

AERODROME GROUND MOVEMENT
AND AIRCRAFT PARKING CHART - ICAO

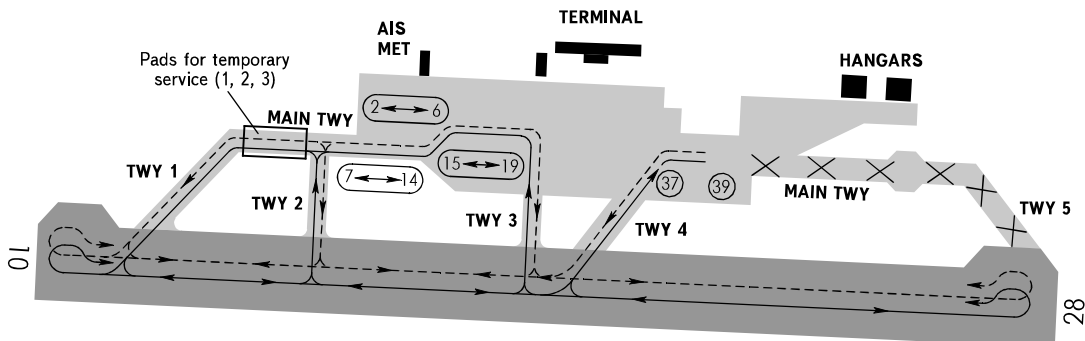
TOWER 120.800

MAGADAN, RUSSIA

SOKOL

SK - 42 coordinates

-11°



Not to scale

TAXIWAYS:

- Width: 1, MAIN TWY - 18m
 2, 3 - 16m
 4 - 22.5m
- Surface: 1, 2, MAIN TWY - Concrete
 3, 4 - Asphalt-Concrete
- Strength: 1, 2, MAIN TWY - PCN 27 R/B/X/U
 3 - PCN 41 R/B/X/T
 4 - PCN 64 R/B/X/T

STANDS:

- Strength: 2, 19 - PCN 23 R/B/X/T
 3-6, 15-18 - PCN 17 R/B/X/T
 37-39 - PCN 32 R/A/X/T
 7-14 - GRASS

WARNING:

- Stand 40, MAIN TWY from stand 40 to TWY 5 and TWY 5 are closed for ACFT operation.
- ACFT taxiing along TWY 4 shall be carried out in the day-time, when visibility is not less than 2000m.
- The procedure of An-124-100 ACFT movement is as follows: vacate the runway along TWY 2 after landing, then proceed to the MAIN TWY. Occupy the runway along TWY 1 for departure. Taxiing shall be carried out at reduced speed, with the flight crew's increased caution, strictly along the centre line.
- Taxiing of ACFT with a wingspan of 65-75m along the MAIN TWY (on segment from TWY 1 to TWY 2) shall be carried out at reduced speed, with the flight crew's increased caution, strictly along the centre line.
- Taxiing of index 4, 5, 6 ACFT along TWY 1, 2, 3, 4 (towards RWY 28) to the runway and exit from the runway shall be carried out at minimum speed.
- Taxiing of index 4, 5, 6 ACFT along the MAIN TWY, TWY 1, 2, 3 shall be carried out at reduced speed, strictly along the centre line.
- Turn of class 1 ACFT on the runway shall be carried out only on the turn pads, whereas turn on RWY 10 turn pad shall be made to the right, turn on RWY 28 turn pad shall be made to the left. Turn of Il-62, Tu-154 types ACFT is allowed at junction of RWY and TWY 4 in daylight hours, when visibility is 2000m and more and also when day marking signs of TWY 4 are visible.

ACFT types:

- An-12, An-72, An-74, Il-76T, Il-76TD, Il-18
 An-24, An-26, Mi-8 HEL
 An-148
 Il-62, Il-62M
 B757-200, B737-100, B737-200,
 B737-500, B737-600, B737-700,
 B737-800, A-319, A-320, A-321
 An-140, Tu-134, Tu-154M, Tu-154B
 B767-200, B767-300, B767-200ER,
 B767-300ER, B757-200, B737-100,
 B737-200, B737-500, B737-600,
 B737-700, B737-800, Tu-204, Tu-204-100,
 Tu-214, A-319, A-320, A-321, SSJ-100
 Il-96-300, Il-96-400T, B747-200F
 An-32, Yak-42
 An-2, An-3, An-12, An-24, An-26, An-28,
 An-38, An-72, An-74, Il-18, Mi-8 HEL
 An-124-100, Il-76T, Il-76TD

- B727, Beechcraft Baron 55(56, 57, 58),
 Beechcraft King Air 90(100, 200, 300, 350),
 Dash 7, Dash 8, Cessna-172(172AF, 208,
 441, 510, 525, 550, 560, 650, 750, Bravo,
 CJ1, CJ2, CJ3, Sovereign, Encore, X, XLS Excel),
 Fokker-20, Fokker-28, Fokker-50, Fokker-70,
 Fokker-BE9T, Fokker-90, Fokker-100, Fokker-350,
 LearJet-23, LearJet-24, LearJet-35, LearJet-45,
 LearJet-60, CRJ-100(200), Falcon-50, Falcon-200,
 Falcon-900B, Falcon-900DX, Falcon-900EX,
 Gulfstream 1, Gulfstream 2, Gulfstream 5,
 Gulfstream G150, Gulfstream G200

STANDS:

- 2, 3, 4
 5, 6
 2, 18, 19
 18, 19
 19
 15-17
 37, 39
 39
 15-19
 7-14
 Pads 1, 2, 3 on MAIN TWY
 between TWY 1 and TWY 2

STAND NR	LATITUDE	LONGITUDE	STAND NR	LATITUDE	LONGITUDE
2	59 54.8N	150 42.9E	13	59 54.8N	150 43.1E
3	59 54.8N	150 43.0E	14	59 54.8N	150 43.1E
4	59 54.8N	150 43.1E	15	59 54.8N	150 43.2E
5, 6	59 54.8N	150 43.2E	16	59 54.8N	150 43.3E
7	59 54.8N	150 42.8E	17	59 54.8N	150 43.3E
8	59 54.8N	150 42.8E	18	59 54.8N	150 43.4E
9	59 54.8N	150 42.9E	19	59 54.8N	150 43.4E
10	59 54.8N	150 42.9E	37	59 54.8N	150 43.9E
11	59 54.8N	150 42.9E	39	59 54.8N	150 44.1E
12	59 54.8N	150 43.0E			