AIRCRAFT PARKING DOCKING CHART: SOUTH APRON – ICAO

Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

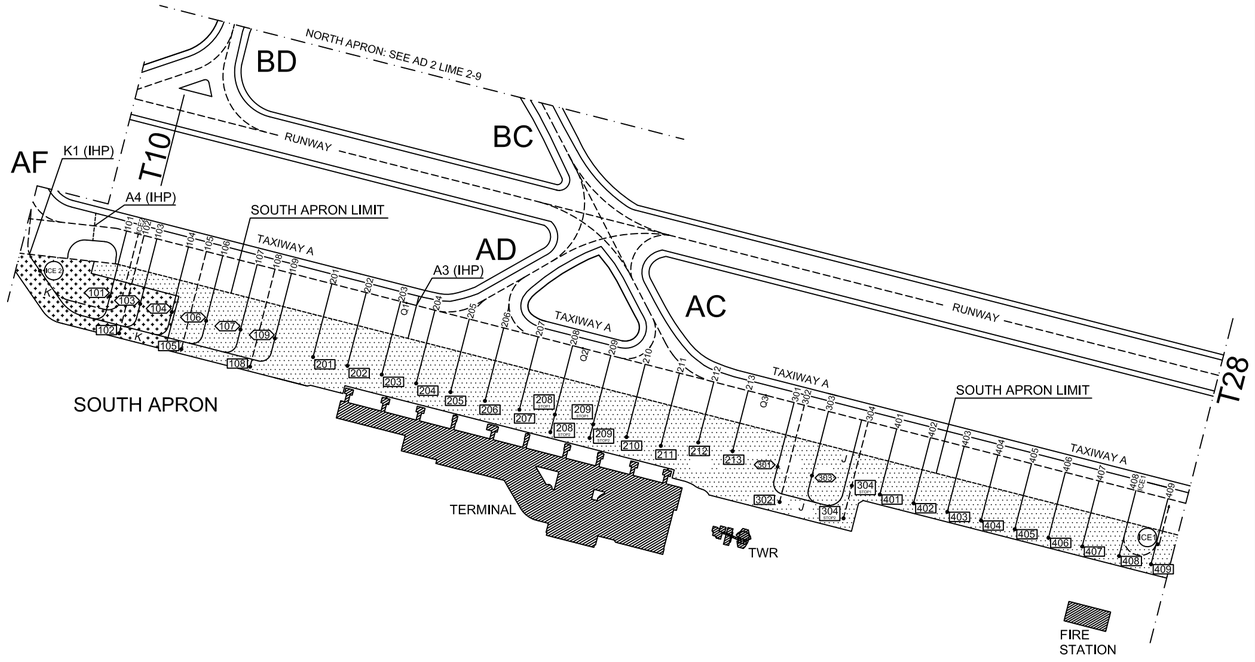
* RMK: HR 0000–0400 (2300–0300) ATC DISCRETION

TWR	ACFT STAND LEGEND
125.875 (CH 134.105)	(1) SELF MANOEUVRING (SM)
GND 120.505* (CH 134.105)	402 PUSH BACK (PB)
ATIS CH 118.540	(107) SELF MANOEUVRING (SM) or PUSH BACK (PB)

VAR + 3° E-2020.0

Annual rate of change 8'E

CHANGE: REMARK "LOCAL AWO CONDITION"



metres 0 100 200 300 400
feet 0 300 600 900 1200

SOUTH APRON bearing strength	
Stand: ICE2 SURFACE: CONC PCN 75/R/A/W/T**	
All other stands SURFACE: CONC PCN 83/R/C/W/T***	

** Entry into stand ICE2 is performed by taxiing on CONC surfaces with PCN 83/R/C/W/T
*** Some areas of stands 101–105 have PCN 75/R/A/W/T

SOUTH APRON POINTS ON PARKING AREA		
STAND	N	E
ICE2	45°40'06.64"	009°41'23.99"
101	45°40'05.44"	009°41'28.40"
102	45°40'03.74"	009°41'28.97"
103	45°40'05.07"	009°41'30.36"
104	45°40'04.70"	009°41'32.40"
105	45°40'03.00"	009°41'33.00"
106	45°40'04.28"	009°41'34.63"
107	45°40'03.87"	009°41'36.87"
108	45°40'02.17"	009°41'37.47"
109	45°40'03.45"	009°41'39.10"
201	45°40'02.58"	009°41'41.58"
202	45°40'02.17"	009°41'43.81"
203	45°40'01.76"	009°41'46.05"
204	45°40'01.34"	009°41'48.28"
205	45°40'00.93"	009°41'50.52"
206	45°40'00.51"	009°41'52.75"
207	45°40'00.09"	009°41'54.99"
208 STOP1	45°39'59.86"	009°41'57.30"
208 STOP2	45°39'59.06"	009°41'57.00"
209 STOP1	45°39'59.40"	009°41'59.78"
209 STOP2	45°39'58.78"	009°41'59.55"
210	45°39'58.81"	009°42'01.95"
211	45°39'58.39"	009°42'04.18"
212	45°39'58.53"	009°42'06.63"
213	45°39'58.12"	009°42'08.86"
301	45°39'57.39"	009°42'11.78"
302	45°39'55.75"	009°42'11.91"
303	45°39'56.97"	009°42'14.02"
304 STOP1	45°39'56.47"	009°42'16.63"
304 STOP2	45°39'54.98"	009°42'16.07"
401	45°39'56.12"	009°42'18.61"
402	45°39'55.71"	009°42'20.80"
403	45°39'55.31"	009°42'22.99"
404	45°39'54.90"	009°42'25.17"
405	45°39'54.49"	009°42'27.38"
406	45°39'54.08"	009°42'29.57"
407	45°39'53.68"	009°42'31.77"
408	45°39'53.23"	009°42'34.16"
ICE1	45°39'53.75"	009°42'36.69"
409	45°39'52.84"	009°42'36.25"

START POINTS ON TWY A			
POINTS	N	E	DETAILS
Q1	45°40'05.03"	009°41'47.86"	FOR ACFT WITH LENGTH UP TO 47 M
Q2	45°40'02.93"	009°41'59.17"	FOR ACFT WITH LENGTH UP TO 55 M
Q3	45°40'00.72"	009°42'11.08"	FOR ACFT WITH LENGTH UP TO 55 M

AD ELEV 782	BERGAMO / ORIO AL SERIO	
APRON ELEV 773	LIME	45°40'08" N 009°42'01" E

SOUTH APRON

STAND ICE2 (BROKEN AND CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 747–400 (SEE REMARKS 1, 2 AND 3).
STAND 101 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 102, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 102 (BROKEN YELLOW LINE), ALTERNATIVE OF 101 AND 103, AVBL UP TO Boeing 777–200/200LR/F.
STAND 103 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 102, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 104 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 105, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 105 (BROKEN YELLOW LINE), ALTERNATIVE OF 104 AND 106, AVBL UP TO Boeing 777–200/200LR/F.
STAND 106 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 105, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 107 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 108, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 108 (BROKEN YELLOW LINE), ALTERNATIVE OF 107 AND 109, AVBL UP TO Boeing 777–200/200LR/F.
STAND 109 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 108, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STANDS 201–202–203–204–205–206–207 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 208 (CONTINUOUS YELLOW LINE), AVBL AS FOLLOW:
– STOP1 UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD–90;
– STOP2 UP TO B767–300 without winglets.
STAND 209 (CONTINUOUS YELLOW LINE), AVBL AS FOLLOW:
– STOP1 UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD–90;
– STOP2 UP TO B767–300 without winglets.
STANDS 210–211 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STANDS 212–213 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 737 MAX 9.
STAND 301 (CONTINUOUS YELLOW LINE), ALTERNATIVE 302, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 302 (BROKEN YELLOW LINE), ALTERNATIVE OF 301 AND 303, AVBL UP TO Boeing 777–200/200LR/F.
STAND 303 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 302, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STAND 304 (BROKEN YELLOW LINE), AVBL AS FOLLOW:
– STOP1 UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD–90;
– STOP2 UP TO Boeing 777–200/200LR/F.
STAND 401 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 304 STOP2, AVBL UP TO Boeing 737 MAX 9 OR McDonnell–Douglas MD90.
STANDS 402–403–404–405–406–407 (CONTINUOUS YELLOW LINE), AVBL UP TO Boeing 757–200 with winglets OR McDonnell–Douglas MD90.
STAND 408 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF ICE1, AVBL UP TO Boeing 757–200 without winglets OR McDonnell–Douglas MD90.
STAND ICE1 (BROKEN YELLOW LINE), ALTERNATIVE OF 408 AND 409, AVBL UP TO Boeing 757–200 with winglets OR McDonnell–Douglas MD90.
STAND 409 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF ICE1, AVBL UP TO Boeing 757–200 without winglets OR McDonnell–Douglas MD90.

REMARKS

1. ENTRY INTO STAND 'ICE2' FOR ICAO CODE 'D' AND 'E' ACFT (UP TO BOEING 747–400) AVBL USING BROKEN YELLOW LINE LEAD–IN LOCATED ON TAXIWAY 'A' BTN LEAD–INS OF STANDS 101 AND 102. USE OF THAT LEAD–IN IS POSSIBLE, WITH MANDATORY FOLLOW–ME CAR ASSISTANCE, ONLY WHEN STANDS FM 101 TO 105 ARE FREE.
2. ENTRY INTO STAND 'ICE2' FROM APRON TAXIWAY 'K' AVBL ONLY FOR ICAO CODE 'C' ACFT (UP TO BOEING 737 MAX 9 OR MCDONNELL–DOUGLAS MD90) LEAVING STANDS 101, 103, 104, 106, 107 OR 109.
3. SELF–MANOEUVRING EXIT FROM STAND 'ICE2' FOR ICAO CODE 'D' AND 'E' ACFT (UP TO BOEING 747–400) AVBL WHEN ACFT STAND 101 AND 102 ARE FREE.
4. EXIT FROM STANDS 101, 103, 104, 106, 107 OR 109 AVBL SELF–MANOEUVRING USING APRON TAXIWAY 'K' IN DIRECTION OF IHP 'K1' PROVIDED THAT THE INTERESTED TAXI ROUTE IS FREE FROM OTHER AIRCRAFT, VEHICLES OR EQUIPMENTS PARKED AT STANDS 'ICE2', 102, 105 OR 108. OTHERWISE, PUSHBACK TOWARDS TAXIWAY 'A' WILL BE REQUIRED. DURING LOCAL AWO CONDITION, EXIT FROM STANDS 101, 103, 104, 106, 107 AND 109 IS AVBL THROUGH PUSHBACK ONLY.
5. EXIT FM STAND 301 AVBL PUSHBACK–ONLY WHEN ACFT PARKED AT STANDS 304 (STOP1 OR STOP2).
6. EXIT FM STAND 303 AVBL PUSHBACK–ONLY WHEN ACFT PARKED AT STANDS 304 (STOP1 OR STOP2).
7. START POINTS 'Q1', 'Q2' AND 'Q3' AVBL O/R FOR PUSHBACK MANOEUVERS ON TAXIWAY 'A'.
8. WITH RVR VALUE < 400M, FOLLOW–ME CAR ASSISTANCE IS MANDATORY ON SOUTH APRON.
9. DURING EXIT FM SELF–MANOEUVRING ACFT STANDS, STRICTLY FOLLOW LEAD–OUT AND/OR TCL MARKINGS.
10. STANDS 206, 207, 208, 209, 210 AND 211 ARE EQUIPPED WITH A–VDGS (MODEL TYPE 'FMT APIS R').
11. ACFT STAND SAFETY LINES OF STANDS 102, 105 AND 108 OVERLAPPING APRON TAXIWAY 'K' ARE MADE WITH BLUE LINES.
12. ACFT STAND SAFETY LINES OF STANDS 302 AND 304 OVERLAPPING APRON TAXIWAY 'J' ARE MADE WITH BLUE LINES.

Data provided by ENAC DA Bergamo / SACBO S.p.A.