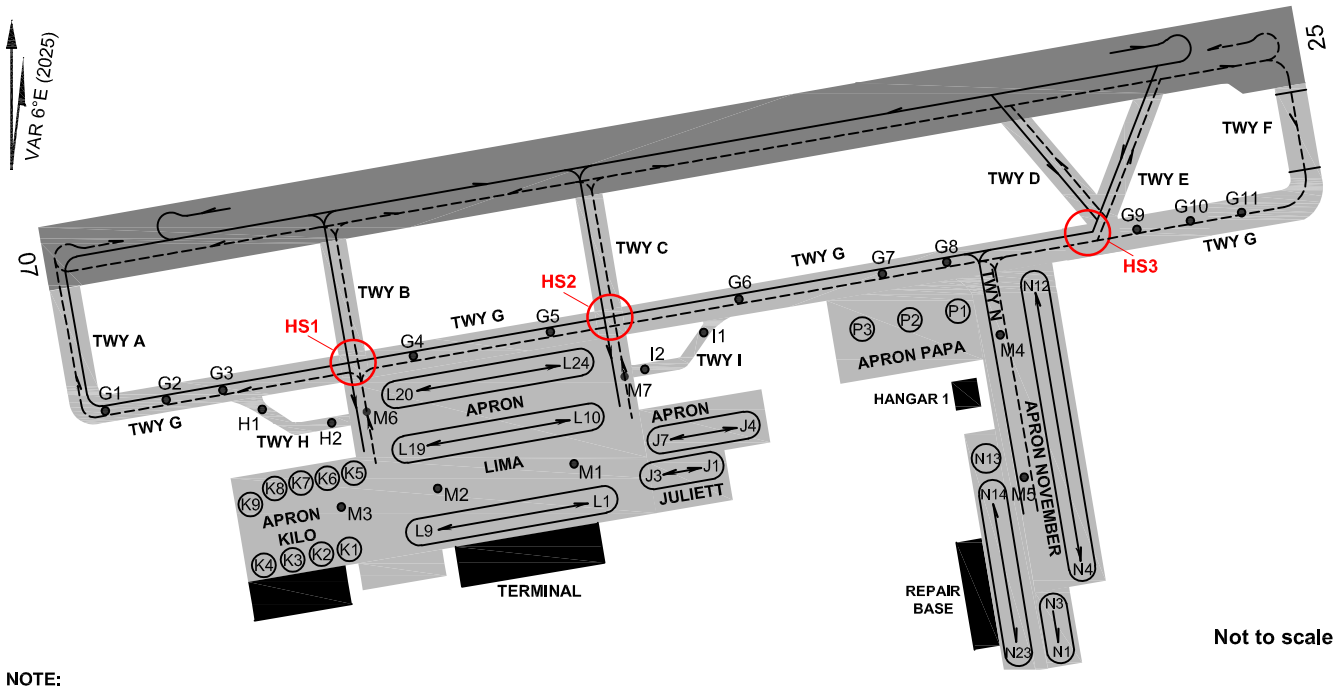
AERODROME GROUND MOVEMENT AND AIRCRAFT PARKING CHART - ICAO

TWR **118.1**
GND **121.7**
ATIS **127.9**

BISHKEK, KYRGYZSTAN MANAS



NOTE:
1. Sharp turns of 180 degrees and 90 degrees turns causing horizontal displacement of aircraft tires are strictly prohibited
2. Aircraft turns on the runway are allowed only along the designated turn marking lines
3. 180 degrees turns on the runway are permitted strictly along the turn marking lines at the following location: at threshold RWY 07, at threshold RWY 25
4. Taxiing to stands L-20, L-24 and to apron stands PAPA must be performed strictly along the taxiway centerline markings
5. Towing of aircraft from apron stand with asphalt pavement must be conducted strictly along the taxiway centerline markings
6. Sharp 90 degrees turns on taxiways are prohibited. All turns must be made strictly along the designated taxiway centerline markings

CAUTION:
Pilot pay attention, taxi through HS-1 prohibited when ACFT stay on holding position TWY B.
Pilot pay attention, taxi through HS-2 prohibited when ACFT stay on holding position TWY C.
Pilot pay attention, taxi through HS-3 prohibited when ACFT stay on holding position TWY D, TWY E.

APRON KILO:
Surface: Asphalt-Concrete
Strength: Stands: K1-K9 - PCN 37/R/A/W/T

APRON LIMA:
Surface: Reinforced Concrete
Strength: Stands: L1-L6, L10-L19 - PCN 44/R/A/X/T
L7-L9 - PCN 53/R/A/X/T
L20-L24 - PCN 71/F/B/W/T

APRON JULIETT:
Surface: Asphalt-Concrete
Strength: Stands: J1-J3 - PCN 22/F/C/Y/T
J4-J7 - PCN 63/R/B/W/T

APRON PAPA:
Surface: Reinforced Concrete
Strength: Stands: P1-P3 - PCN 57/R/A/W/T

APRON NOVEMBER:
Surface: Reinforced Concrete
Strength: Stands: N1-N3 - PCN 60/R/A/X/T
N4-N8 - PCN 18/F/A/Y/T
N9-N12 - PCN 46/R/A/W/T
N13-N15 - PCN 25/R/A/X/T
N16-N19 - PCN 15/F/A/Y/T
N20-N23 - PCN 15/F/A/Y/T

TAXIWAYS:
Width: A, B, C, D, E, F, G, H, I, N - 23m
Surface: Polymer Asphalt Concrete

Strength TWY:
A, B, C, D, E, F, G - PCN 71/F/B/W/T
N - PCN 64/R/A/W/T
H, I - PCN 70/R/A/X/T

Stands:
L1, L2 - B-767-300ER and below
L3 - B-757-200 and below
L4-L6 - B-777-300 and below
L7 - B-737-800 and below
L8, L9 - IL-76 and below
L10 - A-321and below
L11-L15 - B-757-200 and below
L16 - B-737-700 and below
L17-19 - B-737-500 and below
L20-L24 - B-747-800 and below
J1-J3 - B-737-500 and below
J4-J7 - B-737-800 and below
K1-K4 - Tu-154
K5-K7 - Tu-134, An-24, B-737-400 and below
K8 - Yak-40
K9 - King Air-350
P1-P2 - An-124, B-747-800 and below
P3 - IL-76 and below
N1-N3 - B-737-800 and below
N4-N7 - B-757-200 and below
N8 - B-767-300ER and below
N9-N12 - B-747-400 and below
N13-N15 - Daimler-42 and below
N16 - B-737-800 and below
N17, N19 - A-321 and below
N18 - Yak-40 and below
N20-N23 - Tu-154 and below

Start-up points:
G1-G11, M1-M7 - all ACFT
H1, H2, I1, I2 - IL-76

CHANGE: TWY surface