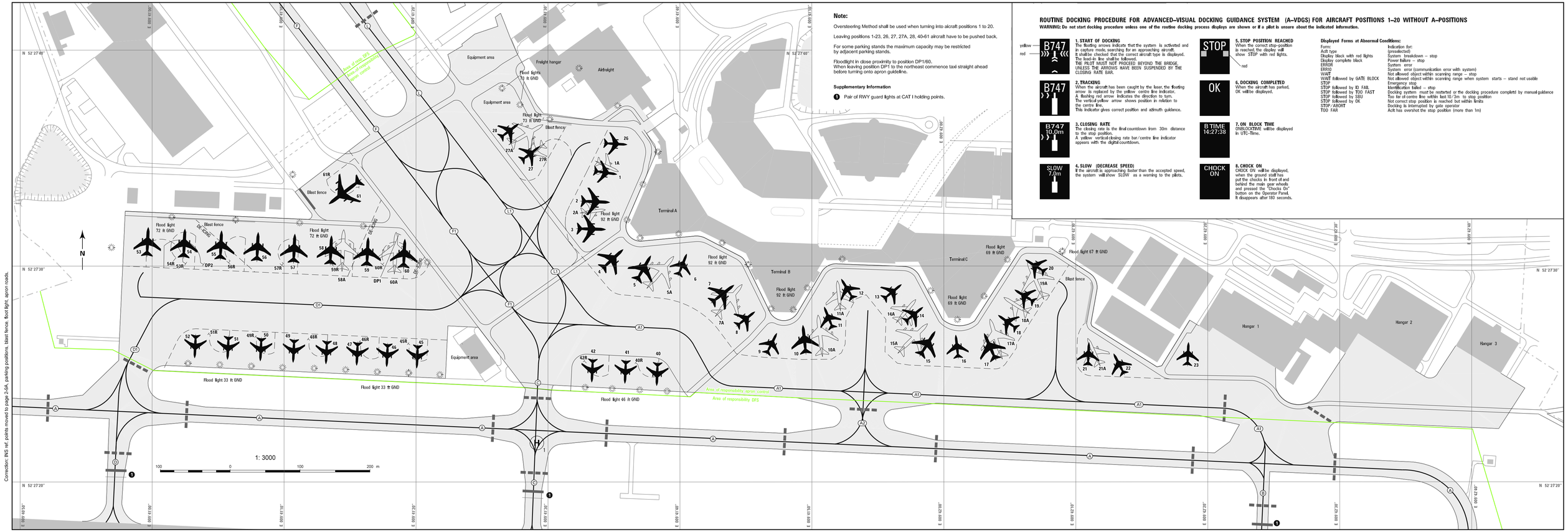
AIRCRAFT PARKING/DOCKING CHART - ICAO

HANNOVER



Correction: INS ref. points moved to page 2-9A, parking positions, blast fence, flood light, apron roads.

Note:

Oversteering Method shall be used when turning into aicraft positions 1 to 20.

Leaving positions 1-23, 26, 27, 27A, 28, 40-61 aircraft have to be pushed back.

For some parking stands the maximum capacity may be restricted by adjacent parking stands.

Floodlight in close proximity to position DP1/60.
When leaving position DP1 to the northeast commence taxi straight ahead before turning onto apron guideline.

Supplementary Information

1 Pair of RWY guard lights at CAT I holding points.

ROUTINE DOCKING PROCEDURE FOR ADVANCED–VISUAL DOCKING GUIDANCE SYSTEM (A–VDGS) FOR AIRCRAFT POSITIONS 1–20 WITHOUT A–POSITIONS

WARNING: Do not start docking procedure unless one of the routine docking process displays are shown or if a pilot is unsure about the indicated information.

yellow
red

B747

1. START OF DOCKING
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
It shall be checked that the correct aircraft type is displayed.
The lead–in line shall be followed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUSPENDED BY THE CLOSING RATE BAR.

B747

2. TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.
A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the centre line.
This indicator gives correct position and azimuth guidance.

B747
10.0m

3. CLOSING RATE
The closing rate is the final countdown from 30m distance to the stop position.
A yellow vertical closing rate bar/centre line indicator appears with the digital countdown.

SLOW
7.0m

4. SLOW (DECREASE SPEED)
If the aircraft is approaching faster than the accepted speed, the system will show SLOW as a warning to the pilots.

STOP
red

5. STOP POSITION REACHED
When the correct stop–position is reached, the display will show STOP with red lights.

OK

6. DOCKING COMPLETED
When the aircraft has parked, OK will be displayed.

B TIME
14:27:38

7. ON BLOCK TIME
ONBLOCKTIME will be displayed in UTC–Time.

CHOCK
ON

8. CHOCK ON
CHOCK ON will be displayed, when the ground staff has put the chocks in front of and behind the main gear wheels and pressed the "Chocks On" button on the Operator Panel.
It disappears after 180 seconds.

Displayed Forms at Abnormal Conditions:

Form:	Indication for: (preselected)
Acft type	System breakdown – stop
Display black with red lights	Power failure – stop
Display complete black	System error
ERROR	System error (communication error with system)
ERR10	Not allowed object within scanning range – stop
WAIT	Not allowed object within scanning range when system starts – stand not usable
WAIT followed by GATE BLOCK	Emergency stop
STOP	Identification failed – stop
STOP followed by ID FAIL	Docking system must be restarted or the docking procedure completed by manual guidance
STOP followed by TOO FAST	Too far of centre line within last 10/3m to stop position
STOP followed by SBU	Not correct stop position is reached but within limits
STOP followed by OK	Docking is interrupted by gate operator
STOP / ABORT	Acft has overshot the stop position (more than 1m)
TOO FAR	

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