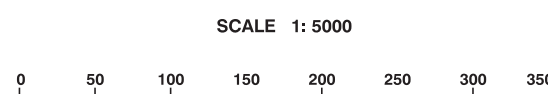


AIRCRAFT PARKING / DOCKING CHART - ICAO

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Radar 134.675Mhz, 118.775Mhz, 124.550Mhz, 129.050Mhz
Arrival 119.800Mhz, 134.125Mhz
Tower 119.400Mhz, 123.800Mhz
Ground 121.600Mhz, 121.775Mhz
Delivery 122.125Mhz
Atis 122.955Mhz, 121.730Mhz



APN INFORMATION:

AVG ELEV 177 M / 580 FT
BEARING STRENGTH - GAC APN: PCN 66/R/A/W/T
- MAIN APN: PCN 66/R/A/W/T

Table with columns: PSN, LAT, LONG, ELEV AMSL (Adria), MAX WINGSPAN, MAX LENGTH, RMK. Lists aircraft positions and characteristics for various PSNs.

- LEGEND: Push-Back position, Taxi guidance line (yellow), Taxi guidance lines, Guidance line to position, Taxi guidance line to taxi lane, Taxi holding position, Ground equipment (red), Border of responsibility, TL Taxilane, DGS Docking Guidance System, IHP Intermediate holding position

RMK:

In order to meet the requirement for wing-tip-clearance follow strictly the taxi guidance lines!
The allocation of the PRKG PSN is in the obligation of the airport. The assigned PRKG PSN will be notified to the pilot by ATC!
Self taxiing on MAINT APN and GAC hangar APN prohibited!

Table with columns: TL, MAX WINGSPAN, TL, MAX WINGSPAN. Lists taxi lane (TL) numbers and their corresponding maximum wingspan limits.

GAC APN:

Marshaller guidance for all outgoing and incoming ACFT on GAC APN mandatory.
Engine startup on GAC hangar APN prohibited.

MAIN APN:

Marshaller guidance on all ACFT stand TLs on main APN is only provided if necessary or on pilots request.
PRKG of ACFT at the assigned PSN is assisted by either DGS or by signals of a marshaller.

Pilots shall not enter an ACFT stand unless the DGS is activated or a marshaller has signalled clearance to proceed

In case of irregularities pilots must hold PSN prior initiating turn into PRKG stand and inform ATC.

Expect crossing vehicles in TL 36 and TL 37.

ACFT taxiing out of PRKG PSNs F42, F43 and F44 must follow strictly the CL marking into TL 38.

Pilots are obliged to use the MNM necessary engine PWR when manoeuvring on the APN and in ACFT stand TLs. Prior usage of unusual high engine PWR creating jet blast that could affect adjacent stands, pilots must inform ATC and wait for further instructions.

Table with columns: PSN, LAT, LONG, ELEV AMSL (Adria), MAX WINGSPAN, MAX LENGTH, RMK. Lists aircraft positions and characteristics for various PSNs.

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DE-ICING POSITIONS: F43, F45, F47, F49, F51, F53, F55, F57, F59, F42, F44, F46, F48, F50

DE-ICING STANDBY POSITIONS: E48, E49, E50, E51, E52, E97, E98, E99

START - UP, PUSH - BACK / TOWING

Engine start-up during Push-Back or towing shall be coordinated with Push-Back Crew.

Push-Back procedures are coordinated between ATC and Push-Back Driver.

Departing ACFT are obliged to inform ATC on initial contact if current wind situation prohibits engine start-up during or after push-back.
Engine start-up at the gate has to be considered and coordinated prior initiating push-back.

