

PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACI

ELEV
APN
33

TWR 118.155
GMC 130.655

ALICANTE/Alicante-Elche
Miguel Hernández

ELEV, DIM: M.

VAR 1°E (2020)
RÉGIMEN DE VARIACIÓN ANUAL:
ANNUAL RATE OF CHANGE:
7.2°E

RESISTENCIA DE APN:

PRKG:

1 a 2, D1, D2, D4, D5, E1 a E3 & TWY A & B DE ACCESO A APN: PCN 101/R/A/W/T.
3 a 7, D3, D6, E4 a E6, H1 a H5: PCN 68/R/A/W/T.
8, 9A, 10 a 12, 14, 16, 19, 81, 83, 85, 87, 89 & E7 a E9: PCN 76/R/A/W/T.
18, 20 & 22 a 29: PCN 90/R/A/W/T.
31 a 49: PCN 69/R/B/W/T.
TWY C DE ACCESO A APN: PCN 77/F/A/W/T.
TWY D DE ACCESO A APN Y TWY DE ACCESO A PRKG 31 a 49: PCN 94/F/A/W/T.
TWY INTERIOR DE PLATAFORMA: CADA TRAMO TIENE LA RESISTENCIA DE LOS PRKG CONTIGUOS, EXC BTN PRKG 31 & 49.

APN LGT: 18 POSTES PROYECTORES LIH.

PROCEDIMIENTOS GENERALES DE RODAJE Y PROCEDIMIENTOS DE VISIBILIDAD REDUCIDA:
VER AD 2-LEAL CASILLAS 20 Y 22.

SISTEMA DE GUÍA DE ATRAQUE VISUAL EN PRKG:

19, 23, 25, 27, 29, 31, 33, 35, 35A, 35B, 37, 39, 41, 43, 45, 47 & 49.

APN STRENGTH:

PRKG:

1 to 2, D1, D2, D4, D5, E1 to E3 & TWY A & B TO ACCESS APN: PCN 101/R/A/W/T.
3 to 7, D3, D6, E4 to E6, H1 a H5: PCN 68/R/A/W/T.
8, 9A, 10 to 12, 14, 16, 19, 81, 83, 85, 87, 89 & E7 to E9: PCN 76/R/A/W/T.
18, 20 & 22 to 29: PCN 90/R/A/W/T.
31 to 49: PCN 69/R/B/W/T.
TWY C TO ACCESS APN: PCN 77/F/A/W/T.
TWY D TO ACCESS APN Y TWY TO ACCESS PRKG 31 a 49: PCN 94/F/A/W/T.
APRON INNER TWY: EACH SECTION HAS THE STRENGTH OF THE ADJACENT PRKG,
EXC BTN PRKG 31 & 49.

APN LGT: 18 FLOODLIGHTING POLES LIH.

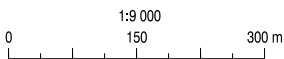
STANDARD TAXIING PROCEDURES AND LOW VISIBILITY PROCEDURES:
SEE AD 2-LEAL ITEMS 20 AND 22.

VISUAL DOCKING GUIDANCE SYSTEM AT PRKG:

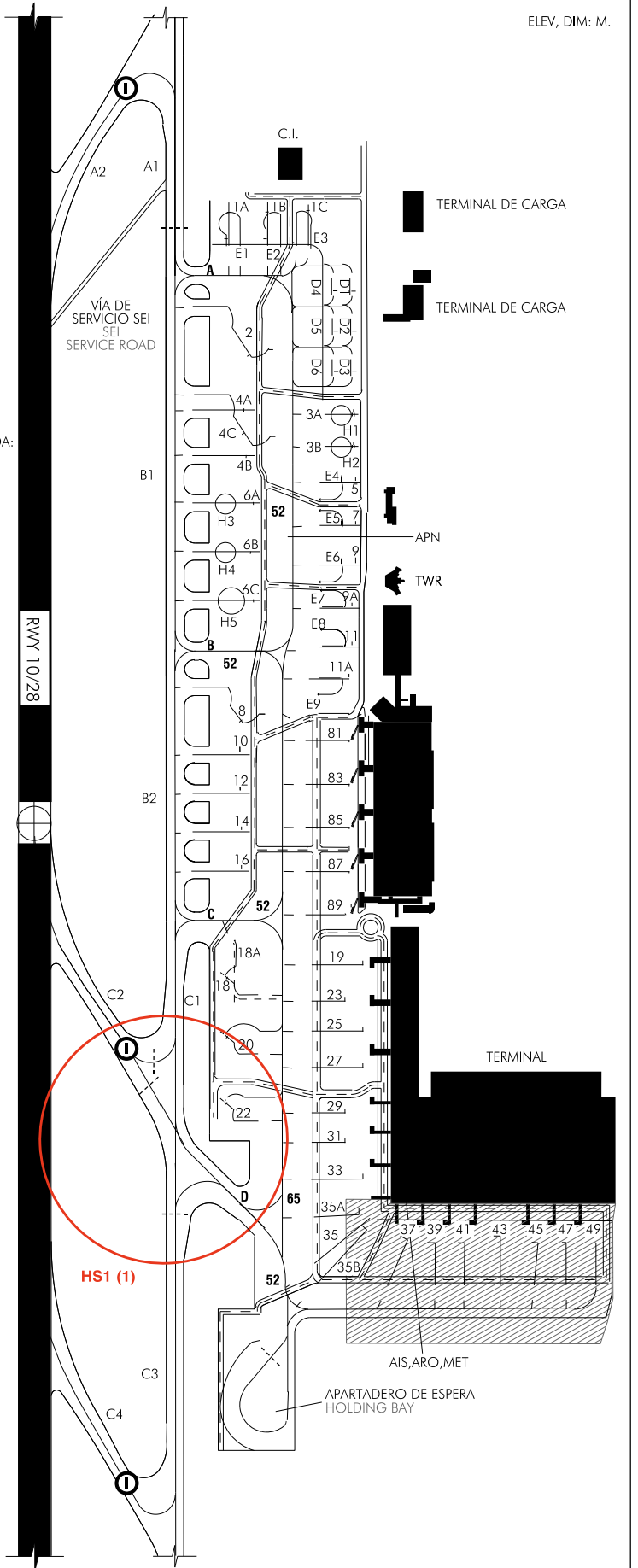
19, 23, 25, 27, 29, 31, 33, 35, 35A, 35B, 37, 39, 41, 43, 45, 47 & 49.

(1) LUGAR CRÍTICO: VER AD 2-LEAL ADC.

(1) HOT SPOT: SEE AD 2-LEAL ADC.



| | |
|--|----|
| PRKG | 01 |
| ENVERGADURA MAX // MAX WINGSPAN | 52 |
| ZONA NO VISIBLE DESDE TORRE AREA NOT VISIBLE FROM TOWER | |



CAMBIOS: NOMBRE DEL AD.
CHANGES: NAME OF AD.

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK

CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
AIRCRAFT STANDS CHARACTERISTICS

| PUESTO STAND | RAMPA RAMP | COORDENADAS COORDINATES | SALIDA EXIT | MAX ACFT | APROAR NOSE TO | OBSERVACIONES REMARKS |
|-----------------|---------------|------------------------------|----------------|---------------------------|-------------------|------------------------------|
| 1A | 4 | 38°17'09.10"N 000°34'01.30"W | R | B752 | S | INCOMP. E1 |
| 1B | 4 | 38°17'10.79"N 000°34'00.92"W | R | B752 | W | INCOMP. E2 |
| 1C | 4 | 38°17'12.57"N 000°34'00.54"W | R | A321 | W | INCOMP. E3 |
| 2 | 3 | 38°17'08.94"N 000°33'53.26"W | A | B744/B748/A342/ A124/A388 | - | - |
| 3A | 6 | 38°17'12.83"N 000°33'48.79"W | R | A320 | - | INCOMP. H1 |
| 3B | 6 | 38°17'12.58"N 000°33'47.00"W | R | A320 | - | INCOMP. H2 |
| 4A | 3 | 38°17'08.35"N 000°33'50.10"W | A | B763 | - | INCOMP. 4C |
| 4B | 3 | 38°17'07.99"N 000°33'47.54"W | A | B763 | - | INCOMP. 4C |
| 4C | 3 | 38°17'08.15"N 000°33'48.32"W | A | A124/A342/B744 | - | INCOMP. 4A-4B |
| 5 | 5 | 38°17'12.34"N 000°33'45.03"W | R | B752 | - | INCOMP. E4 |
| 6A | 3 | 38°17'07.73"N 000°33'44.89"W | A | MD11 | - | INCOMP. H3 |
| 6B | 3 | 38°17'07.36"N 000°33'42.17"W | A | MD11 | - | INCOMP. H4 |
| 6C | 3 | 38°17'06.99"N 000°33'39.46"W | A | MD11 | - | INCOMP. H5 |
| 7 | 5 | 38°17'12.00"N 000°33'42.59"W | R | B752 | - | INCOMP. E5 |
| 8 | 3 | 38°17'05.65"N 000°33'32.89"W | A | B763 | - | - |
| 9 | 5 | 38°17'11.83"N 000°33'40.42"W | R | B752 | - | INCOMP. E6 |
| 9A | 5 | 38°17'11.36"N 000°33'38.02"W | R | A321 | - | INCOMP. E7 |
| 10 | 3 | 38°17'05.40"N 000°33'30.95"W | A | B752 | - | - |
| 11 | 5 | 38°17'11.05"N 000°33'35.85"W | R | A321 | - | INCOMP. E8 |
| 11A | 5 | 38°17'10.68"N 000°33'34.11"W | R | A321 | - | INCOMP. E9 |
| 12 | 3 | 38°17'05.10"N 000°33'28.80"W | A | B752 | - | - |
| 14 | 3 | 38°17'04.80"N 000°33'26.65"W | A | B752 | - | - |
| 16 | 3 | 38°17'04.50"N 000°33'24.51"W | A | B752 | - | - |
| 18 | 3 | 38°17'02.96"N 000°33'18.72"W | A | A321/B738 | - | INCOMP 18A |
| 18A | 3 | 38°17'03.16"N 000°33'17.75"W | A | AT72 | - | INCOMP 18 |
| 19 | 1 | 38°17'08.82"N 000°33'18.12"W | R | B763 | - | 400 Hz - A/C |
| 20 | 3 | 38°17'02.50"N 000°33'15.42"W | A | A321/B738 | - | - |
| 22 | 3 | 38°17'01.96"N 000°33'11.72"W | A | A321/B738 | - | - |
| 23 | 1 | 38°17'08.14"N 000°33'16.18"W | R | A321/B38M | - | 400 Hz - A/C |
| 25 | 1 | 38°17'08.32"N 000°33'14.42"W | R | A321/B38M | - | 400 Hz - A/C |
| 27 | 1 | 38°17'07.96"N 000°33'12.42"W | R | B763 | - | 400 Hz - A/C |
| 29 | 1 | 38°17'07.41"N 000°33'09.95"W | R | A321/B38M | - | 400 Hz - A/C |
| 31 | 1 | 38°17'07.18"N 000°33'08.29"W | R | A321/B38M | - | 400 Hz - A/C |
| 33 | 1 | 38°17'07.12"N 000°33'06.24"W | R | B763 | E | 400 Hz - A/C |
| 35 | 1 | 38°17'07.14"N 000°33'03.82"W | R | B744/A342 | W | 400 Hz - A/C INCOMP. 35A-35B |
| 35A | 1 | 38°17'06.46"N 000°33'04.46"W | R | A321/B38M | E | 400 Hz - A/C INCOMP. 35 |
| 35B | 1 | 38°17'07.36"N 000°33'03.48"W | R | A321/B38M | S | 400 Hz - A/C INCOMP. 35 |
| 37 | 1 | 38°17'08.92"N 000°33'02.45"W | R | B763 | S | 400 Hz - A/C |
| 39 | 1 | 38°17'10.00"N 000°33'01.86"W | R | A321/B38M | S | 400 Hz - A/C |
| 41 | 1 | 38°17'11.31"N 000°33'01.57"W | R | A321/B38M | S | 400 Hz - A/C |
| 43 | 1 | 38°17'12.94"N 000°33'01.83"W | R | B763 | S | 400 Hz - A/C |
| 45 | 1 | 38°17'14.53"N 000°33'00.80"W | R | A321/B38M | S | 400 Hz - A/C |
| 47 | 1 | 38°17'15.77"N 000°33'00.56"W | R | A321/B38M | S | 400 Hz - A/C |
| 49 | 1 | 38°17'17.10"N 000°33'00.42"W | R (1) | A321/B38M | S | 400 Hz - A/C |
| 81 | 2 | 38°17'10.17"N 000°33'30.67"W | R | B752 | - | - |
| 83 | 2 | 38°17'09.83"N 000°33'28.24"W | R | B752 | - | - |
| 85 | 2 | 38°17'09.50"N 000°33'25.85"W | R | B752 | - | - |
| 87 | 2 | 38°17'09.15"N 000°33'23.38"W | R | B752 | E | - |
| 89 | 2 | 38°17'08.82"N 000°33'20.99"W | R | B752 | E | - |
| D1 | 7 | 38°17'13.84"N 000°33'55.73"W | A | C212 | - | (2) |

| PUESTO STAND | RAMPA RAMP | COORDENADAS COORDINATES | SALIDA EXIT | MAX ACFT | APROAR NOSE TO | OBSERVACIONES REMARKS |
|--------------|------------|------------------------------|-------------|-----------|----------------|-----------------------|
| D2 | 7 | 38°17'13.52"N 000°33'53.46"W | A | C212 | – | (2) |
| D3 | 7 | 38°17'13.20"N 000°33'51.19"W | A | C212 | – | (2) |
| D4 | 7 | 38°17'13.06"N 000°33'55.90"W | A | C212 | – | (2) |
| D5 | 7 | 38°17'12.75"N 000°33'53.64"W | A | C212 | – | (2) |
| D6 | 7 | 38°17'12.43"N 000°33'51.37"W | A | C212 | – | (2) |
| E1 | 4 | 38°17'08.82"N 000°33'59.86"W | A | AT46 | – | INCOMP. 1A |
| E2 | 4 | 38°17'10.50"N 000°33'59.46"W | A | AT72/DH88 | – | INCOMP. 1B |
| E3 | 4 | 38°17'12.46"N 000°33'59.04"W | A | AT72/DH88 | – | INCOMP. 1C |
| E4 | 5 | 38°17'11.87"N 000°33'45.13"W | A | GLF4 | – | INCOMP.5 |
| E5 | 5 | 38°17'11.53"N 000°33'42.70"W | A | GLF4 | – | INCOMP.7 |
| E6 | 5 | 38°17'11.23"N 000°33'40.55"W | A | GLF4 | – | INCOMP.9 |
| E7 | 5 | 38°17'10.89"N 000°33'38.12"W | A | GLF4 | – | INCOMP. 9A |
| E8 | 5 | 38°17'10.59"N 000°33'35.96"W | A | GLF4 | – | INCOMP. 11 |
| E9 | 5 | 38°17'10.21"N 000°33'34.22"W | A | GLF4 | – | INCOMP. 11A |
| H1 | 6 | 38°17'12.38"N 000°33'48.85"W | A (3) | EH10 | – | INCOMP. 3A |
| H2 | 6 | 38°17'12.14"N 000°33'47.14"W | A (4) | EH10 | – | INCOMP. 3B |
| H3 | 3 | 38°17'06.67"N 000°33'45.13"W | A | EH10 | – | INCOMP. 6A |
| H4 | 3 | 38°17'06.29"N 000°33'42.41"W | A | EH10 | – | INCOMP. 6B |
| H5 | 3 | 38°17'06.15"N 000°33'39.64"W | A | V22 | – | INCOMP. 6C |

Observaciones // Remarks:

| | |
|-----|---|
| (1) | Maniobra de EMPUJAR y REMOLCAR con uso de equipo sin barra de remolque // PUSH and TOW manoeuvre using equipment without towbars. |
| (2) | Salida hacia el oeste a petición // Exit towards West on request. |
| (3) | Salida a la izquierda cuando H2 se encuentre ocupado // exit to the left when H2 is occupied. |
| (4) | Salida a la derecha cuando H1 se encuentre ocupado // exit to the right when H1 is occupied. |

SISTEMA DE GUÍA DE ATRAQUE DOCKING GUIDANCE SYSTEMS

GENERALIDADES

Este sistema contiene información de guía azimut (muestra la posición de la aeronave en relación con el eje del área de estacionamiento) y de la distancia a la posición de parada (basándose en la medición de un radar láser) que se proporciona a través de una unidad de presentación delante de la cabina de la aeronave.

UNIDAD DE PRESENTACIÓN

Consta de:

- a) Dos líneas de presentación alfanumérica de 3 paneles con 4 caracteres, compuestas de indicadores fluorescentes amarillos y rojos, en las que se puede dar diversa información: tipo de aeronave, puesto de estacionamiento ("STND"), número de vuelo, origen, destino, hora programada, posición ocupada ("BON" - Block on) y hora de ocupación, calzos puestos ("CHCK ON"), "SLOW DOWN", "STOP OK", "TOO FAR", "STOP" (Emergency stop), conexión de 400 Hz ("400 H") y/o aire acondicionado ("PCA"), horas de conexión e información de guía de azimut con indicador de línea (guía de centrado y diseño de flechas de desvío): fluorescentes amarillos y rojos.
- b) Indicador de distancia al punto de parada: 3 paneles compuestos por líneas fluorescentes amarillas y negras organizados en una columna vertical.

INSTRUCCIONES AL PILOTO

- 1) Comprobar que el tipo de aeronave indicado es el correspondiente.
- 2) Rodar alineado observando la línea de guía central.
- 3) Si la velocidad de la aeronave supera 3 m/seg, en la unidad aparecerá "SLOW DOWN"; se deberá reducir esta velocidad de aproximación.
- 4) Comprobar que el indicador de distancia está completamente amarillo.
- 5) El indicador de distancia se activa a 16.2 m de la posición de parada cambiando paulatinamente las luces amarillas a color negro.
- 6) En la posición de parada el indicador de distancia se muestra totalmente negro y aparece "STOP" en la línea superior de presentación. Si el aparcamiento es correcto aparecerá "OK".
- 7) Si la aeronave sobrepasa en 1 m la posición de parada el indicador mostrará "TOO FAR" y puede que sea necesario retroceder.

GENERAL

This system contains information about azimuthal guidance (aircraft position in relation to the centre line of the parking area) and distance to the stop position (based on a laser radar measurement), shown on a display unit mounted in front of the cockpit.

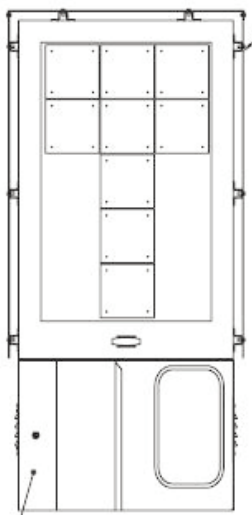
DISPLAY UNIT

Consists of:

- a) Two alphanumeric display lines of 3 panels with 4 characters each, composed of red and yellow fluorescent indicators which can show a variety of information: aircraft type, stand position ("STND", number of flight, origin, destination, scheduled time, stand occupied ("BON" - Block-on) and time of occupancy, chocks-on ("CHCK ON"), "SLOW DOWN", "STOP OK", "TOO FAR", "STOP" (emergency stop), connection to 400 Hz ("400 H") and/or air-conditioning ("PCA"), connection times and azimuthal guidance display sub-unit with centre line indicator (centring guidance and deviation indication arrows): yellow and red fluorescent.
- b) Distance indicator to the stop position: 3 panels composed of yellow and black fluorescent lines in a vertical column.

PILOT INSTRUCTIONS

- 1) Check that the indicated aircraft type is appropriate.
- 2) Taxi in alignment, watching the centre line guide.
- 3) If the aircraft speed exceeds 3 m/sec, the unit display will indicate "SLOW DOWN"; the entry speed must be reduced.
- 4) Check that the distance indicator is completely yellow.
- 5) The distance indicator is activated at 16.2 m before the stop position, changing gradually from yellow to black lights.
- 6) At the stop position, the distance indicator is shown completely black and "STOP" will appear in the top display line. If correctly parked, it will show "OK".
- 7) If the aircraft is more than 1 m from the stop position the indicator will show "TOO FAR" and push-back may be necessary.



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