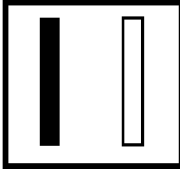


WELLINGTON

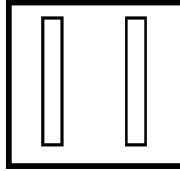
VISUAL DOCKING (1)

STANDS 25, 27, 28, 29

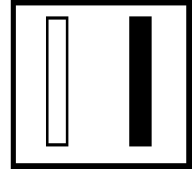
For directional guidance, Azimuth Guidance for Nose-in Stands (AGNIS) units are installed on the face of the terminal building. AGNIS consists of a unit emitting red and/or green light signals. Two green signals imply that the aircraft is on centreline, and a red signal indicates that a turn towards the green signal is required.



(RED) (GREEN)
ACFT LEFT OF CENTRELINE
CENTRELINE



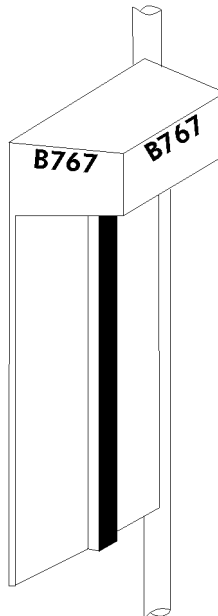
(GREEN) (GREEN)
ACFT ON CENTRELINE



(GREEN) (RED)
ACFT RIGHT OF

Centreline Guidance System

For stopping guidance, side marker boards with vertical slats are located on a pole forward of the airbridge head. Each slat bears a name tag to indicate the aircraft type(s) to which it applies. The edge of each slat is painted black, the side towards the taxiway is green, and the side towards the terminal building is red. At the correct parking position only the black edge will be visible.



Side Marker Board

A red and green light are located on the airbridge. The green light indicates the airbridge is in the retracted position.

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VISUAL DOCKING (2)

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.

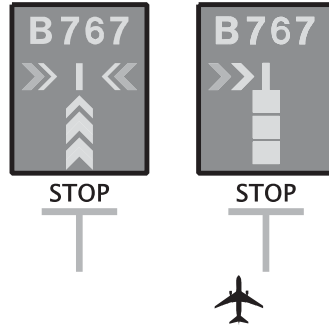
System operation is as follows:

Check that the correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

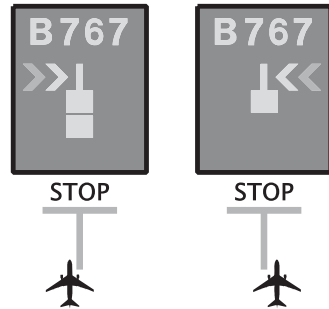
Follow the lead in line.

When the solid yellow stopping position indicator appears, the aircraft has been caught by the 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.

