

APRON S-SOUTH	121.705 C
APRON S-NORTH	121.855 C
APRON W-SOUTH	123.005 C
APRON W-NORTH	123.255 C

CONFIGURACIÓN NORTE // NORTH CONFIGURATION

[illegible]

NOTES

- ALLCRAFT NOT VISIBLE FROM TWR ARE ASSIGNED BY TV CAMERAS AND/OR BY SURFACE RADAR.
- GENERAL TAXING PROCEDURES AND LOW VISIBILITY PROCEDURES SEE AD 2426M ITEMS 20 AND 22.
- IF CLOSING AIRCRAFT SHALL FOLLOW THE SUBMIT TURNING CODES FOR AIRCRAFT TAXIING ON ASMA, 8779, 8779V AND 876A AIRCRAFT WHEN TAXIING ON CODE LETTERS I TWY, AND 876A AIRCRAFT WHEN TAXIING ON CODE LETTERS A RWAY.
- AIRCRAFT WITH A WINGSWEEP MORE THAN 38M UP TO 40M MAY CRUISE ON TWY II 1, CL1 IF THEY ARE TOWED.
- AIRCRAFT SHALL APPROACH THE RUNWAY AND INTENSIFIED HOLDING POSITIONS AS CIRCLES IF THEY ARE POINTED IN AN UNDESIRABLE SPACE & BE MANOEUVRED INTO THE CORRECT POSITION.
- AIRCRAFT SHALL BE RESPONSIBLE TO REMAIN WATCHFUL OF THE SURROUNDINGS AND TAKE MEASURES TO AVOID COLLISIONS WITH OTHER AIRCRAFT, AS WELL AS TO INFORM AT ANY CLEARANCE MANOEUVER SHOULD BE CARRIED OUT. IF THE PILOT MAY COUNT ON WHETHER THE AIRCRAFT IS IN THE RIGHT POSITION, IT WILL BE INTENSIFIED HOLDING POSITION MAY BE CERTAINLY SAFELY, THE TAXIING AIRCRAFT SHALL HALT, NOTIFY AT AND REQUEST ALTERNATE INSTRUCTIONS.

- THE EFFECT OF THE CHARACTERISTICS OF THE HOT SPOTS CAN BE FOUND ON SUBSEQUENT PAGES.

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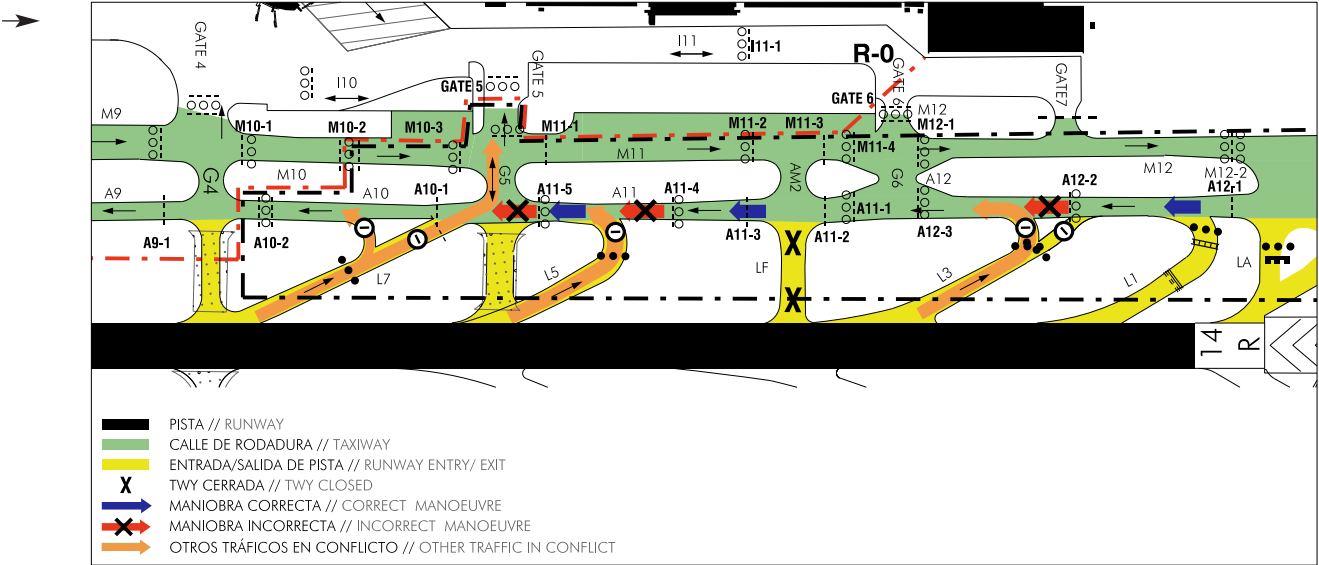
LUGARES CRÍTICOS
HOT SPOTS

LUGARES CRÍTICOS EN CONFIGURACIÓN NORTE

HOT SPOTS ON NORTH CONFIGURATION

1. HS-1-NORTE: Zona Oeste RWY 14R/32L. TWY M10-M11 y TWY A10, A11 y A12.

1. HS-1-NORTH: West area RWY 14R/32L. TWY M10-M11 and TWY A10, A11 and A12.

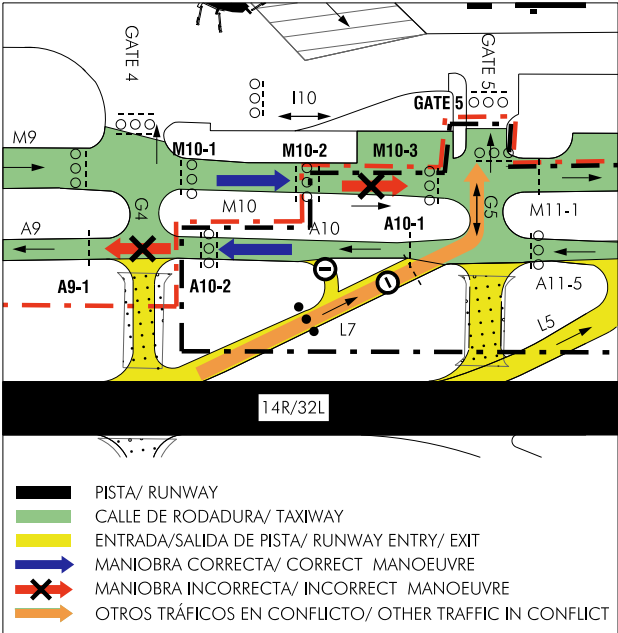


Aeronaves siguiendo la calle de rodaje “A” **DEBEN CEDER EL PASO** a las aeronaves que abandonan pista por las salidas rápidas L3, L5 y L7.

Aircraft along taxiway “A” **MUST GIVE WAY** to aircraft vacating runway by rapid exits L3, L5 and L7.

2. HS-2-NORTE: Zona Oeste RWY 14R/32L. Puntos de transferencia SDP-ATC (A10-2 y M10-2).

2. HS-2-NORTH: West area RWY 14R/32L. SDP-ATC transfer points (A10-2 and M10-2).

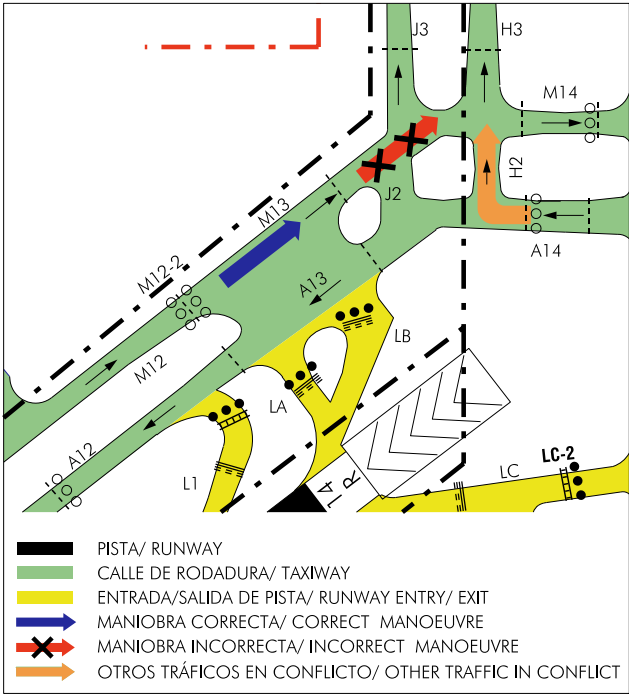


Aeronaves que circulan por M10 y A10, sin contacto con la siguiente dependencia, **DEBEN DETENERSE** en puntos de transferencia M10-2 y A10-2.

Aircraft taxiing by M10 and A10, without contact with the next unit, **MUST STOP** at transfer points M10-2 and A10-2.

3. HS-3-NORTE: Zona Oeste próxima al umbral RWY 14R/32L. TWY M13.

3. HS-3-NORTH: West area near threshold RWY 14R/32L. TWY M13.

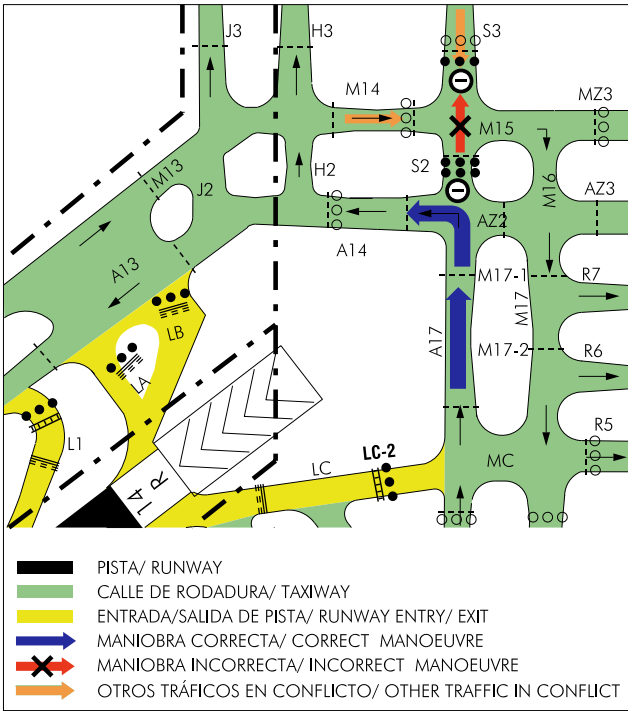


Aeronaves rodando por M13 instruidas a detenerse deben realizarlo **EN EL PUNTO DE ESPERA INTERMEDIO DE M13**, para evitar conflictos con tráficos rodando por la calle de rodaje “H” hacia la terminal T4.

Aircraft taxiing by M13 instructed to stop must do so **AT THE INTERMEDIATE HOLDING POINT OF M13**, to avoid conflicts with traffic taxiing by taxiway “H” towards terminal T4.

4. HS-4-NORTE: Zona Noroeste próxima al umbral RWY 14R/32L. Cercana a TWY A17 y S2.

4. HS-4-NORTH: North-west area near threshold RWY 14R/32L. Close to TWY A17 and S2.

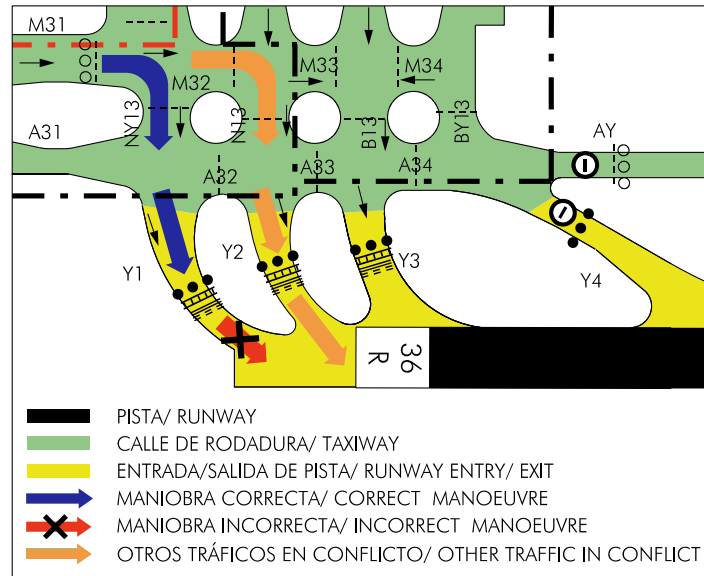


Aeronaves rodando por A17 **DEBEN GIRAR A LA IZQUIERDA EN A14** y no continuar de frente, para evitar conflicto con aeronaves en rodaje provenientes de S3 y “M”.

Aircraft taxiing by A17 **MUST TURN LEFT ON A14** and not go straight ahead, to avoid conflict with aircraft taxiing from S3 and “M”.

5. HS-5-NORTE: Zona próxima al umbral RWY 36R. TWY Y1, Y2 y Y3.

5. HS-5-NORTH: Area near threshold RWY 36R. TWY Y1, Y2 and Y3.

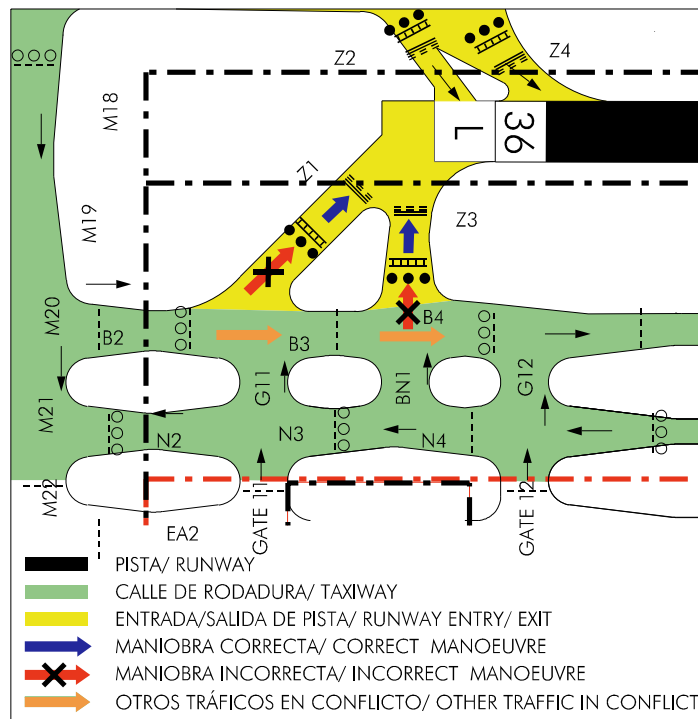


→ Se recomienda el uso del idioma inglés cuando se expidan autorizaciones **condicionales de entrada en pista** para aeronaves situadas o alcanzando los puntos de espera Y1, Y2 o Y3 indicando el **MODELO DE AERONAVE Y/O LIBREA Y/O POSICIÓN**. En caso de duda mantener posición y preguntar siempre a ATC para aclaración.

The use of the **English language** is recommended when issuing **conditional runway entry clearances** for aircraft located at or reaching holding points Y1, Y2 or Y3 indicating the **AIRCRAFT MODEL AND/OR LIVERY AND/OR POSITION**. In case of doubt maintain position and always request clarification from ATC.

6. HS-6-NORTE: Zona próxima al umbral RWY 36L y TWY Z3 y Z1.

6. HS-6-NORTH: Area near threshold RWY 36L and TWY Z3 and Z1.



Aeronaves posicionándose en los puntos de espera de la pista, deben pararse LO MÁS PRÓXIMO POSIBLE AL PUNTO DE ESPERA DE LA PISTA para permitir la mayor distancia libre tras ella para la circulación de tráfico por TWY B.

Aeronaves circulando por TWY B con aeronaves en los puntos de espera de la pista en TWY Z3 deben asegurarse estar libres de conflicto antes de superarlos por detrás; ante la duda deben esperar cerca de TWY Z1 o Z3.

NOTA: Imagen ejemplo con el punto de espera de la pista CAT I.

Aircraft positioning themselves at the runway holding positions must stop AS CLOSE TO THE RUNWAY HOLDING POSITION AS POSSIBLE to permit the maximum clear distance behind for traffic taxiing via TWY B.

Aircraft taxiing via TWY B with aircraft at the runway holding positions of TWY Z3 must ensure that there is no conflict before overtaking from behind; if in doubt, they must hold short of TWY Z1 or Z3.

NOTE: Example picture with the CAT I runway holding position.

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