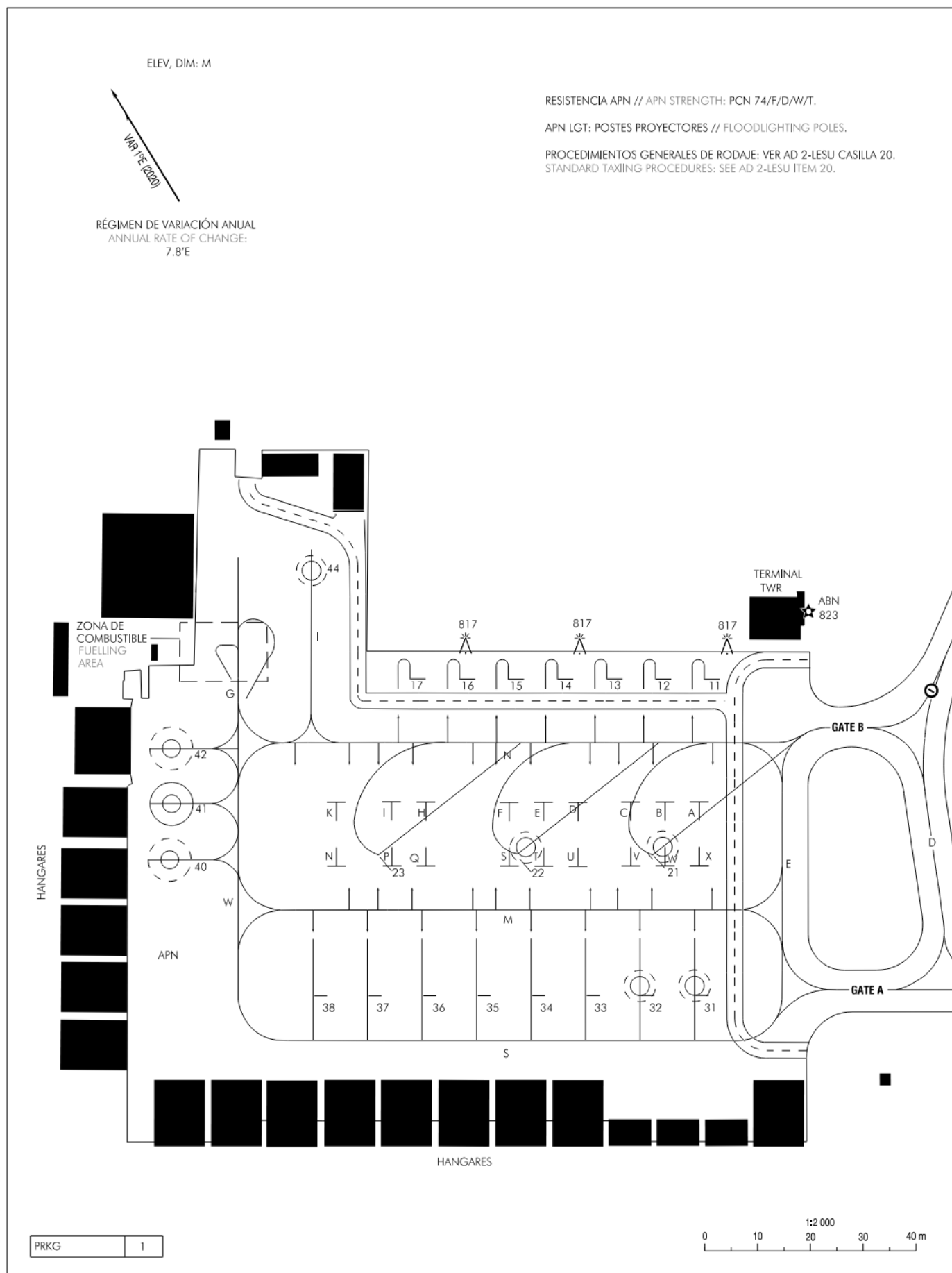


PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACIELEV
APN
802

AFIS 122.205 C

ANDORRA - LA SEU D'URGELL

CAMBIOS: EDIFICIOS.
CHANGES: BUILDINGS.

CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
AIRCRAFT STANDS CHARACTERISTICS

PRKG	RAMPA	COORD	SALIDA	MAX ACFT	APROAR	OBSERVACIONES
PRKG	RAMP	COORD	EXIT	MAX ACFT	NOSE TO	REMARKS
11	–	422015.72N 0012419.62E	A	C172	S	INCOMP. 21, 22, 23
12	–	422016.03N 0012418.93E	A	C172	S	INCOMP. 21, 22, 23
13	–	422016.02N 0012418.24E	A	C172	S	INCOMP. 22, 23
14	–	422016.65N 0012417.54E	A	C172	S	INCOMP. 22, 23
15	–	422016.96N 0012416.84E	A	C172	S	INCOMP. 22, 23
16	–	422017.27N 0012416.15E	A	C172	S	INCOMP. 23
17	–	422017.58N 0012415.45E	A	C172	S	INCOMP. 23
21	–	422014.20N 0012417.38E	A	AT72 A139	SW	INCOMP. 11, 12, A-C, V-X (3)
22	–	422015.02N 0012415.79E	A	AT72 A139	SW	INCOMP. 11-15, B-F, S-V (2) (3)
23	–	422015.77N 0012414.02E	A	AT72	SW	INCOMP. 11-17, E-Q (4)
31	–	422012.45N 0012416.80E	A	17 m (1) B06	S	–
32	–	422012.79N 0012416.03E	A	17 m (1) B06	S	–
33	–	422013.14N 0012415.25E	A	17 m (1)	S	–
34	–	422013.48N 0012414.48E	A	17 m (1)	S	–
35	–	422013.82N 0012413.71E	A	17 m (1)	S	–
36	–	422014.17N 0012412.93E	A	17 m (1)	S	–
37	–	422014.51N 0012412.16E	A	17 m (1)	S	–
38	–	422014.86N 0012411.39E	A	17 m (1)	S	–
40	–	422017.20N 0012410.49E	A	EC45	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 41 (viraje en puesto // turn on stand)
41	–	422017.79N 0012410.99E	A	BH2	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 40, 42 (viraje en puesto // turn on stand)
42	–	422018.37N 0012411.46E	A	BH2	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 41 (viraje en puesto // turn on stand)
44	–	422019.35N 0012414.97E	A	EC45	N	Exclusivo // Exclusive HEL DGPEIS.
A	–	422014.46N 0012418.50E	A	C150	N	INCOMP. 21
B	–	422014.68N 0012418.01E	A	C150	N	INCOMP. 21, 22, C
C	–	422014.89N 0012417.52E	A	C150	N	INCOMP. 21, 22, B
D	–	422015.23N 0012416.74E	A	C150	N	INCOMP. 22
E	–	422015.41N 0012416.26E	A	C150	N	INCOMP. 22, 23, F
F	–	422015.63N 0012415.77E	A	C150	N	INCOMP. 22, 23, E
H	–	422016.17N 0012414.58E	A	C150	N	INCOMP. 23, I
I	–	422016.39N 0012414.09E	A	C150	N	INCOMP. 23, H
K	–	422016.75N 0012413.35E	A	C150	N	INCOMP. 23
N	–	422016.08N 0012412.81E	A	C150	S	INCOMP. 23
P	–	422015.73N 0012413.54E	A	C150	S	INCOMP. 23, Q
Q	–	422015.51N 0012414.03E	A	C150	S	INCOMP. 23, P
S	–	422014.98N 0012415.22E	A	C150	S	INCOMP. 22, T
T	–	422014.76N 0012415.71E	A	C150	S	INCOMP. 22, S
U	–	422014.54N 0012416.19E	A	C150	S	INCOMP. 22
V	–	422014.22N 0012416.98E	A	C150	S	INCOMP. 21, 22, W
W	–	422014.00N 0012417.47E	A	C150	S	INCOMP. 21, V
X	–	422013.79N 0012417.95E	A	C150	S	INCOMP. 21

Observaciones:	
(1)	MAX envergadura
(2)	Si PRKG 22 ocupado por un helicóptero hasta A139, INCOMP. C-F, S-U.
(3)	Uso diurno y nocturno
(4)	Uso diurno y pernocta
Remarks:	
(1)	Wingspan.
(2)	If PRKG 22 is occupied by a helicopter up to A139, INCOMP. C-F, S-U.
(3)	Day-time and night use.
(4)	Day-time and overnight use.