14N 0020449.42E | R | B753 | – | 400 Hz-A/C |
| 109 | R2 | 411808.37N 0020447.43E | R | B752 | – | 400 Hz-A/C<br>(3) |
| 110 | R2 | 411808.83N 0020445.59E | R | A321 | – | 400 Hz-A/C |
| 111 | R2 | 411809.50N 0020443.94E | R | A321 | – | 400 Hz-A/C |
| 112 | R2 | 411808.36N 0020439.93E | R | A321 | – | 400 Hz-A/C |
| 113 | R2 | 411807.06N 0020440.36E | R | A321 | – | 400 Hz-A/C. INCOMP. 113A |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 113A | R2 | 411807.13N 0020440.43E | R | B744 | – | 400 Hz-A/C.<br>INCOMP. 113, 114, X3 |
| 114 | R2 | 411805.94N 0020440.00E | R | A321 | – | 400 Hz-A/C.<br>INCOMP. 113A |
| 115 | R2 | 411805.27N 0020438.05E | R | B763 | – | 400 Hz-A/C<br>(4) |
| 116 | R2 | 411805.51N 0020435.91E | R | A321 | – | 400 Hz-A/C |
| 117 | R2 | 411806.29N 0020434.78E | R | A321 | – | 400 Hz-A/C |
| 118 | R2 | 411805.14N 0020430.36E | R | A321 | – | 400 Hz-A/C |
| 119 | R2 | 411803.90N 0020430.88E | R | A321 | – | 400 Hz-AC.<br>INCOMP. 119A |
| 119A | R2 | 411803.88N 0020431.07E | R | B744 | – | 400 Hz-A/C.<br>INCOMP. 119, 120, X2 |
| 120 | R2 | 411802.69N 0020430.25E | R | B753 | – | 400 Hz-A/C. INCOMP. 119A<br>(3) |
| 121 | R2 | 411801.78N 0020428.23E | R | B762 | – | 400 Hz-A/C.<br>INCOMP. 121A |
| 121A | R2 | 411802.44N 0020426.96E | R | B744 | – | 400 Hz-A/C.<br>INCOMP. 121, 122 |
| 122 | R2 | 411802.37N 0020426.53E | R | A321 | – | 400 Hz-A/C.<br>INCOMP. 121A |
| 124 | R2 | 411801.48N 0020422.57E | R | A321 | – | 400 Hz-A/C.<br>INCOMP. 124A |
| 124A | R2 | 411801.28N 0020422.50E | R | B744 | – | 400 Hz-A/C.<br>INCOMP. 124, 125, X1 |
| 125 | R2 | 411800.97N 0020421.42E | R | B763 | – | 400 Hz-A/C. INCOMP. 124A<br>(4) |
| 126 | R2 | 411801.39N 0020419.47E | R | A321 | E | 400 Hz-A/C.<br>INCOMP. 126A |
| 126A | R2 | 411801.46N 0020419.09E | R | B744 | E | 400 Hz-A/C.<br>INCOMP. 126, 127 |
| 127 | R2 | 411801.19N 0020417.83E | R | B734 | E | 400 Hz-A/C.<br>INCOMP. 126A |
| 128 | R2 | 411802.22N 0020416.89E | R | A321 | E | 400 Hz-A/C.<br>INCOMP. 128A |
| 128A | R2 | 411802.52N 0020416.70E | R | B744 | E | 400 Hz-A/C.<br>INCOMP. 128, 129 |
| 129 | R2 | 411802.68N 0020415.40E | R | A321 | E | 400 Hz-A/C.<br>INCOMP. 128A |
| X1 | R2 | 411755.48N 0020419.42E | – | A321 | – | INCOMP. 124A (5) |
| X2 | R2 | 411800.18N 0020433.12E | – | A321 | – | INCOMP. 119A (5) |
| X3 | R2 | 411803.18N 0020441.86E | – | A321 | – | INCOMP. 113A (5) |
| 131 | R3 | 411753.93N 0020413.93E | – | B763 | – | (4) |
| 132 | R3 | 411753.12N 0020411.54E | – | B763 | – | (4) |
| 133 | R3 | 411752.60N 0020408.96E | – | A321 | – | INCOMP. 133A |
| 133A | R3 | 411752.14N 0020408.77E | – | B763 | – | INCOMP. 133, 134<br>(4) |
| 134 | R3 | 411752.06N 0020407.35E | – | A321 | – | INCOMP. 133A, 134A |
| 134A | R3 | 411751.33N 0020406.48E | – | B763 | – | INCOMP. 134, 135<br>(4) |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 135 | R3 | 411751.50N 0020405.76E | – | A321 | – | INCOMP. 134A |
| 136 | R3 | 411759.25N 0020407.66E | R | B744 | – | – |
| 137 | R3 | 411758.28N 0020404.84E | R | B744 | – | – |
| 138 | R3 | 411756.96N 0020402.54E | R | B763 | W | INCOMP. 138A<br>(4) |
| 138A | R3 | 411757.31N 0020402.01E | R | B744 | W | INCOMP. 138, 139 |
| 139 | R3 | 411756.15N 0020400.21E | R | A306 | W | INCOMP. 138A |
| 141 | R3 | 411749.05N 0020356.32E | – | B764 | – | INCOMP. 141A |
| 141A | R3 | 411749.21N 0020355.76E | – | B748 | – | INCOMP. 141, 142<br>(6) |
| 142 | R3 | 411750.80N 0020355.26E | – | B764 | – | INCOMP. 141A, 142A |
| 142A | R3 | 411751.44N 0020354.41E | – | B744 | – | INCOMP. 142, 143 |
| 143 | R3 | 411752.55N 0020354.20E | – | B764 | – | INCOMP. 142A, 143A |
| 143A | R3 | 411753.60N 0020353.11E | – | B744 | – | INCOMP. 143, 144 |
| 144 | R3 | 411754.35N 0020353.87E | – | B752 | – | INCOMP. 143A<br>(3) |
| 151 | R3 | 411747.21N 0020350.22E | – | E120 | – | INCOMP. 151A |
| 151A | R3 | 411747.13N 0020351.13E | – | A321 | – | INCOMP. 151 |
| 152 | R3 | 411747.95N 0020349.78E | – | E120 | – | INCOMP. 152A |
| 152A | R3 | 411748.42N 0020350.35E | – | A321 | – | INCOMP. 152, 153 |
| 153 | R3 | 411748.80N 0020349.26E | – | E120 | – | INCOMP. 152A, 154A |
| 154 | R3 | 411749.68N 0020348.73E | – | E120 | – | INCOMP. 154A |
| 154A | R3 | 411749.72N 0020349.57E | – | A321 | – | INCOMP. 153, 154 |
| 155 | R3 | 411750.58N 0020348.19E | – | E120 | – | INCOMP. 155A |
| 155A | R3 | 411751.02N 0020348.79E | – | A321 | – | INCOMP. 155, 156 |
| 156 | R3 | 411751.44N 0020347.67E | – | E120 | – | INCOMP. 155A, 157A |
| 157 | R3 | 411752.29N 0020347.16E | – | E120 | – | INCOMP. 157A |
| 157A | R3 | 411752.32N 0020348.00E | – | A321 | – | INCOMP. 156, 157 |
| 161 | R9 | 411744.92N 0020345.17E | – | B752 | – | – |
| 162 | R9 | 411746.49N 0020344.22E | – | B752 | – | – |
| 163 | R9 | 411747.90N 0020343.37E | – | B752 | – | (3) |
| 164 | R9 | 411749.26N 0020342.55E | – | B752 | – | (3) |
| 165 | R9 | 411750.61N 0020341.73E | – | B752 | – | (3) |
| 171 | R9 | 411743.70N 0020341.29E | – | A321 | – | – |
| 172 | R9 | 411745.00N 0020340.51E | – | A321 | – | – |
| 173 | R9 | 411746.29N 0020339.72E | – | A321 | – | – |
| 174 | R9 | 411747.50N 0020338.99E | – | A321 | – | – |
| 175 | R9 | 411748.71N 0020338.26E | – | A321 | – | – |
| 181 | R9 | 411741.43N 0020336.05E | R | A321 | S | – |
| 182 | R9 | 411742.73N 0020335.28E | R | A321 | S | – |
| 183 | R9 | 411744.03N 0020334.50E | R | A321 | S | – |
| 184 | R9 | 411745.33N 0020333.71E | R | A321 | S | – |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 185 | R9 | 411746.62N 0020332.93E | R | A321 | S | – |
| 190 | R9 | 411738.34N 0020336.44E | R | B39M | - | INCOMP. 191 |
| 191 | R9 | 411738.92N 0020335.74E | R | B744 | - | INCOMP. 190, 192 |
| 192 | R9 | 411739.60N 0020335.86E | R | B39M | - | INCOMP. 191 |
| 200 | R10 | 411723.09N 0020408.94E | R | B763 | – | 400 Hz-A/C<br>(7) |
| 200R | R10 | 411724.59N 0020404.29E | – | A321 | – | – |
| 202 | R10 | 411723.86N 0020411.23E | R | B763 | – | 400 Hz-A/C<br>(7) |
| 204 | R10 | 411724.63N 0020413.54E | R | B763 | – | 400 Hz-A/C |
| 206 | R10 | 411725.44N 0020415.81E | R | B763 | – | 400 Hz-A/C |
| 208 | R10 | 411726.44N 0020418.82E | R | B763 | – | 400 Hz-A/C |
| 210 | R10 | 411727.25N 0020421.10E | R | B763 | – | 400 Hz-A/C |
| 212 | R10 | 411728.00N 0020423.40E | R | B763 | – | 400 Hz-A/C<br>(8) |
| 214 | R10 | 411728.76N 0020425.71E | R | A332 | – | 400 Hz-A/C<br>(9) (10) |
| 216 | R11 | 411729.85N 0020428.45E | R | A321 | – | 400 Hz-A/C. INCOMP. 217 |
| 217 | R11 | 411729.52N 0020428.50E | R | A388 | N | 400 Hz-A/C. INCOMP. 216, 218<br>(11) |
| 218 | R11 | 411729.69N 0020430.29E | R | A321 | – | 400 Hz-A/C. INCOMP. 217 |
| 220 | R11 | 411727.35N 0020430.75E | R | A321 | – | 400 Hz-A/C. INCOMP. 221<br>(12) |
| 221 | R11 | 411727.12N 0020430.50E | R | B744 | – | 400 Hz-A/C.<br>INCOMP. 220, 222 |
| 222 | R11 | 411726.84N 0020432.09E | R | A321 | – | 400 Hz-A/C.<br>INCOMP. 221 |
| 224 | R12 | 411725.49N 0020436.94E | R | B763 | – | 400 Hz-A/C<br>(4) |
| 226 | R12 | 411726.34N 0020439.03E | R | B763 | – | 400 Hz-A/C<br>(4) |
| 228 | R12 | 411727.23N 0020440.89E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 230 | R12 | 411727.85N 0020442.68E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 232 | R12 | 411728.46N 0020444.48E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 234 | R12 | 411729.07N 0020446.27E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 236 | R12 | 411729.91N 0020448.73E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 238 | R12 | 411730.54N 0020450.57E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 240 | R12 | 411731.16N 0020452.38E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 242 | R12 | 411731.82N 0020453.68E | R | A321 | – | 400 Hz-A/C |
| 244 | R12 | 411732.28N 0020455.49E | R | A321 | – | 400 Hz-A/C. INCOMP. 245 |
| 245 | R12 | 411731.91N 0020455.55E | R | B744 | E | 400 Hz-A/C. INCOMP. 244, 246 |
| 246 | R12 | 411732.51N 0020456.74E | R | A321 | E | 400Hz-A/C. INCOMP. 245, 247 |
| 247 | R12 | 411731.81N 0020459.12E | R | A343 | – | INCOMP. 246 |
| 248 | R13 | 411729.71N 0020458.40E | R | B764 | – | 400 Hz-A/C |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 250 | R13 | 411728.49N 0020457.32E | R | A343 | E | 400 Hz-A/C |
| 252 | R13 | 411727.55N 0020455.41E | R | B753 | E | 400 Hz-A/C<br>(3) |
| 254 | R13 | 411726.92N 0020453.58E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 256 | R13 | 411726.31N 0020451.78E | R | B753 | – | 400 Hz-A/C<br>(3) |
| 258 | R13 | 411725.46N 0020449.60E | R | A321 | – | 400 Hz-A/C |
| 260 | R13 | 411724.92N 0020447.84E | R | B752 | – | 400 Hz-A/C<br>(3) |
| 262 | R13 | 411724.26N 0020446.07E | R | B752 | – | 400 Hz-A/C<br>(3) |
| 264 | R13 | 411723.63N 0020444.23E | R | B752 | – | 400 Hz-A/C<br>(3) |
| 266 | R13 | 411723.22N 0020442.09E | R | B763 | – | 400 Hz-A/C<br>(4) |
| 268 | R13 | 411722.47N 0020439.91E | R | A321 | – | 400 Hz-A/C |
| 270 | R14 | 411720.59N 0020435.37E | R | B744 | – | 400 Hz-A/C |
| 272 | R14 | 411717.75N 0020436.77E | R | A321 | – | 400 Hz-A/C. INCOMP. 273 |
| 273 | R14 | 411717.17N 0020436.68E | R | B744 | – | 400 Hz-A/C. INCOMP. 272, 274 |
| 274 | R14 | 411716.75N 0020438.01E | R | A321 | – | 400 Hz-A/C. INCOMP. 273 |
| 276 | R14 | 411715.84N 0020438.77E | R | A321 | – | 400 Hz-A/C. INCOMP. 277 |
| 277 | R14 | 411715.61N 0020438.44E | R | B744 | | 400 Hz-A/C. INCOMP. 276, 278<br>(13) (14) |
| 278 | R14 | 411714.90N 0020438.85E | R | A321 | – | 400 Hz-A/C. INCOMP. 277 |
| 280 | R15 | 411714.14N 0020437.41E | R | A321 | – | 400 Hz. INCOMP. 281 |
| 281 | R15 | 411713.95N 0020436.79E | R | B744 | – | 400 Hz. INCOMP. 280, 282 |
| 282 | R15 | 411712.91N 0020436.48E | R | A321 | – | 400 Hz. INCOMP. 281 |
| 284 | R15 | 411712.57N 0020434.17E | R | A321 | – | 400 Hz. INCOMP. 285 |
| 285 | R15 | 411712.97N 0020433.94E | R | B744 | – | 400 Hz. INCOMP. 284 |
| 286 | R15 | 411712.00N 0020431.34E | R | A321 | – | 400 Hz. INCOMP. 287 |
| 287 | R15 | 411711.88N 0020430.79E | R | A388 | – | 400 Hz. INCOMP. 286, 288 |
| 288 | R15 | 411710.81N 0020430.40E | R | A321 | – | 400 Hz. INCOMP. 287 |
| 290 | R15 | 411710.64N 0020427.23E | R | A321 | – | 400 Hz. INCOMP. 291 |
| 291 | R15 | 411710.49N 0020426.71E | R | A388 | – | 400 Hz. INCOMP. 290, 292 |
| 292 | R15 | 411709.45N 0020426.28E | R | A321 | – | 400 Hz. INCOMP. 291 |
| 294 | R15 | 411709.34N 0020423.50E | R | A321 | – | 400 Hz. INCOMP. 295 |
| 295 | R15 | 411709.21N 0020422.95E | R | B744 | W | 400 Hz. INCOMP. 294, 296 |
| 296 | R15 | 411708.18N 0020422.53E | R | A321 | – | 400 Hz. INCOMP. 295 |
| 300 | R16 | 411734.35N 0020435.99E | – | B763 | – | (4) |
| 302 | R16 | 411732.16N 0020439.11E | – | A332 | – | – |
| 310 | R16 | 411737.08N 0020441.57E | – | A321 | – | – |
| 312 | R16 | 411735.89N 0020442.27E | – | A321 | – | (15) |
| 314 | R16 | 411734.32N 0020443.22E | – | A321 | – | – |
| 320 | R16 | 411738.30N 0020445.15E | – | A321 | – | – |
| 322 | R16 | 411737.12N 0020445.87E | – | A321 | – | (15) |
| 330 | R16 | 411740.20N 0020450.69E | – | A321 | – | – |
| 332 | R16 | 411739.02N 0020451.40E | – | A321 | – | (15) |

| PRKG | RAMPA<br>RAMP | COORD | SALIDA<br>EXIT | MAX ACFT | APROAR<br>NOSE TO | OBSERVACIONES<br>REMARKS |
|---|---|---|---|---|---|---|
| 334 | R16 | 411737.44N 0020452.34E | – | A321 | – | – |
| 340 | R16 | 411741.45N 0020453.96E | – | B77W | – | – |
| 342 | R16 | 411738.44N 0020456.16E | – | A321 | – | – |
| 400 | R17 | 411720.48N 0020455.20E | – | A321 | – | – |
| 410 | R17 | 411719.94N 0020451.55E | – | A321 | – | – |
| 412 | R17 | 411718.43N 0020452.46E | – | A321 | – | – |
| 414 | R17 | 411717.16N 0020453.23E | – | A321 | – | (15) |
| 420 | R17 | 411717.82N 0020445.35E | – | CRJX | – | INCOMP. 421 |
| 421 | R17 | 411717.41N 0020445.93E | – | A333 | – | INCOMP. 420, 422 |
| 422 | R17 | 411717.17N 0020446.50E | – | CRJX | – | INCOMP. 421 |
| 425 | R17 | 411715.46N 0020449.15E | – | B764 | – | |
| 900 | R32 | 411841.80N 0020601.58E | – | EC25 | – | Estacionamiento de helicópteros // Helicopters parking<br>(16) (17)<br>INCOMP. 901 |
| 901 | R32 | 411842.44N 0020602.03E | R | A321 | W | INCOMP. 900, 902 |
| 902 | R32 | 411842.22N 0020603.01E | - | S76 | - | Estacionamiento de helicópteros // Helicopters parking<br>(1) (17)<br>INCOMP. 901 |
| → 904 | R32 | 411843.19N 0020604.23E | R | A321 | - | INCOMP. 905 |
| 905 | R32 | 411843.82N 0020604.60E | R | B772 | - | INCOMP. 904, 906 |
| → 906 | R32 | 411843.73N 0020605.82E | R | A321 | - | INCOMP. 905 |
| 908 | R32 | 411844.27N 0020607.41E | R | A321 | - | |
| 910 | R32 | 411844.82N 0020609.00E | R | A321 | - | |
| 912 | R32 | 411845.35N 0020610.48E | R | A321 | - | |
| 914 | R32 | 411845.89N 0020612.17E | R | A321 | - | |
| 916 | R32 | 411846.42N 0020613.76E | R | A321 | - | INCOMP. 917 |
| → 917 | R32 | 411847.05N 0020614.21E | R | A346 | - | INCOMP. 916, 918<br>(18) |
| 918 | R32 | 411846.97N 0020615.35E | R | A321 | - | INCOMP. 917 |

| Observaciones // Remarks: | |
|---|---|
| Los puestos de estacionamiento de RAMPA-0 están destinados a vuelos de aviación corporativa y privada. // The stands on RAMP-0 are for corporate and private aviation flights.<br>Los puestos de estacionamiento de RAMPAS-1 a 3 están asociados al terminal T2. // The stands on RAMPS-1 to 3 are associated with terminal T2.<br>Los puestos de estacionamiento de RAMPAS-9 a 17 están asociados al terminal T1. // The stands on RAMPS-9 to 17 are associated with terminal T1. | |
| (1) | Permitido el estacionamiento de helicóptero máximo S76 (D: 16.0 m, UCW: 2.44 m, anchura máxima: 13.41 m). // Maximum helicopter parking allowed S76 (D: 16.0 m, UCW: 2.44 m, maximum width: 13.41 m). |
| (2) | En caso de estacionamiento de helicópteros, el rodaje será pasante. // In case of helicopter stands, the taxiing shall be taxi-through. |
| (3) | Envergadura máxima 38.05 m (modelo de ACFT sin winglets). // Maximum wingspan of 38.05 m (ACFT model without winglets). |
| (4) | Envergadura máxima 47.57 m (modelo de ACFT sin winglets). // Maximum wingspan of 47.57 m (ACFT model without winglets). |
| (5) | Sólo utilizable como contingencia ante saturación de plataforma. // Usable only as a contingency in the event of apron saturation. |
| (6) | Puede estacionar A388 si en el PRKG 142A hay estacionado, como máximo, B764. // The A388 can park if there is, at most, a B764 parked on PRKG 142A. |
| (7) | Obligatorio aproar al oeste cuando el PRKG 200R esté ocupado. // ACFT are required to nose to the west when PRKG 200R is occupied. |
| (8) | MAX ACFT A321 cuando se encuentre estacionado un A332 en PRKG 214. // MAX ACFT A321 when an A332 is parked at PRKG 214. |
| (9) | ACFT A332: obligatorio retroceder aproando al este. // ACFT A332: are required to push-back nosing to the East. |

| | |
|---|---|
| (10) | El acceso y la salida a/desde PRKG 214 de ACFT de envergadura 52 m o superior se realizará exclusivamente por Puerta CS. // Access and exit to/from PRKG 214 for ACFT of wingspan 52 m or higher shall be performed exclusively via Gate CS. |
| (11) | ACFT B777: obligatorio aproar a la dirección indicada y continuar con pull-forward. // ACFT B777 are required to nose in the direction indicated and then continue with the pull-forward. |
| (12) | ACFT B737: prohibido aproar al norte. // ACFT B737 are prohibited to nose to the North. |
| (13) | Puede estacionar hasta A388 si en el PRKG 425 hay estacionado, como máximo, A321. // Up to the A388 can park if there is, at most, an A321 parked on PRKG 425. |
| (14) | ACFT A388: obligatorio retroceder a TWY Q9 aproando al este. // ACFT A388: are required to push-back up to TWY Q9 nosing to the East. |
| (15) | Envergadura máxima 34.09 m (modelo de ACFT sin sharklets). // Maximum wingspan of 34.09 m (ACFT model without sharklets). |
| (16) | Permitido el estacionamiento de helicóptero máximo EC25 (D: 19.50 m, UCW: 3.0 m, anchura máxima: 16.2 m). // Maximum helicopter parking allowed EC25 (D: 19.50 m, UCW: 3.0 m, maximum width: 16.2 m). |
| (17) | Los helicópteros realizarán la maniobra de aproamiento hacia la TWY U6 a su llegada al estacionamiento exclusivamente mediante rodaje aéreo estacionario, siguiendo con la señalización de TLOF disponible en el puesto de estacionamiento. // Helicopters shall nose to TWY U6 on arrival at the parking stand exclusively by hovering, following the TLOF marking available at the parking stand. |
| (18) | Salida mediante retroceso largo aproando al este sobre TWY U5. // Exit by long push-back nosing to the East over TWY U5. |

# SISTEMA DE GUÍA DE ATRAQUE
# DOCKING GUIDANCE SYSTEMS

## GENERALIDADES

El sistema proporciona información de guía de azimut (indicando la posición de la aeronave en relación con el eje del área de estacionamiento) y de distancia a la posición de parada. Esta información se proporciona mediante una unidad de presentación situada frente a la cabina de la aeronave, alineada con el eje del área de estacionamiento.

## GENERAL

The system provides azimuth guidance information (indication the aircraft's position relative the centre line of the parking area) and information on distance to the stop position. This information is provided by a display unit located in front of the cockpit, aligned with the centre line of the parking area.

## UNIDAD DE PRESENTACIÓN

Consta de:

a) Dos líneas de módulos LED para la presentación de caracteres alfanuméricos, en las que se puede mostrar diversa información: ESTACIONAMIENTO, TIPO DE AERONAVE GENÉRICO, DISTANCIA RESTANTE A LA POSICIÓN DE PARADA, "STOP", "OK", "TOO FAR", "SLOW", "WAIT", "CHOCK ON", "CHOCK OFF", "VIEW BLOCK", "ID FAIL", "GATE BLOCK", "SBU" y "ERROR".

b) Una línea de módulos LED para la presentación de la guía de azimut (amarillo y rojo) y del indicador de parada de la aeronave (rojo).

c) Una columna de módulos LED amarillos para indicar la distancia al punto de parada mediante la barra vertical de índice de aproximación.

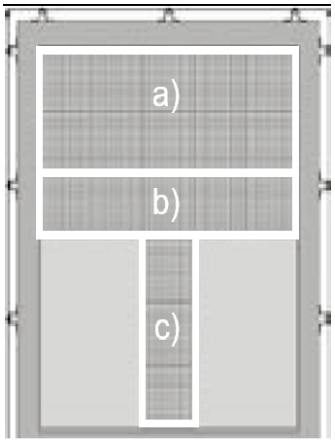
## DISPLAY UNIT

It consist of:

a) Two lines of LED modules for displaying alphanumeric characters, which may display a variety of information: PARKING, GENERIC AIRCRAFT TYPE, REMAINING DISTANCE TO STOP POSITION, "STOP", "OK", "TOO FAR", "SLOW", "WAIT", "CHOCK ON", "CHOCK OFF", "VIEW BLOCK", "ID FAIL", "GATE BLOCK", "SBU" and "ERROR".

b) One line of LED modules for displaying the azimuth guidance (yellow and red) and aircraft stop indicator (red).

c) A column of yellow LED modules to indicate the distance to the stop position by means of the vertical approach indicator bar.




## INSTRUCCIONES AL PILOTO

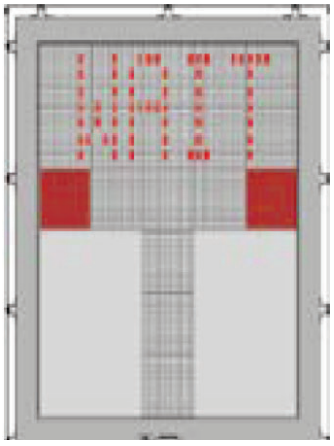
1) INICIO DE ATRAQUE

Al iniciar el sistema, antes de la llegada de la aeronave, aparecerá el mensaje "WAIT" y se encenderá el indicador de parada de la aeronave (recuadros rojos). A continuación, el sistema pasará a modo CAPTURA.

## PILOT INSTRUCTIONS

1) DOCKING START

At system start-up and before the arrival of the aircraft, the message "WAIT" will be displayed and the aircraft stop indicator (red squares) will light up. The system will then switch to CAPTURE mode.

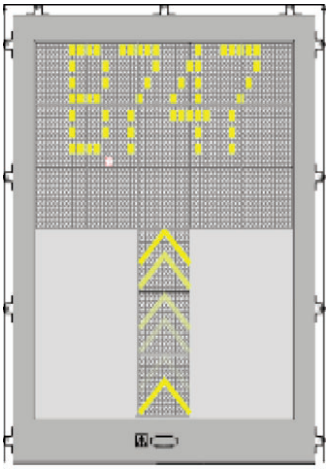


2) CAPTURA

Cuando el sistema esté operando en modo captura, buscando la aeronave que se aproxima, en la parte superior de la unidad de presentación aparecerá el TIPO DE AERONAVE GENÉRICO esperado. Se deberá comprobar que el tipo de aeronave indicado es el correcto.

En la parte inferior de la unidad de presentación aparecerán unas flechas flotantes en movimiento.

En modo captura, el sistema no guía a la aeronave. Si tras entrar en el estacionamiento, las flechas no son sustituidas por la barra vertical de índice de aproximación (ver siguiente punto, SEGUIMIENTO), se deberá paralizar la maniobra de atraque.




2) CAPTURE

When the system is in capture mode, and scanning the approaching aircraft, the expected GENERIC AIRCRAFT TYPE will appear in the upper part of the display unit. Check that the aircraft type displayed is the correct one.

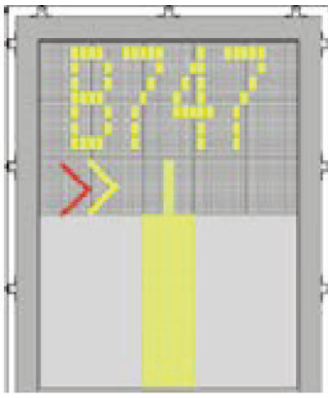
Floating arrows in movement will appear at the bottom of the display unit.

When in capture mode, the system does not guide the aircraft. If, after entering the parking stand, the arrows are not replaced by the vertical approach indicator bar (see next point, TRACKING), the docking manoeuvre must be halted.

3) SEGUIMIENTO

Cuando la aeronave haya sido capturada por el sistema, las flechas flotantes serán reemplazadas por la barra vertical de índice de aproximación. Se deberá rodar alineado con el eje, observando la línea central del estacionamiento.

La aparición de flechas laterales en la zona de guía de azimut de la unidad de presentación indicará la dirección en la que virar la aeronave para permanecer alineado con el eje. La ausencia de estas flechas indicará que la aeronave está sobre la línea central.



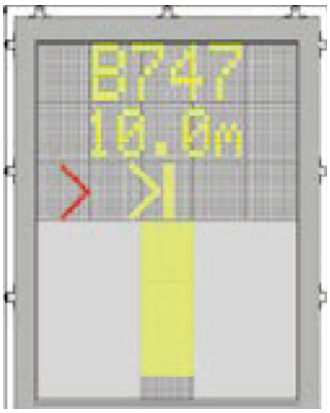

3) TRACKING

Once the aircraft has been captured by the system, the floating arrows will be replaced by the vertical approach indicator bar. Taxi along the centre line, observing the central parking line.

Sideways arrows in the azimuth guidance area of the display unit will indicate the direction in which the aircraft must turn in order to remain aligned with the centre line. If these arrows are not visible, this indicates that the aircraft is on the centre line.

4) APROXIMACIÓN

Cuando la aeronave se acerque al punto de parada, se indicará la distancia restante hasta la barra de parada (en metros) y disminuirá la altura de la barra vertical de índice de aproximación.

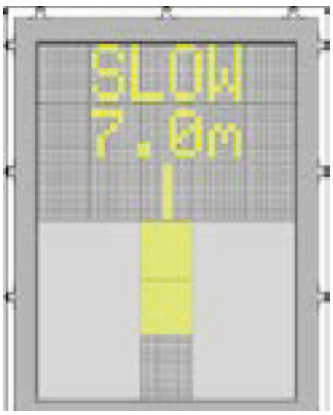



4) APPROACH

As the aircraft approaches the stop position, the remaining distance to the stop bar will be displayed (in metres) and the height of the vertical approach indicator bar will decrease.

5) REDUZCA VELOCIDAD

Si la velocidad de aproximación de la aeronave supera la aceptada por el sistema, la unidad de presentación mostrará el mensaje "SLOW", indicando que se deberá reducir el ritmo de avance de la maniobra.

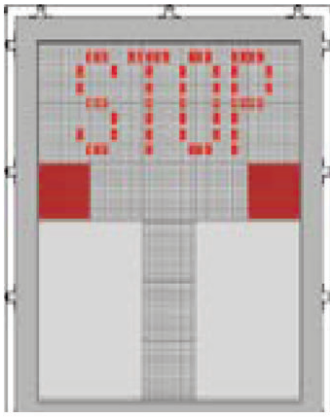



5) SLOW DOWN

If the approach speed of the aircraft exceeds the speed accepted by the system, the display unit will show the message "SLOW", indicating that the approach speed during the manoeuvre must be reduced.

6) PUNTO DE PARADA ALCANZADO

Cuando se alcance el punto de parada correcto, la unidad de presentación mostrará el mensaje "STOP" y se encenderá el indicador de parada de la aeronave.

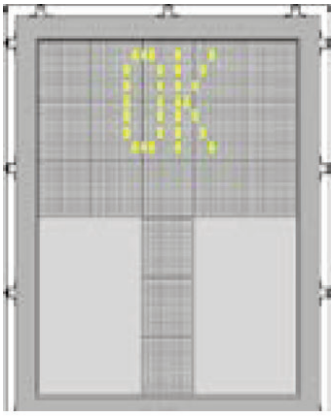



6) STOP POSITION REACHED

When the correct stop position is reached, the display unit will show the message "STOP" and the aircraft stop indicator will light up.

7) ATRAQUE COMPLETADO

Cuando la aeronave haya atracado correctamente se mostrará el mensaje "OK".

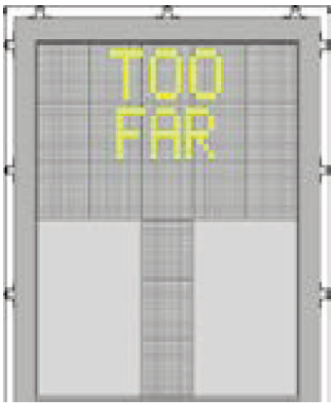



7) DOCKING COMPLETED

If the aircraft has docked correctly, the message "OK" will be displayed.

8) SOBREPASO

Cuando la aeronave sobrepase el punto de parada se mostrará el mensaje "TOO FAR".

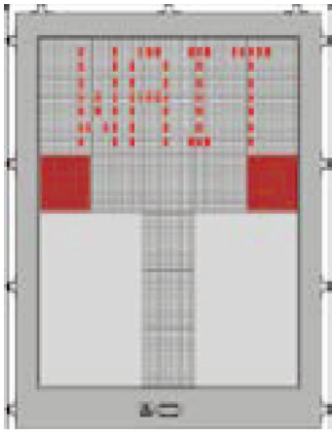



8) OVERSHOOTING

If the aircraft overshoots the stop position, the message "TOO FAR" will be displayed.

9) ESPERE

Si el sistema pierde el seguimiento de la aeronave durante la maniobra, la unidad de presentación mostrará el mensaje "WAIT" y se encenderá el indicador de parada, indicando que se deberá pausar temporalmente la maniobra. El atraque continuará cuando el sistema detecte de nuevo la aeronave.

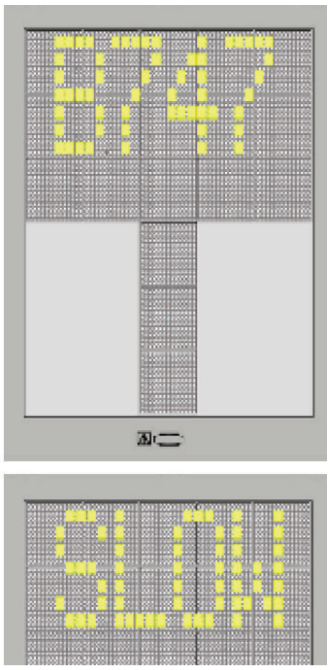



9) WAIT

If the system loses track of the aircraft during the manoeuvre, the display unit will show the message "WAIT" and the stop indicator will light up, indicating that the manoeuvre must be temporarily halted. Docking will continue when the system detects the aircraft once again.

10) CONDICIONES METEOROLÓGICAS ADVERSAS

Si la visibilidad se ve reducida durante la fase de CAPTURA, la unidad de presentación mostrará alternativamente el TIPO DE AERONAVE GENÉRICO y el mensaje "SLOW", sin que aparezcan las flechas flotantes en movimiento en la parte inferior. Tan pronto como el sistema detecte la aeronave, esta indicación será sustituida por la barra vertical de índice de aproximación, realizándose el atraque normalmente.



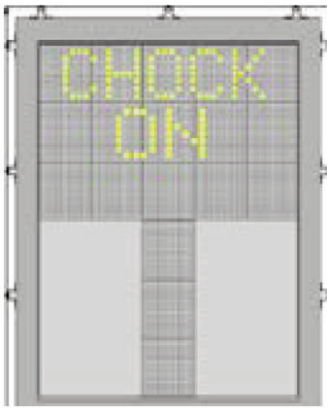
10) ADVERSE WEATHER CONDITIONS

If visibility is reduced during the CAPTURE stage, the display unit will alternate between GENERIC AIRCRAFT TYPE and the message "SLOW", without displaying the floating arrows in movement in the lower part. As soon as the system detects the aircraft, this indicator will be replaced by the vertical approach indicator bar, performing the docking normally.

11) COLOCACIÓN Y RETIRADA DE CALZOS

Cuando los calzos estén colocados y se pulse la seta de "Guía de atraque - Calzos" en el Armario de Operaciones de la pasarela en plataforma, la unidad de presentación mostrará el mensaje "CHOCK ON".

Cuando se retiren los calzos y se vuelva a pulsar la misma seta, en la unidad de presentación aparecerá el mensaje "CHOCK OFF".




11) PLACEMENT AND REMOVAL OF CHOCKS

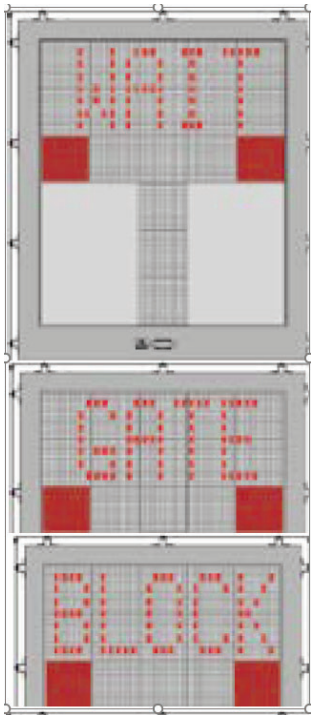
Once the chocks have been placed and the "Docking Guide – Chocks" button has been pressed on the Operations Panel of the apron boarding bridge, the display unit will show the message "CHOCK ON".

When the chocks are removed and the same button is pressed once again, the display unit will show the message "CHOCK OFF".

12) ADVERTENCIAS GENERALES

Si se presenta alguna de las siguientes circunstancias, se debe paralizar el procedimiento de atraque, informar del problema a TWR y esperar instrucciones:

- El TIPO DE AERONAVE GENÉRICO mostrado no coincide con la aeronave que procede a atracar.
- La unidad de presentación no puede leerse correctamente.
- Se cree que el sistema proporciona información de atraque errónea.
- Se cree que el sistema está bloqueado en modo captura.
- La unidad de presentación muestra alguno de los siguientes mensajes: "STOP ID FAIL", "STOP SBU", "WAIT GATE BLOCK", "WAIT VIEW BLOCK", "ERROR".



12) GENERAL ADVICE

If any of the following circumstances arise, halt the docking procedure, report the problem to TWR and await instructions:

- The GENERIC AIRCRAFT TYPE displayed does not match the docking aircraft.
- The display unit cannot be viewed properly.
- It is believed that the system is providing incorrect docking information.
- It is believed that the system is locked in capture mode.
- The display unit shows any of the following messages: "STOP ID FAIL", "STOP SBU", "WAIT GATE BLOCK", "WAIT VIEW BLOCK", "ERROR".

