KARTE DER LUFTFAHRZEUG-PARKPOSITIONEN - ICAO
AIRCRAFT PARKING/DOCKING CHART - ICAO

HANNOVER

INS REFERENCE POINTS
push back positions

1	B739	N 52°27.7'	E 009°41.7'
2	B764	N 52°27.6'	E 009°41.7'
3	B764	N 52°27.6'	E 009°41.7'
4	B764	N 52°27.6'	E 009°41.7'
4A	B77W	N 52°27.6'	E 009°41.7'
5	B773	N 52°27.6'	E 009°41.7'
6	B773	N 52°27.6'	E 009°41.8'
7	B764	N 52°27.5'	E 009°41.7'
7A	B77W	N 52°27.5'	E 009°41.7'
8	B764	N 52°27.5'	E 009°41.8'
9	B739	N 52°27.4'	E 009°41.8'
10	B764	N 52°27.5'	E 009°41.8'
10A	B77W	N 52°27.5'	E 009°41.8'
11	B739	N 52°27.5'	E 009°41.8'
12	B739	N 52°27.5'	E 009°41.9'
13	B739	N 52°27.5'	E 009°41.9'
14	B739	N 52°27.5'	E 009°42.0'
15	B739	N 52°27.4'	E 009°42.0'
15A	B77W	N 52°27.5'	E 009°42.0'
16	A310	N 52°27.5'	E 009°42.0'
17	B763	N 52°27.5'	E 009°42.1'
17A	A345	N 52°27.5'	E 009°42.1'
18	B763	N 52°27.5'	E 009°42.1'
19	B763	N 52°27.6'	E 009°42.2'
19A	A342	N 52°27.6'	E 009°42.2'
20	B738	N 52°27.6'	E 009°42.2'
21	B752	N 52°27.5'	E 009°42.2'
21A	B763	N 52°27.5'	E 009°42.2'
22	B734	N 52°27.5'	E 009°42.3'
23	A310	N 52°27.5'	E 009°42.4'
23A	B734	N 52°27.5'	E 009°42.4'
23B	B734	N 52°27.5'	E 009°42.4'
26	CRJ2	N 52°27.6'	E 009°41.6'
27	B762	N 52°27.6'	E 009°41.5'
40	B739	N 52°27.5'	E 009°41.6'
41	B739	N 52°27.5'	E 009°41.6'
42	B739	N 52°27.5'	E 009°41.6'
45	A310	N 52°27.5'	E 009°41.7'
46	A310	N 52°27.5'	E 009°41.4'
47	A310	N 52°27.5'	E 009°41.3'
48	A310	N 52°27.5'	E 009°41.3'
49	A310	N 52°27.5'	E 009°41.3'
50	A310	N 52°27.5'	E 009°41.2'
51	A310	N 52°27.5'	E 009°41.2'
52	A310	N 52°27.5'	E 009°41.1'
53	B772	N 52°27.6'	E 009°41.0'
54	B772	N 52°27.6'	E 009°41.1'
55	B772	N 52°27.6'	E 009°41.2'
56	B772	N 52°27.6'	E 009°41.2'
57	B772	N 52°27.6'	E 009°41.3'
58	B772	N 52°27.6'	E 009°41.3'
58A	A345	N 52°27.6'	E 009°41.3'
59	B772	N 52°27.6'	E 009°41.3'
60	B763	N 52°27.6'	E 009°41.4'
60A	A345	N 52°27.6'	E 009°41.4'
61	A345	N 52°27.6'	E 009°41.3'

INS REFERENCE POINTS
roll out positions

26R	A772	N 52°27.5'	E 009°41.6'
27A	B762	N 52°27.6'	E 009°41.5'
27B	B762	N 52°27.6'	E 009°41.4'
40R	A319	N 52°27.4'	E 009°41.6'
42R	E170	N 52°27.4'	E 009°41.6'
45R	E170	N 52°27.4'	E 009°41.3'
46R	E170	N 52°27.4'	E 009°41.3'
48R	E170	N 52°27.4'	E 009°41.2'
49R	E170	N 52°27.4'	E 009°41.1'
51R	B463	N 52°27.4'	E 009°41.1'
53R	A345	N 52°27.5'	E 009°41.1'
54R	A320	N 52°27.5'	E 009°41.0'
56R	A320	N 52°27.5'	E 009°41.1'
57R	A320	N 52°27.5'	E 009°41.2'
59R	A320	N 52°27.5'	E 009°41.2'
60R	B752	N 52°27.5'	E 009°41.3'
61R	B752	N 52°27.6'	E 009°41.3'

De-Icing-Positions:

DP1	A345	N 52°27.6'	E 009°41.3'
DP2	A345	N 52°27.5'	E 009°41.1'

Note:

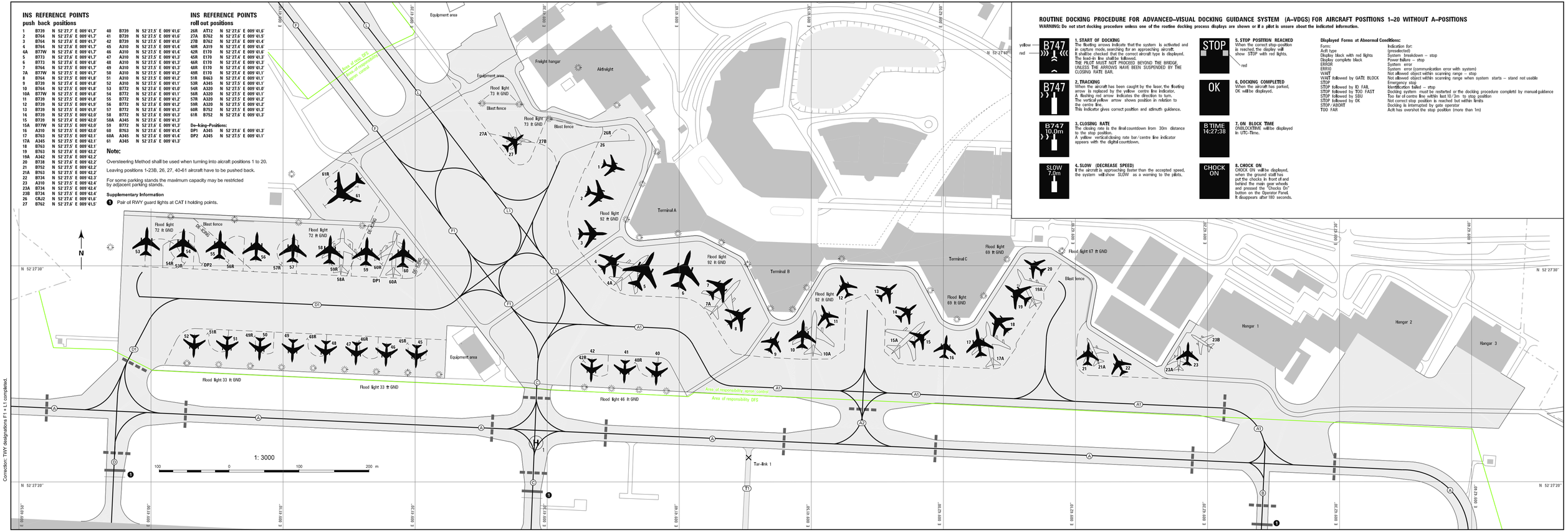
Oversteering Method shall be used when turning into aircraft positions 1 to 20.

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

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

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
UNBLOCKTIME 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:

Forms:	Indication for: (presedected)
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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