

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	126.025Mhz

 VAR 5° E (2023)

 ANNUAL RATE OF CHANGE 0.1° E

SCALE 1: 5000

0 50 100 150 200 250 300 350 M

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

LEGEND :

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!

TL	MAX WINGSPAN	TL	MAX WINGSPAN
16	35.99 M	35	64.99 M
17	35.99 M	36	west of PSN F23: 64.99 M east of PSN F23: 79.99 M
18	35.99 M	37	79.99 M
19	north of TL 16: 23.99 M south of TL 16: 35.99 M	38	64.99 M
31	35.99 M	40	79.99 M
32	35.99 M	40 (blue line)	35.99 M
33	35.99 M	40 (orange line)	35.99 M
34	35.99 M (Except ACFT with a MAX wingspan of 64.80 M taxiing to and from PSN D22.)	42	64.99 M
		43	64.99 M

GAC APN:

Marshaller guidance for all outgoing and incoming ACFT on GAC APN mandatory.

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..

