

AIRCRAFT PARKING/ DOCKING CHART

APRON ELEV 248

BARDUFLOSS, BARDUFLOSS
NORWAY

NOTES - REMARKS

TAXIING INTO P10 MUST BE MADE ALONG THE SOUTHERN CL, WHILE TAXIING FROM P10 MUST BE MADE ALONG THE NORTHERN CL.

Runway strength, REF AD 2.12
Apron surface and strength, REF AD 2.8
Taxiway width, surface and strength, REF AD 2.8
Declared distances, REF AD 2.13

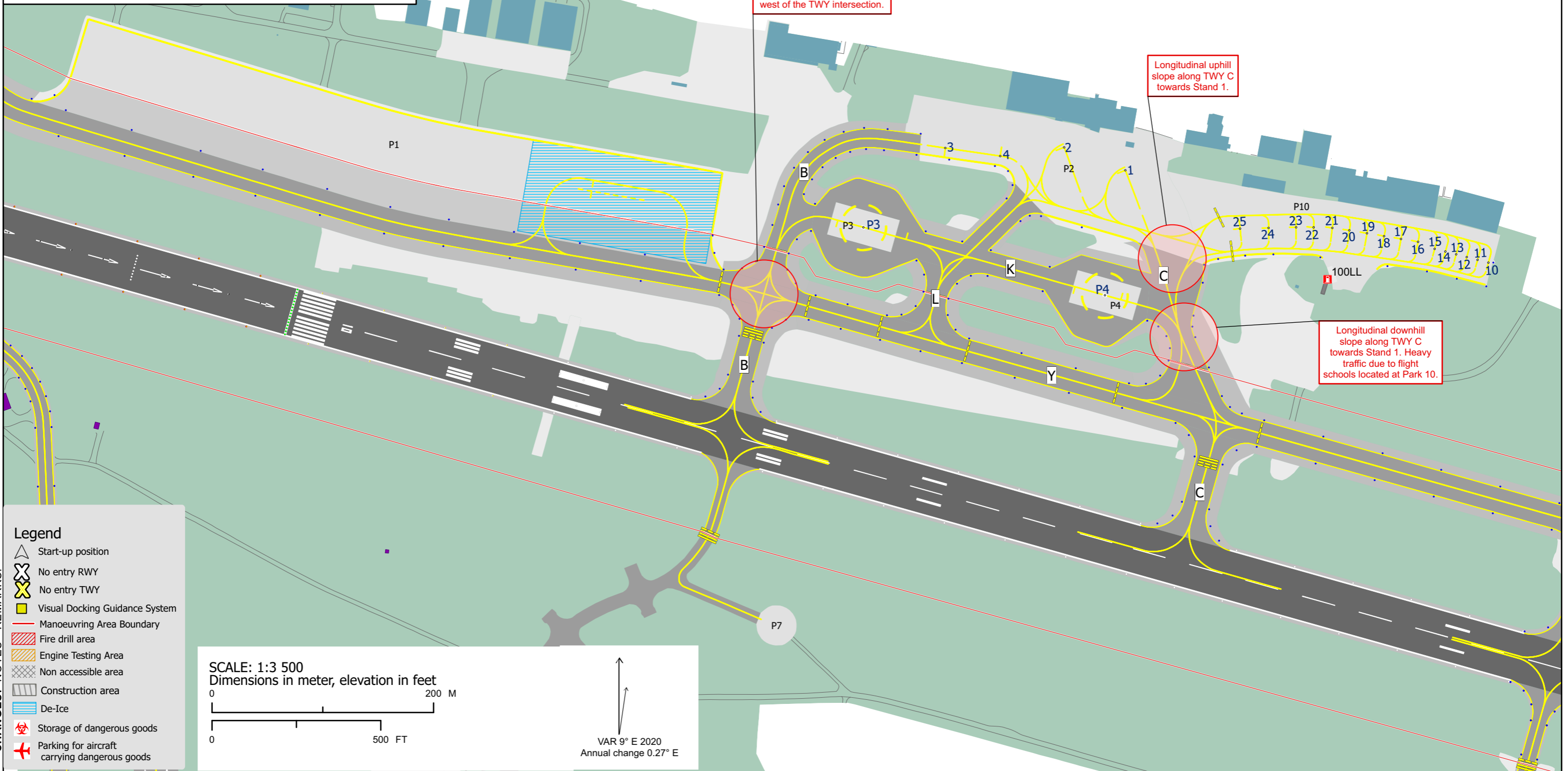
COM

ATIS	129.730 MHZ
CLR	122.100 MHZ
CLR	257.800 MHZ
TWR	280.700 MHZ
TWR	118.105 MHZ

Heavy traffic with vehicles, especially during wintertime. Border between movement- and manoeuvring area painted on surface. This marking may not be visible wintertime when covered by snow. Frequent operations with helicopters west of the TWY intersection.

Longitudinal uphill slope along TWY C towards Stand 1.

Longitudinal downhill slope along TWY C towards Stand 1. Heavy traffic due to flight schools located at Park 10.



CHANGES: NOTES - REMARKS.

- Legend**
- Start-up position
 - No entry RWY
 - No entry TWY
 - Visual Docking Guidance System
 - Manoeuvring Area Boundary
 - Fire drill area
 - Engine Testing Area
 - Non accessible area
 - Construction area
 - De-Ice
 - Storage of dangerous goods
 - Parking for aircraft carrying dangerous goods

