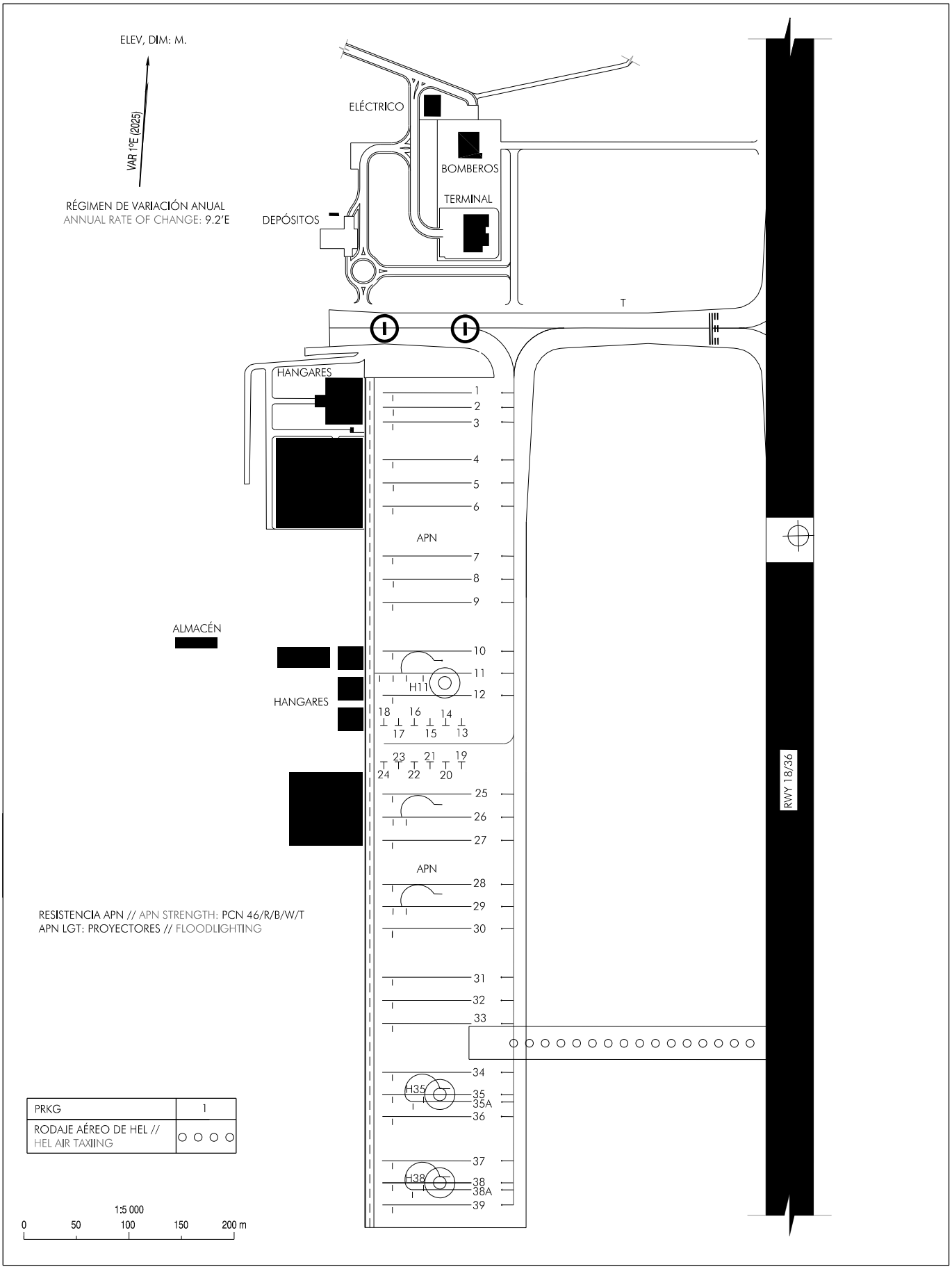
PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACI

ELEV APN
1018 m

TERUEL



CAMBIOS: DECLINACIÓN MAGNÉTICA, RÉGIMEN DE VARIACIÓN ANUAL.
CHANGES: MAGNETIC VARIATION, ANNUAL RATE OF CHANGE.

CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
AIRCRAFT STANDS CHARACTERISTICS

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
1	-	402446.88N 0011319.51W	R	CRJ2	-	INCOMP. 2
2	-	402446.43N 0011319.49W	R	A320	-	INCOMP. 1, 3
3	-	402445.98N 0011319.47W	R	CRJ2	-	INCOMP. 2
4	-	402444.81N 0011319.40W	R	A320	-	INCOMP. 5
5	-	402444.10N 0011319.36W	R	B744	-	INCOMP. 4, 6
6	-	402443.38N 0011319.32W	R	A320	-	INCOMP. 5
7	-	402441.85N 0011319.24W	R	A320	-	INCOMP. 8
8	-	402441.13N 0011319.20W	R	A388	-	INCOMP. 7, 9
9	-	402440.42N 0011319.16W	R	A320	-	INCOMP. 8
10	-	402438.91N 0011319.08W	R	B733	-	INCOMP. 11, H11
11	-	402438.23N 0011319.04W	A/R (1)	B744	-	INCOMP. 10, 12, H11
12	-	402437.55N 0011319.00W	R	B733	-	INCOMP. 11, H11
13	-	402436.71N 0011316.25W	A	C172	-	-
14	-	402436.69N 0011316.89W	A	C172	-	-
15	-	402436.67N 0011317.52W	A	C172	-	-
16	-	402436.65N 0011318.16W	A	C172	-	-
17	-	402436.63N 0011318.80W	A	C172	-	-
18	-	402436.61N 0011319.39W	A	PA28B	-	-
19	-	402435.59N 0011316.19W	A	C172	-	-
20	-	402435.57N 0011316.82W	A	C172	-	-
21	-	402435.55N 0011317.46W	A	C172	-	-
22	-	402435.53N 0011318.10W	A	C172	-	-
23	-	402435.51N 0011318.73W	A	C172	-	-
24	-	402435.49N 0011319.33W	A	PA28B	-	-
25	-	402434.51N 0011318.84W	R	A320	-	INCOMP. 26
26	-	402433.80N 0011318.80W	A/R (1)	B747	-	INCOMP. 25, 27
27	-	402433.08N 0011318.76W	R	A320	-	INCOMP. 26
28	-	402431.72N 0011318.68W	R	B733	-	INCOMP. 29
29	-	402431.04N 0011318.64W	A/R (1)	B747	-	INCOMP. 28, 30
30	-	402430.36N 0011318.61W	R	B733	-	INCOMP. 29
31	-	402428.69N 0011318.60W	R	A320	-	INCOMP. 32
32	-	402427.98N 0011318.53W	R	B747	-	INCOMP. 31, 33
33	-	402427.26N 0011318.52W	R	A320	-	INCOMP. 32
34	-	402425.76N 0011318.43W	R	B733	-	INCOMP. 35, 35A, H35
35	-	402425.08N 0011318.40W	R	B747	-	INCOMP. 34, 35A, H35, 36
35A	-	402424.90N 0011317.56W	A (2)	ATR72	-	INCOMP. 34, 35, H35, 36
36	-	402424.39N 0011318.36W	R	B733	-	INCOMP. 35, 35A, H35
37	-	402423.04N 0011318.28W	R	B733	-	INCOMP. 38, 38A, H38
38	-	402422.36N 0011318.24W	R	B747	-	INCOMP. 37, 38A, H38, 39
38A	-	402422.17N 0011317.42W	A (2)	ATR72	-	INCOMP. 37, 38 H38, 39
39	-	402421.67N 0011318.21W	R	B733	-	INCOMP. 38, 38A, H38
H11	-	402438.29N 0011317.24W	A/R	AW101	-	INCOMP. 10, 11, 12
H35	-	402425.30N 0011316.49W	A/R	AW101	-	INCOMP. 34, 35, 35A, 36
H38	-	402422.58N 0011316.34W	A/R	AW101	-	INCOMP. 37, 38, 38A, 39

Observaciones // Remarks:	
(1)	La salida de los PRKG 11, 26 y 29 será autónoma para aeronaves con una envergadura máxima de hasta 24 m (exclusive), no estando permitido para aeronaves de mayor envergadura, que deberán ser remolcadas. El giro se realizará hacia la derecha. // The exit from PRKG 11, 26 and 29, exit will be autonomous for aircraft of maximum wingspan up to 24 m (exclusively), but this is not permitted for those of greater wingspan, which must be towed. The turn shall be accomplished to the right.
→ (2)	La salida de los puestos 35A y 38A será autónoma para aeronaves con una envergadura máxima de hasta 29 metros (exclusive), no estando permitido para aeronaves de mayor envergadura que deben ser remolcadas. El giro se realizará hacia la derecha. // The exit from PRKG 35A and 38A exit will be autonomous for aircraft of maximum wingspan up to 29 m (exclusively), but this is not permitted for those of greater wingspan, which must be towed. The turn shall be accomplished to the right.