

PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACIELEV APN
46 mTWR 118.500 MHz
GMC 121.705 C

BILBAO

ELEV, DIM: M.

PLATAFORMA NORTE
NORTH APRONVAR 1°E (2025)
RÉGIMEN DE VARIACIÓN ANUAL
ANNUAL RATE OF CHANGE:
9.9' E

RESISTENCIA APN // APN STRENGTH:
PCN 134/R/A/W/T EXC:
PRKG 9 TO 19, 89, 111, H12:
PCN 116/R/A/W/T,
GATE A1, A2: PCN 86/F/A/W/T,
GATE B: PCN 117/F/B/W/T.

APN LGT:
BORDE, POSTES PROYECTORES Y EJE.
EDGE, FLOODLIGHTING POLES AND CENTRE LINE.

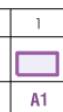
SISTEMA DE GUIA DE ATRAQUE VISUAL EN PRKG:
VISUAL DOCKING GUIDANCE SYSTEM AT PRKG:
1, 2, 3, 4, 5, 6, 6A.

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

APN NORTE
NORTH APRON

TERMINAL NORTE, AIS, MET

0 50 100 150 m
1:4 000

PRKG	1
LÍMITE DE PLATAFORMA APRON LIMIT	
PUNTOS DE TRASPASO-SIN COMUNICACIÓN HANDOVER POINTS-WITHOUT COMMUNICATION	A1

CAMBIOS: Reimpresión.

CHANGES Reprint.

AIRCRAFT STANDS CHARACTERISTICS

PRKG	RAMP	COORD	EXIT	MAX_ACFT	NOSE TO	REMARKS
1	–	431817.84N 0025428.69W	R	B763	–	400 Hz - A/C
2	–	431817.12N 0025426.32W	R	B763	–	400 Hz - A/C Max Span 47.57 m (1)
3	–	431816.16N 0025424.49W	R	B752	–	400 Hz - A/C Max Span 38.05 m (1)
4	–	431815.51N 0025422.67W	R	B752	–	400 Hz - A/C Max Span 38.05 m (1)
5	–	431815.00N 0025420.52W	R	B763	–	400 Hz - A/C Max Span 47.57 m (1)
6	–	431814.28N 0025418.18W	R	B764	–	400 Hz - A/C INCOMP. 6A
6A	–	431814.09N 0025417.98W	R	A35K/B744	–	400 Hz - A/C INCOMP. 6
7	–	431811.37N 0025416.26W	A/R	A21N/B3XM	–	INCOMP. 78 PUSH-BACK if PRKG 8 occupied. (2)
8	–	431810.12N 0025415.24W	R	A21N/B3XM	–	INCOMP. 78, 89
9	–	431808.23N 0025414.88W	A/R	A21N/B3XM	–	INCOMP. 89 PUSH-BACK if PRKG 8 occupied. PUSH-BACK for code letter C ACFT if 11 or 12 occupied. (2)
10	–	431804.78N 0025416.59W	A/R	A21N/B3XM	–	INCOMP. 111 PUSH-BACK for code letter C ACFT if PRKG 11 occupied.
11	–	431806.84N 0025415.95W	R	A21N/B3XM	–	INCOMP. 111
12	–	431807.05N 0025413.80W	A/R	A21N/B3XM	–	INCOMP. H12 PUSH-BACK if PRKG 13 occupied. (3)
13	–	431807.84N 0025412.03W	R	A21N/B3XM	–	
14	–	431808.57N 0025410.39W	A/R	A21N/B3XM	–	PUSH-BACK if PRKG 13 occupied. (3)
15	–	431808.85N 0025409.06W	R	A21N/B3XM	–	INCOMP. 15A
15A	–	431808.92N 0025408.10W	A	G450	–	INCOMP. 15
16	–	431809.89N 0025409.72W	R	A21N/B3XM	–	INCOMP. 16A
16A	–	431809.95N 0025408.82W	A	G450	–	INCOMP. 16
17	–	431811.11N 0025410.80W	R	A21N/B3XM	–	INCOMP. 17A
17A	–	431811.22N 0025409.98W	A	G450	–	INCOMP. 17
18	–	431812.19N 0025412.21W	A/R	A21N/B3XM	–	Simultaneous exit incompatible with PRKG 19 PUSH-BACK for code letter C ACFT if PRKG 17 occupied. (2)
19	–	431814.09N 0025413.29W	A	G450	–	Simultaneous exit incompatible with PRKG 18

PRKG	RAMP	COORD	EXIT	MAX_ACFT	NOSE TO	REMARKS
20	–	431817.50N 0025435.27W	A/R	A21N/B3XM	–	PUSH-BACK if PRKG 21 occupied (3)
21	–	431817.34N 0025433.68W	R	CRJ9	–	Max span 24 m
22	–	431817.63N 0025432.12W	A/R	A21N/B3XM	–	INCOMP H22 PUSH-BACK if PRKG 21 occupied. (3)
78	–	431811.24N 0025415.88W	R	B763	–	INCOMP 7, 8
89	–	431808.61N 0025414.02W	R	A359	–	INCOMP 8, 9
111	–	431804.97N 0025415.56W	A	A35K/B744	–	INCOMP 10, 11
H12	–	431806.56N 0025413.39W	A	S61	–	INCOMP 12
H22	–	431817.04N 0025432.07W	A	S61	–	INCOMP 22

Remarks:

- (1) Modelo ACFT sin winglets. // ACFT model without winglets.
- (2) Towed exit for aircraft larger than A20N/B38M.
- (3) Towed exit for aircraft larger than ~~GLF4~~.

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

The North apron has a Visual Docking Guidance System (SVGA) on stands 1 to 6A. The information shown by this system contains azimuth guidance (shows the aircraft position in relation to the centre line of the parking area), and distance to the stop position (based on measurement by a radar laser), provided by a display unit mounted in front of the aircraft cockpit.

DISPLAY UNIT

This consists of:

- a. One alphanumeric display line of 4 characters made up of yellow LEDs, which may show a variety of information: stand number (when the guidance is not activated), aircraft type, docking start (WAIT TEST), excess approach speed (SLOW DOWN), stop position (STOP), aircraft parked in correct position (OK), stop position overshot (TOO FAR), aircraft detection failure (WAIT), aircraft identification fault (STOP and ID FAIL), docking interrupted (STOP SBU), docking system visibility reduced by weather conditions (DOWN GRADE).
- b. One line with one yellow LED module and 2 red/yellow LED modules to indicate the azimuth of the aircraft and when to stop.
- c. One central column of 3 yellow LED modules to indicate the distance to the stop point.

GENERAL ADVICE

If the docking guidance system is not activated, the pilot must follow the manual instructions of the signalman.

If the pilot is unsure of the information shown on the display unit, they should stop the aircraft immediately and obtain more information before proceeding.

The pilot should not enter the parking point zone until after the docking system is displaying moving vertical arrows. The pilot must not pass the boarding bridge unless these arrows have been replaced by the approach rate bar.

The pilot shall not enter the parking point area unless the type of aircraft shown is the same than the one of the aircraft approaching.

The message STOP SBU means that the docking has been interrupted, and it may only be resumed under manual

guidance. Do not attempt to resume docking without manual guidance.

INSTRUCTIONS TO THE PILOT

- 1) Check that the aircraft type shown is correct and the floating arrows are displayed.

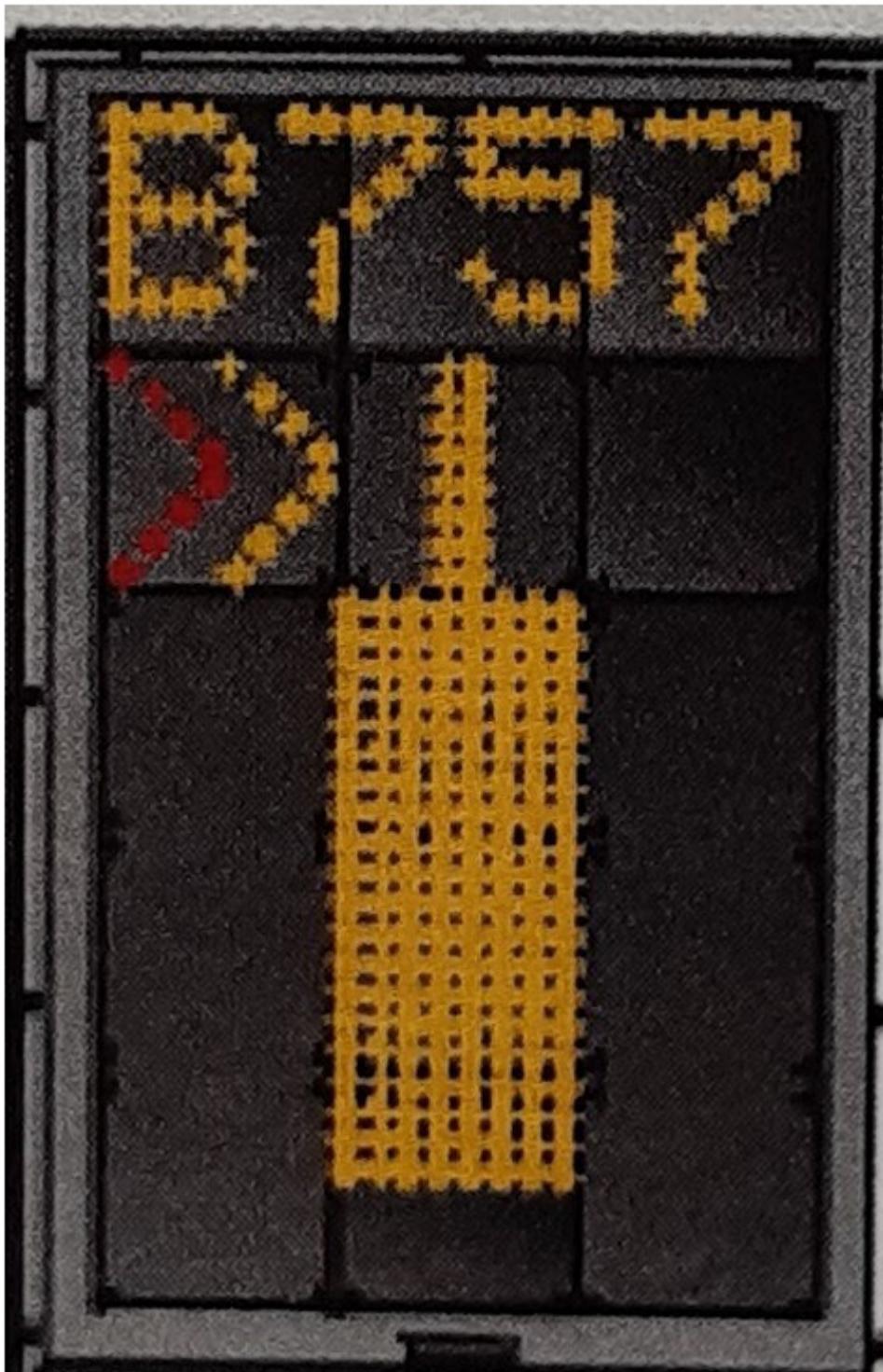


- 2) Taxi along the centre line, observing the central guidance line.

When the aircraft has been captured by the laser, the floating arrows are replaced by the yellow centre line indicator.

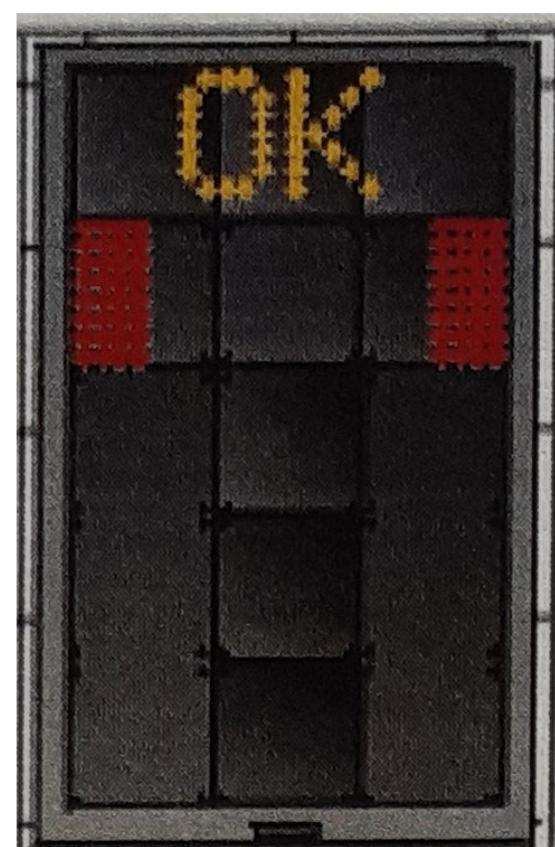
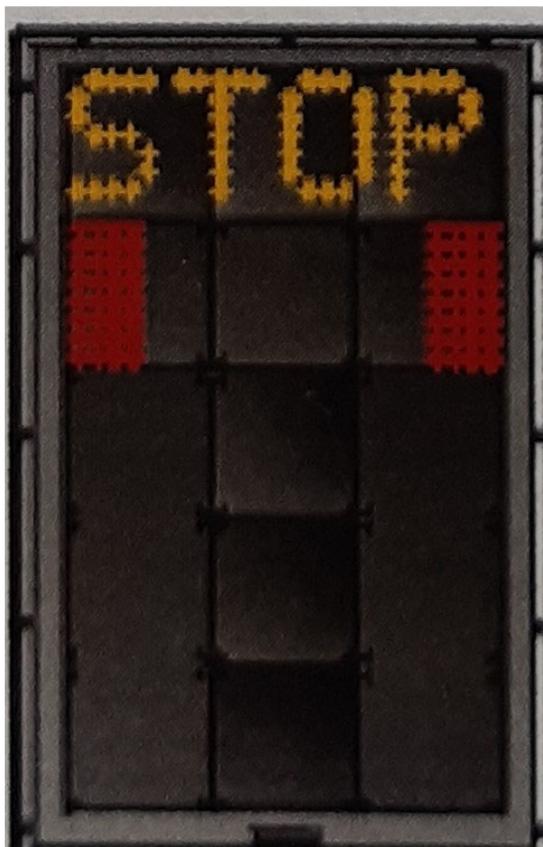
- 3) Observe the azimuth guide to obtain the correct direction and position. A flashing red arrow indicates which way the aircraft should turn. An absence of direction arrows signifies that the aircraft is on the centre line.

Once the aircraft is within 16 m of the stop point, the approach rate is indicated by the progressive switch-off of one row of LEDs in the central column for every 0.7 m covered by the aircraft towards the stop point.



4) If one aircraft approaches the stop point at a higher speed than that programmed, the system displays the message SLOW DOWN to warn the pilot, and speed should be reduced.

5) When the correct stop position is reached, the display unit will show the message STOP and two red bars will light up. When the aircraft is parked, the message OK will be shown.



If the aircraft overshoots the stop point, the message TOO FAR appears.

6) If the aircraft detected is lost during the docking sequence, 12 m before STOP, the display unit will show WAIT. The docking procedure will continue as soon as the aircraft is detected anew.

7) During entry to the parking point, the type of aircraft will be verified. If, for any reason, the aircraft is not verified 12 metres before the stop point, the display unit will show STOP and ID FAIL.

8) During heavy fog, rain or snow, the visibility of the docking system may be reduced. When the system is activated and is in capture mode, the display unit will deactivate the floating arrows and show the message: "DOWN GRADE". As soon as the system detects an approaching aircraft, this message will be replaced by the approach rate bar.

The pilot should not pass the passenger boarding bridge unless the message "DOWN GRADE" has been replaced by the approach rate bar.