

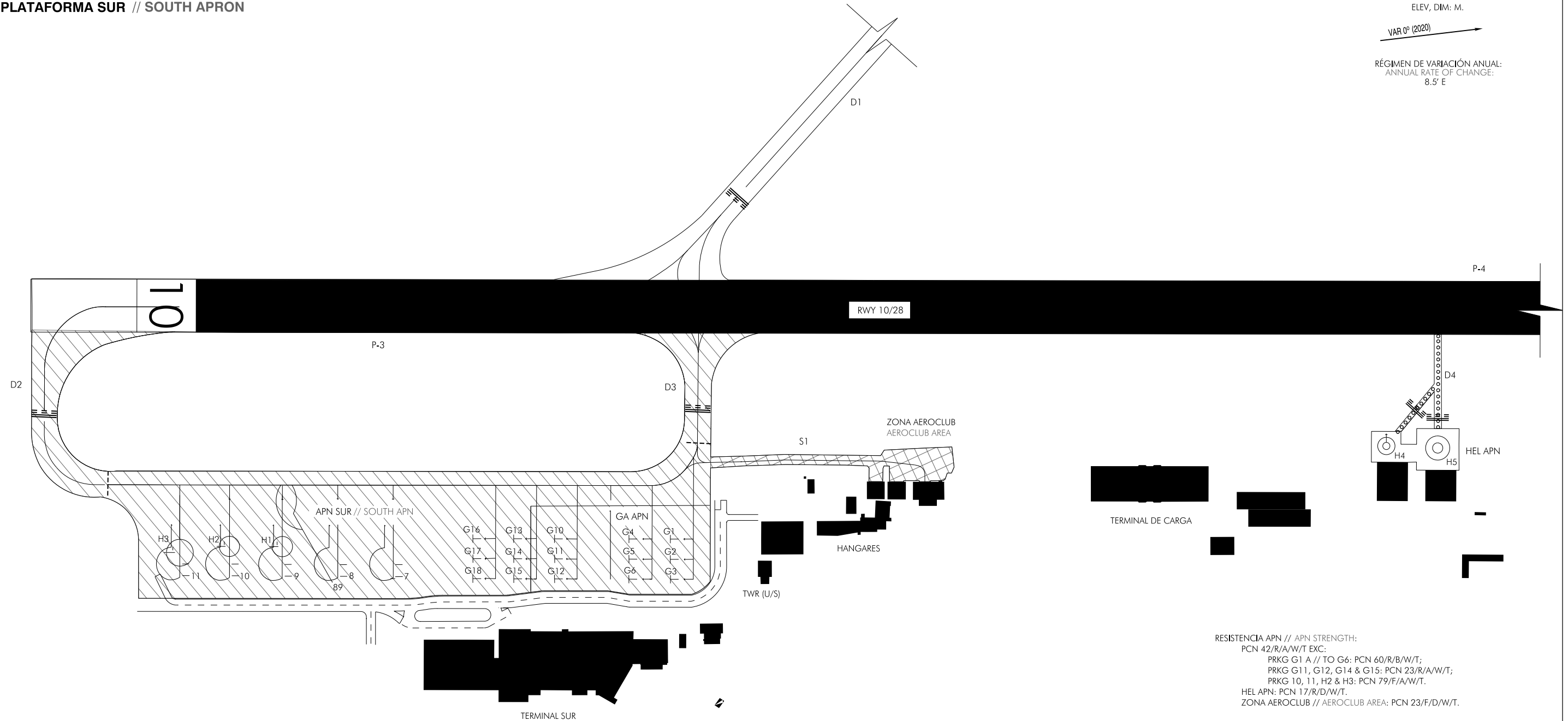
PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACI

ELEV
APN
34

TWR 118.500
GMC 121.700

BILBAO

PLATAFORMA SUR // SOUTH APRON

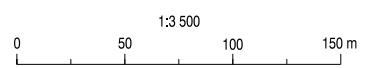


ELEV, DIM: M.
VAR 0° (2020)
RÉGIMEN DE VARIACIÓN ANUAL:
ANNUAL RATE OF CHANGE:
8.5' E

RESISTENCIA APN // APN STRENGTH:
PCN 42/R/A/W/T EXC:
PRKG G1 A // TO G6: PCN 60/R/B/W/T;
PRKG G11, G12, G14 & G15: PCN 23/R/A/W/T;
PRKG 10, 11, H2 & H3: PCN 79/F/A/W/T.
HEL APN: PCN 17/R/D/W/T.
ZONA AERoclub // AERoclub AREA: PCN 23/F/D/W/T.

APN LGT:
BORDE CON BALIZAS REFLECTANTES, POSTES PROYECTORES Y EJE.
EDGE WITH REFLECTIVE MARKERS, FLOODLIGHTING POLES AND CENTRE LINE.

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.



CAMBIOS: RESISTENCIA Y LGT APN.
CHANGES: APN STRENGTH AND LGT.

| | |
|---|----|
| ZONA NO VISIBLE DESDE TWR ASISTIDA POR CÁMARA TV. AREA NOT VISIBLE FROM TWR ASSISTED BY TV CAMERA. | |
| ZONA NO VISIBLE DESDE TWR. AREA NOT VISIBLE FROM TWR. | |
| TWY RODAJE AÉREO DE HELICÓPTEROS. AIR TAXIING FOR HELICOPTERS TWY. | |
| PRKG | G1 |

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 |
|--------------|------------|------------------------------|-------------|----------|----------------|---|
| 7 | – | 43°18'03.43"N 002°56'00.94"W | A/R | B752 | – | PUSH-BACK si PRKG 8 ocupado // if PRKG 8 occupied. (1) |
| 8 | – | 43°18'03.61"N 002°56'03.01"W | A/R | B752 | – | INCOMP. 89 PUSH-BACK si PRKG 9 ocupado // if PRKG 9 occupied. (1) |
| 9 | – | 43°18'03.94"N 002°56'05.06"W | A | A320 | – | INCOMP. 89, H1 PUSH-BACK si PRKG 10 o H2 ocupado // if PRKG 10 or H2 occupied. |
| 10 | – | 43°18'04.11"N 002°56'07.04"W | A | A320 | – | INCOMP. H2 PUSH-BACK si PRKG 11 o H3 ocupado // if PRKG 11 or H3 occupied. |
| 11 | – | 43°18'04.27"N 002°56'08.89"W | A | A320 | – | INCOMP. H3 |
| 89 | – | 43°18'03.51"N 002°56'03.21"W | R | B763 | – | INCOMP. 8, 9, H1 |
| G1 | – | 43°18'03.65"N 002°55'50.39"W | A | C425 | – | (2) |
| G2 | – | 43°18'03.10"N 002°55'50.48"W | A | C425 | – | (2) |
| G3 | – | 43°18'02.55"N 002°55'50.57"W | A | C425 | – | (2) |
| G4 | – | 43°18'03.78"N 002°55'51.94"W | A | C425 | – | (2) |
| G5 | – | 43°18'03.24"N 002°55'52.03"W | A | C425 | – | (2) |
| G6 | – | 43°18'02.69"N 002°55'52.12"W | A | C425 | – | (2) |
| G10 | – | 43°18'04.02"N 002°55'54.73"W | A | C425 | – | (2) |
| G11 | – | 43°18'03.48"N 002°55'54.81"W | A | C425 | – | (2) |
| G12 | – | 43°18'02.92"N 002°55'54.90"W | A | C425 | – | (2) |
| G13 | – | 43°18'04.15"N 002°55'56.25"W | A | C425 | – | (2) |
| G14 | – | 43°18'03.61"N 002°55'56.34"W | A | C425 | – | (2) |
| G15 | – | 43°18'03.05"N 002°55'56.42"W | A | C425 | – | (2) |
| G16 | – | 43°18'04.28"N 002°55'57.78"W | A | C425 | – | (2) |
| G17 | – | 43°18'03.74"N 002°55'57.86"W | A | C425 | – | (2) |
| G18 | – | 43°18'03.19"N 002°55'57.95"W | A | C425 | – | (2) |
| H1 | – | 43°18'04.66"N 002°56'04.94"W | A | A139 | – | INCOMP. 89, 9 |
| H2 | – | 43°18'04.83"N 002°56'06.92"W | A | A139 | – | INCOMP. 10 |
| H3 | – | 43°18'04.82"N 002°56'08.80"W | A | S61 | – | INCOMP. 11 |
| H4 | – | 43°18'03.95"N 002°55'23.23"W | A | EC35 | – | – |
| H5 | – | 43°18'03.71"N 002°55'21.30"W | A | B412 | – | – |

Observaciones // Remarks:

| | |
|-----|--|
| (1) | Salida remolcada para aeronave mayor que A320 // Towed exit for aircraft larger than A320. |
| (2) | Envergadura MAX // MAX wingspan 13.5 m. |

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK