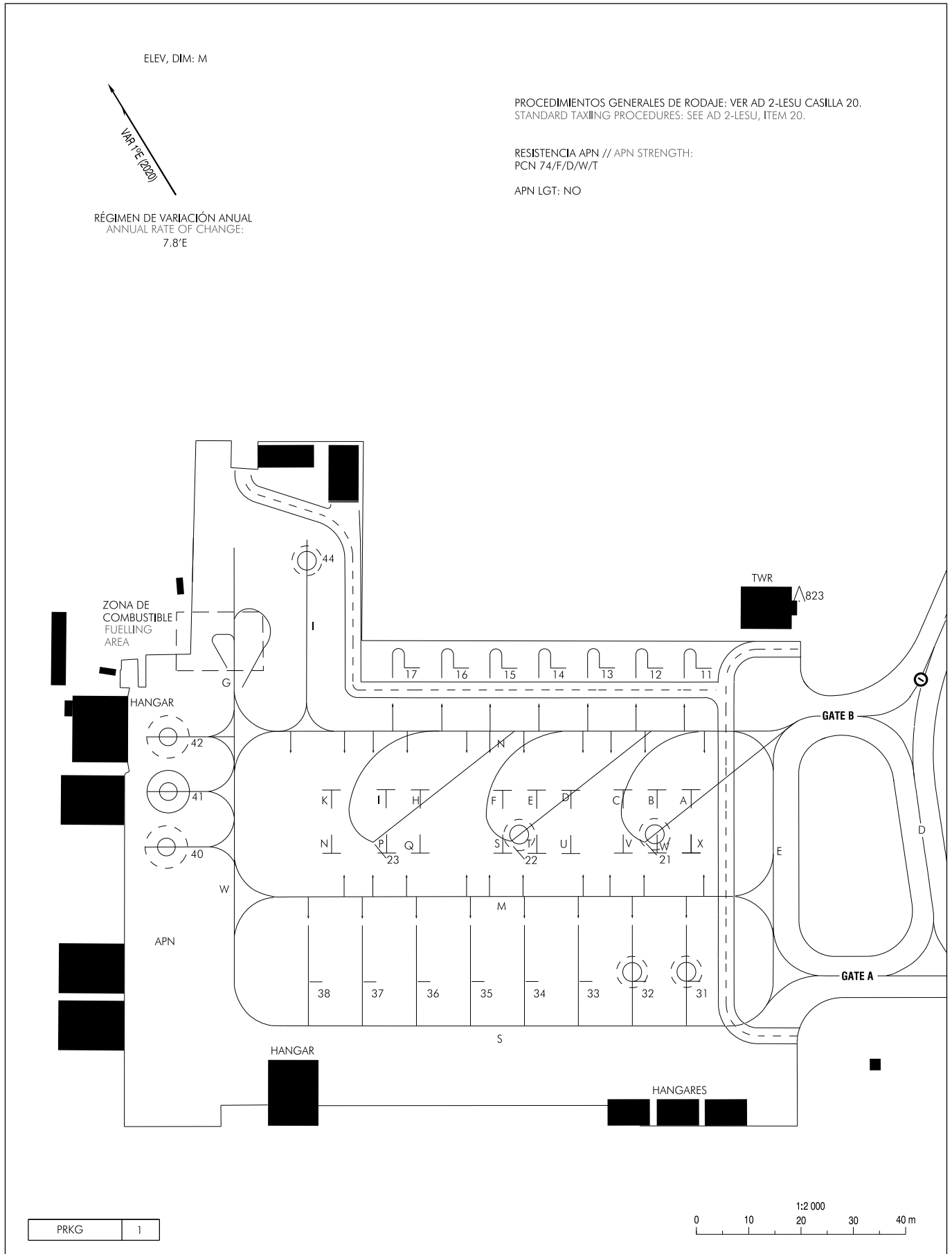


PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACI

ELEV
APN
802

AFIS 122.200

ANDORRA - LA SEU D'URGELL



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
11	–	42°20'15.72"N 001°24'19.62"E	A	C172	S	INCOMP. 21, 22, 23
12	–	42°20'16.03"N 001°24'18.93"E	A	C172	S	INCOMP. 21, 22, 23
13	–	42°20'16.02"N 001°24'18.24"E	A	C172	S	INCOMP. 22, 23
14	–	42°20'16.65"N 001°24'17.54"E	A	C172	S	INCOMP. 22, 23
15	–	42°20'16.96"N 001°24'16.84"E	A	C172	S	INCOMP. 22, 23
16	–	42°20'17.27"N 001°24'16.15"E	A	C172	S	INCOMP. 23
17	–	42°20'17.58"N 001°24'15.45"E	A	C172	S	INCOMP. 23
21	–	42°20'14.20"N 001°24'17.38"E	A	AT72	SW	INCOMP. 11, 12, A-C, V-X
→ 22	–	42°20'15.02"N 001°24'15.79"E	A	AT72	SW	INCOMP. 11-15, B-F, S-V (2)
→ 23	–	42°20'15.77"N 001°24'14.02"E	A	AT72	SW	INCOMP. 11-17, E-Q
31	–	42°20'12.45"N 001°24'16.80"E	A	17 m (1) B06	S	–
32	–	42°20'12.79"N 001°24'16.03"E	A	17 m (1) B06	S	–
33	–	42°20'13.14"N 001°24'15.25"E	A	17 m (1)	S	–
34	–	42°20'13.48"N 001°24'14.48"E	A	17 m (1)	S	–
35	–	42°20'13.82"N 001°24'13.71"E	A	17 m (1)	S	–
36	–	42°20'14.17"N 001°24'12.93"E	A	17 m (1)	S	–
37	–	42°20'14.51"N 001°24'12.16"E	A	17 m (1)	S	–
38	–	42°20'14.86"N 001°24'11.39"E	A	17 m (1)	S	–
40	–	42°20'17.20"N 001°24'10.49"E	A	EC45	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 41 (viraje en puesto // turn on stand)
41	–	42°20'17.79"N 001°24'10.99"E	A	BH2	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 40, 42 (viraje en puesto // turn on stand)
42	–	42°20'18.37"N 001°24'11.46"E	A	BH2	W	Exclusivo // Exclusive HEL HELITRANS. INCOMP. 41 (viraje en puesto // turn on stand)
44	–	42°20'19.35"N 001°24'14.97"E	A	EC45	N	Exclusivo // Exclusive HEL DGPEIS.
A	–	42°20'14.46"N 001°24'18.50"E	A	C150	N	INCOMP. 21
B	–	42°20'14.68"N 001°24'18.01"E	A	C150	N	INCOMP. 21, 22, C
→ C	–	42°20'14.89"N 001°24'17.52"E	A	C150	N	INCOMP. 21, 22, B
D	–	42°20'15.23"N 001°24'16.74"E	A	C150	N	INCOMP. 22
→ E	–	42°20'15.41"N 001°24'16.26"E	A	C150	N	INCOMP. 22, 23, F
→ F	–	42°20'15.63"N 001°24'15.77"E	A	C150	N	INCOMP. 22, 23, E
H	–	42°20'16.17"N 001°24'14.58"E	A	C150	N	INCOMP. 23, I
→ I	–	42°20'16.39"N 001°24'14.09"E	A	C150	N	INCOMP. 23, H
K	–	42°20'16.75"N 001°24'13.35"E	A	C150	N	INCOMP. 23
N	–	42°20'16.08"N 001°24'12.81"E	A	C150	S	INCOMP. 23
→ P	–	42°20'15.73"N 001°24'13.54"E	A	C150	S	INCOMP. 23, Q
Q	–	42°20'15.51"N 001°24'14.03"E	A	C150	S	INCOMP. 23, P
→ S	–	42°20'14.98"N 001°24'15.22"E	A	C150	S	INCOMP. 22, T
T	–	42°20'14.76"N 001°24'15.71"E	A	C150	S	INCOMP. 22, S
U	–	42°20'14.54"N 001°24'16.19"E	A	C150	S	INCOMP. 22
→ V	–	42°20'14.22"N 001°24'16.98"E	A	C150	S	INCOMP. 21, 22, W
W	–	42°20'14.00"N 001°24'17.47"E	A	C150	S	INCOMP. 21, V
X	–	42°20'13.79"N 001°24'17.95"E	A	C150	S	INCOMP. 21

Observaciones // Remarks:	
(1)	MAX envergadura // wingspan.
(2)	Si PRKG 22 ocupado por un helicóptero hasta A139, INCOMP. C-F, S-U. // If PRKG 22 is occupied by a helicopter up to A139, INCOMP. C-F, S-U.