

WELLINGTON
VISUAL DOCKING (3)

STAND 13, 16, 17, 21, 22, 25, 27, 28, 29 – Aircraft Parking and Information System (APIS++)

The second Aircraft Nose in Guidance System (NIGS) is installed on stand 13, 16, 17, 21 and 22 at Wellington Airport is an Aircraft Parking and Information System (APIS++). The system is manually programmed from an operators panel prior to aircraft arrival. After a successful self-test, the NIGS is in active mode and is looking for an arriving aircraft. Once the NIGS captures the incoming aircraft, it provides the pilots in the left-hand seat only with azimuth guidance and closing rate information to their designated stop positions, When the aircraft reaches the stop position, the display unit shows STOP displayed in red.

System operation is as follows:

Check correct aircraft type is displayed.

Follow the lead line.

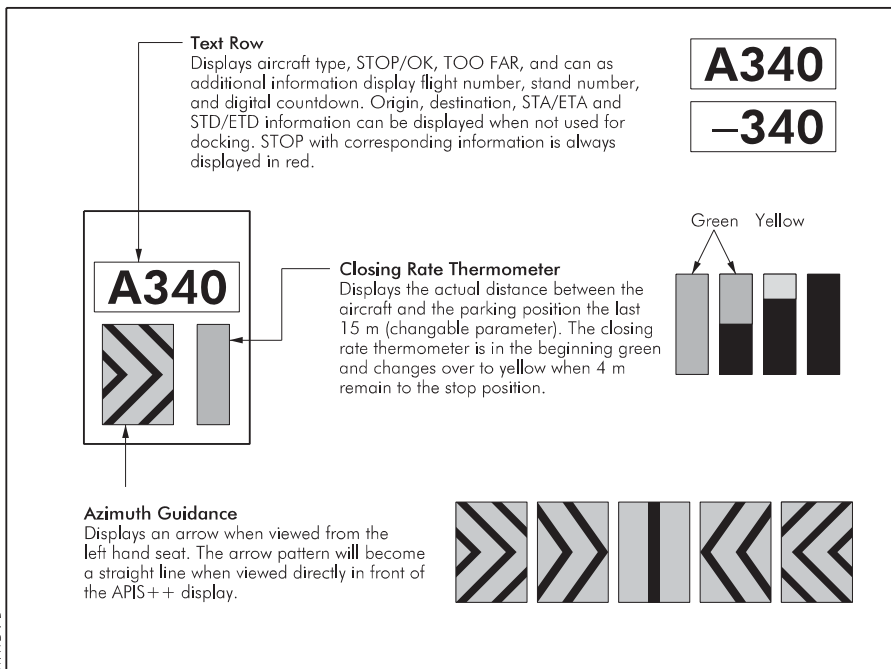
30 m from the STOP position the aircraft type flashing will flash on the display, 22 m from the STOP position the aircraft type will display steady indicating the aircraft has been caught by the scanning unit.

In the azimuth guidance display look for black arrows with yellow background which provide azimuth guidance information. The arrow pattern will become a straight line when the aircraft is tracking the lead-in line.

When the aircraft is 15 m from the stop position closing rate information is given. This is displayed on the Closing Rate Thermometer. The closing rate thermometer is in the beginning green and changes over to yellow when 4 m remains to the STOP position. When the aircraft reaches the STOP position the word STOP appears in the display in red on the display unit.

If the aircraft stops in the correct position, "OK" will be displayed.

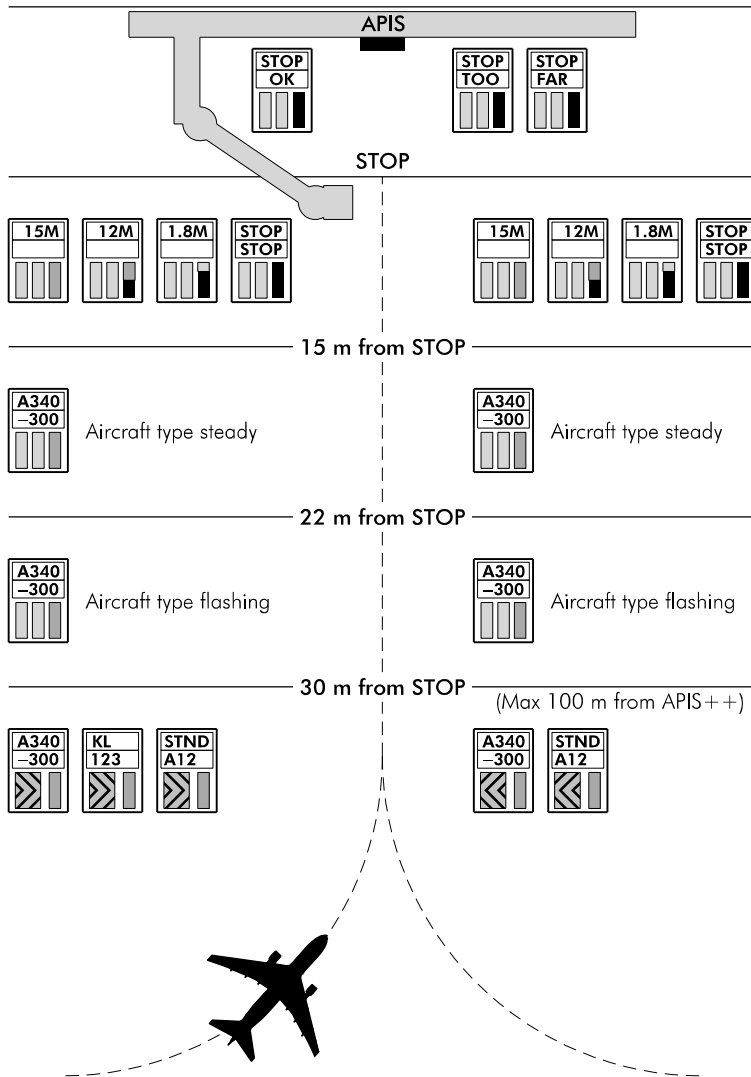
If an aircraft has gone past the correct stop position, the display will show "TOO FAR".



WNVD4-B

WELLINGTON VISUAL DOCKING (4)

Standard docking procedure



Changes from 17 SEP 15: Chart title, pagination.

WNVD5-B