

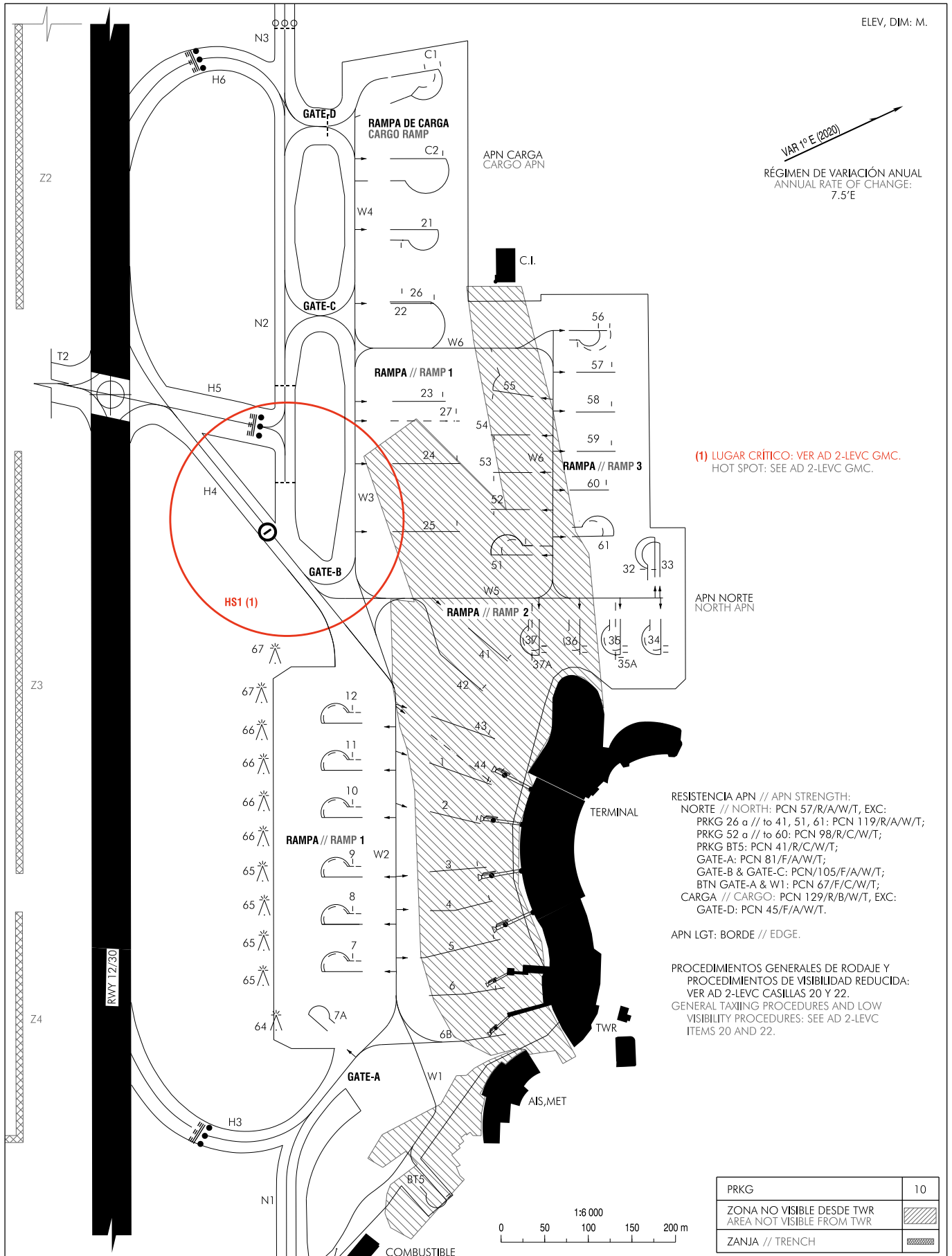
PLANO DE ESTACIONAMIENTO  
Y ATRAQUE DE AERONAVES-OACI

ELEV  
APN NORTE // NORTH APN  
55

TWR 118.550  
GMC 121.875

VALENCIA

ELEV, DIM: M.



(1) LUGAR CRÍTICO: VER AD 2-LEVC GMC.  
HOT SPOT: SEE AD 2-LEVC GMC.

RESISTENCIA APN // APN STRENGTH:  
NORTE // NORTH: PCN 57/R/A/W/T, EXC:  
PRKG 26 a // to 41, 51, 61: PCN 119/R/A/W/T;  
PRKG 52 a // to 60: PCN 98/R/C/W/T;  
PRKG BT5: PCN 41/R/C/W/T;  
GATE-A: PCN 81/F/A/W/T;  
GATE-B & GATE-C: PCN/105/F/A/W/T;  
BTN GATE-A & W1: PCN 67/F/C/W/T;  
CARGA // CARGO: PCN 129/R/B/W/T, EXC:  
GATE-D: PCN 45/F/A/W/T.

APN LGT: BORDE // EDGE.

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

PRKG	10
ZONA NO VISIBLE DESDE TWR AREA NOT VISIBLE FROM TWR	
ZANJA // TRENCH	

CAMBIOS: NUEVOS PRKG 35A Y 37A.  
CHANGES: NEW PRKG 35A AND 37A.

**INTENCIONADAMENTE EN BLANCO**  
**INTENTIONALLY BLANK**

**CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO**  
**AIRCRAFT STAND CHARACTERISTICS**

PUESTO STAND	RAMPA RAMP	COORDENADAS COORDINATES	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
1	1	39°29'27.64"N 000°28'29.18"W	R	B739/A321	–	INCOMP. 44 400 Hz - A/C
2	1	39°29'26.68"N 000°28'27.63"W	R	B739/A321	–	400 Hz - A/C
3	1	39°29'25.91"N 000°28'25.63"W	R	B738/A320	–	400 Hz - A/C
4	1	39°29'25.79"N 000°28'23.97"W	R	B739/A321	–	400 Hz - A/C
5	1	39°29'25.29"N 000°28'22.22"W	R	B739/A321	–	400 Hz - A/C
6	1	39°29'24.47"N 000°28'20.15"W	R	B752	–	400 Hz - A/C
6B	1	39°29'23.76"N 000°28'18.11"W	R	B752	–	400 Hz - A/C
7	1	39°29'20.27"N 000°28'24.38"W	A	B738/A320	–	–
7A	1	39°29'18.57"N 000°28'22.21"W	A	CRJ2	–	–
8	1	39°29'21.01"N 000°28'26.41"W	A	B738/A320	–	–
9	1	39°29'21.78"N 000°28'28.45"W	A	B738/A320	–	–
10	1	39°29'22.76"N 000°28'31.01"W	A	B738/A320	–	–
11	1	39°29'23.53"N 000°28'33.04"W	A	B738/A320	–	–
12	1	39°29'24.31"N 000°28'35.07"W	A	B738/A320	–	–
21	CARGO	39°29'34.83"N 000°28'53.27"W	A	B739/A321	–	–
22	CARGO	39°29'33.70"N 000°28'50.96"W	R	B752	–	INCOMP. 26
23	1	39°29'32.38"N 000°28'46.55"W	R	B763	–	INCOMP. 27
24	1	39°29'31.83"N 000°28'43.56"W	R	B763	–	INCOMP. 27
→ 25	1	39°29'30.73"N 000°28'40.63"W	R	B748/A124	–	–
26	CARGO	39°29'32.77"N 000°28'51.64"W	A	B739/A321	–	INCOMP. 22
27	1	39°29'32.55"N 000°28'45.41"W	R	B748/A124	–	INCOMP. 23,24
32	2	39°29'36.55"N 000°28'34.93"W	A	CRJ9	–	INCOMP. 33
33	2	39°29'36.55"N 000°28'34.93"W	A	B738/A320	–	INCOMP. 32
34	2	39°29'35.62"N 000°28'31.06"W	A	CRJ9/AT72	–	–
→ 35	2	39°29'34.26"N 000°28'31.92"W	A	CRJ9/AT72 CRJX (1)	–	INCOMP. 35A
→ 35A	2	39°29'34.26"N 000°28'31.92"W	R	B738/A320	–	INCOMP. 35
→ 36	2	39°29'32.98"N 000°28'32.71"W	A	CRJ9/AT72	–	–
→ 37	2	39°29'31.56"N 000°28'33.64"W	A	CRJ9/AT72 CRJX (1)	–	INCOMP. 37A
→ 37A	2	39°29'31.56"N 000°28'33.64"W	R	B738/A320	–	INCOMP. 37
41	2	39°29'30.31"N 000°28'34.07"W	R	B738/A320	–	–
42	2	39°29'29.01"N 000°28'33.35"W	R	B738/A320	–	–
43	2	39°29'28.43"N 000°28'31.17"W	R	B738/A320	–	INCOMP. 44
44	2	39°29'27.78"N 000°28'29.23"W	R	B744	–	INCOMP. 1, 43 400 Hz A/C
51	3	39°29'34.80"N 000°28'37.77"W	A	CRJ9	–	–
52	3	39°29'32.49"N 000°28'40.69"W	R	B739/A321	–	–
53	3	39°29'33.11"N 000°28'42.30"W	R	B739/A321	–	–
54	3	39°29'33.73"N 000°28'43.90"W	R	B739/A321	–	–
55	3	39°29'34.40"N 000°28'45.86"W	A	B738/A320	–	–
56	3	39°29'37.91"N 000°28'46.32"W	A	CRJ9	–	–
57	3	39°29'38.53"N 000°28'44.21"W	R	B738/A320	–	–
58	3	39°29'37.87"N 000°28'42.52"W	R	B738/A320	–	–
59	3	39°29'37.22"N 000°28'40.83"W	R	B738/A320	–	–
60	3	39°29'36.57"N 000°28'39.13"W	R	B738/A320	–	–
61	3	39°29'32.89"N 000°28'38.50"W	A	CRJ9	–	–
BT5	–	39°29'19.19"N 000°28'12.14"W	A	CRJ2	–	–
C1	CARGO	39°29'37.60"N 000°29'00.96"W	A	B752	–	–
C2	CARGO	39°29'36.41"N 000°28'56.98"W	A	B763	–	–

OBSERVACIONES // REMARKS:	
(1)	Permitida con salida remolcada. // Allowed with towed exit.