

# WELLINGTON

## VISUAL DOCKING (1)

### STANDS 23, 24 & 26 — SAFEDOCK DOCKING GUIDANCE SYSTEMS

The Aircraft Nose In Guidance System (NIGS) is installed on stands 23, 24 and 26. The system is manually programmed from an operators panel prior to the aircraft arrival. After a successful self-test, the NIGS is in active mode and is looking for an aircraft. The chevrons scroll in the display unit. Once the NIGS captures the incoming aircraft, it provides the pilots with azimuth guidance and closing rate information to their designated stop positions. When the aircraft reaches the stop position, the display unit shows **STOP** with two red blocks.

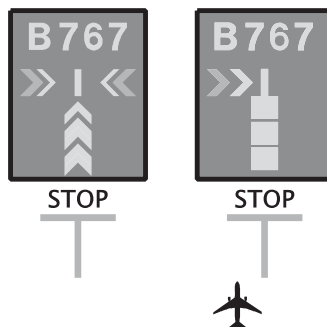
System operation is as follows:

Check that the correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

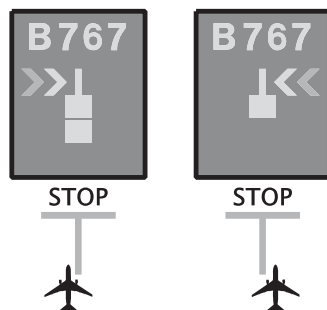
Follow the lead in line.

When the solid yellow stopping position indicator appears, the aircraft has been caught by the the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.



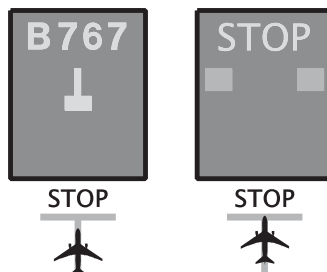
Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information.

The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off of the centreline.



When the aircraft is 12m from the stop position, closing rate information is given. "Distance to run" is indicated by turning off one row of LED's for each one-half metre that the aircraft advances toward the stop position.

When the correct stop position is reached, all of the LED's in the stopping position indicator will be closed, the word "STOP" appears in the display and two red rectangular fields will light in the azimuth guidance area of the display.

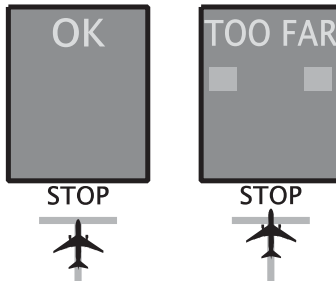


# WELLINGTON

## VISUAL DOCKING (2)

If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.

If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



The aircraft type must be verified at least 12 m before the correct stop position. If this does not occur, the system displays "STOP" with two red rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared, the procedure will be resumed.

