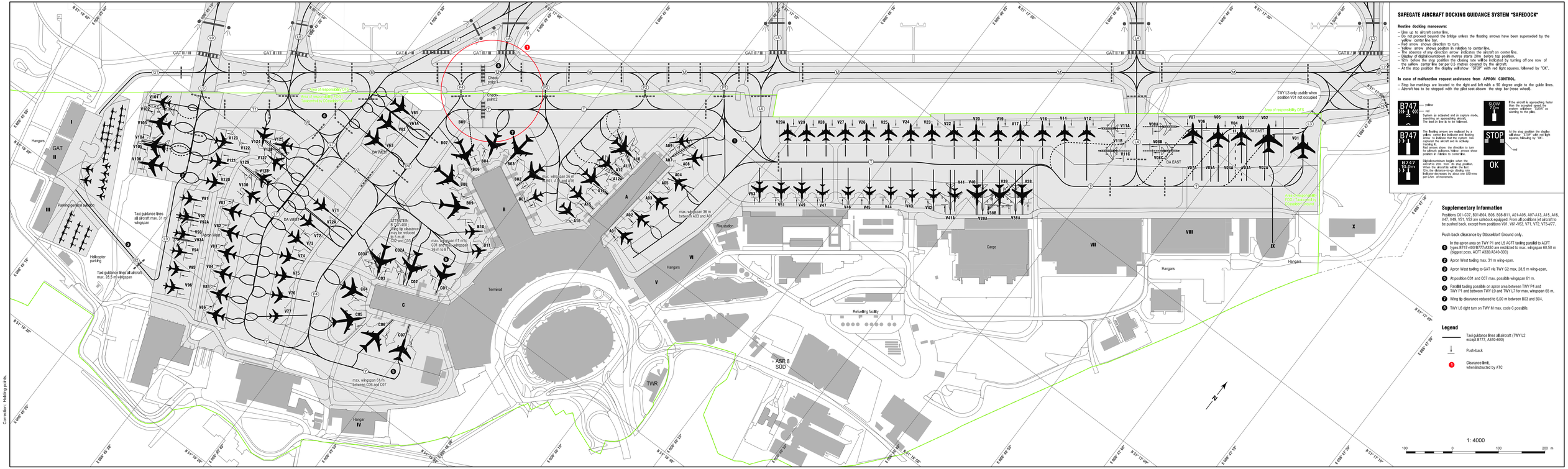
AIRCRAFT PARKING/DOCKING CHART - ICAO

DUESSELDORF


SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM "SAFEDOCK"
Routine docking manoeuvre:
– Line up to aircraft center line.
– Do not proceed beyond the bridge unless the floating arrows have been superseded by the yellow center line bar.
– Red arrow shows direction to turn.
– Yellow arrow shows position in relation to center line.
– The absence of any direction arrow indicates the aircraft on center line.
– Display of digital countdown in metres starts 20m before top position.
– The closer the stop position the closing rate will be indicated by turning off one row of the yellow center line bar per 0.5 metres covered by the aircraft.
– At the stop position the display will show "STOP" with red light squares, followed by "OK".
In case of malfunction request assistance from APRON CONTROL.
– Stop bar markings are located to the right and left with a 90 degree angle to the guide lines.
– Aircraft has to be stopped with the pilot seat abeam the stop bar (nose wheel).
B747
yellow
red
System is ardoned and in capture mode, searching an approaching aircraft. The lead-in line is to be followed.
SLOW 7.0m
If the aircraft is approaching faster than the accepted speed, the system ordinates "SLOW" as warning to the pilot.
B747
The floating arrows are replaced by a yellow center line indicator and floating arrows. The aircraft has been captured the aircraft and is actively tracking it.
Yellow arrows show the direction to turn for aircraft guidance, Yellow arrows show position in relation to center line.
STOP
red
At the stop position the display ordinates "STOP" with red light squares, following by "OK".
B747 10.0m
Digital countdown begins when the aircraft is 20m from top position. When the aircraft is within the last 10m, the distance-to-go closing rate indicator decreases by about one LED-row per 0.5m of movement.
OK
Supplementary Information
Positions C01-C07, B01-B04, B06, B08-B11, A01-A05, A07-A13, A15, A16, V47, V49, V51, V53 are safedock equipped. From all positions jet aircraft to be pushed back, except from positions V01, V61-V63, V71, V72, V75-V77.
Push back clearance by Düsseldorf Ground only.
1 In the apron area on TWY P1 and L5 ACFT taxiing parallel to ACFT types B747-400/B777/A350 are restricted to max. wingspan 60.50 m (Aegest pose, ACFT A330/A340-300)
2 Apron West taxiing max. 31 m wing-span.
3 Apron West taxiing to GAT via TWY G2 max. 28,5 m wing-span.
4 At position C01 and C07 max. possible wingspan 61 m.
5 Parallel taxiing possible on apron area between TWY P4 and TWY P1 and between TWY L9 and TWY L7 for max. wingspan 65 m.
6 Wing tip clearance reduced to 6.00 m between B03 and B04.
7 TWY L6 right turn on TWY M max. code C possible.
Legend
Taxi guidance lines all aircraft (TWY L2 except B777, A340-600)
Push-back
1 Clearance limit, when instructed by ATC
Area of responsibility DFS
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