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KUALA LUMPUR FLIGHT INFORMATION REGION

RLG GIS206-2 AUTOMATED GUIDE-IN SYSTEM
DOCKING PROCEDURES
KLIA2 TERMINAL
KL INTERNATIONAL AIRPORT, SEPANG

1. INTRODUCTION

1.1 The RLG GIS206-2 Automated Guide-In System is a fully automatic aircraft docking guidance system for various types of modern aircraft installed at the fixed gates of the klia2 Terminal KL International Airport, Sepang.

2. DESCRIPTION OF SYSTEM

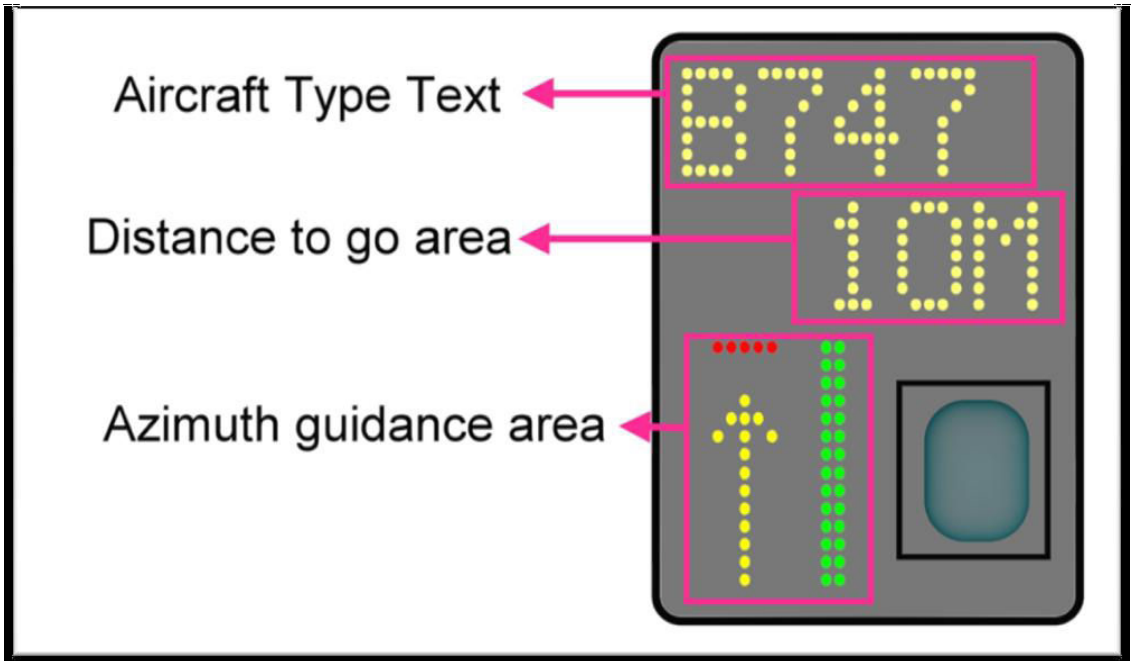
2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an **'NO ID'** indication is immediately issued to both the pilot and the co-pilot.

2.2 Aircraft type, continuous closing distance, and azimuth guidance, etc, are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. *Figure A* shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

2.3 The system is operated only in the automatic mode. When the system fails, the aircraft must then be marshalled into the stand manually.

Figure A :

In this picture the aircraft is at 10 Metres and is on the centre line.



3. DOCKING PROCEDURES

3.1 Please refer to **APPENDIX 'A'**.

4. IMPLEMENTATION

4.1 This AIP Supplement will become effective on **1st of May 2014 at 0001 UTC** when the RLG GIS206-2 Automated Guide-In System are ready for operations.

5. CANCELLATION

5.1 This AIP Supplement will remain current until the information is published in AIP Malaysia.

DATO' AZHARUDDIN ABDUL RAHMAN
Director General
Department of Civil Aviation
Malaysia

APPENDIX ' A '

DOCKING PROCEDURES

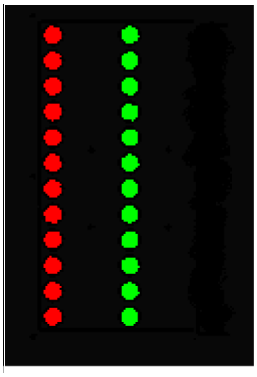
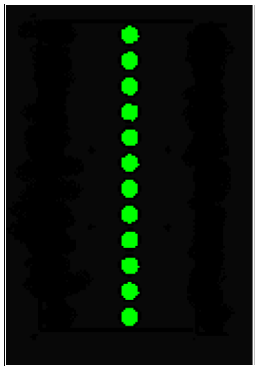
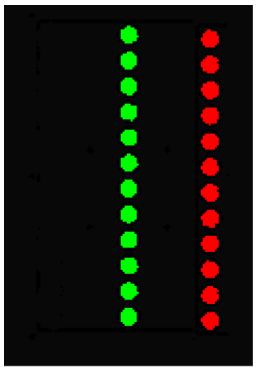
WARNING:

Pilot must stop the aircraft immediately if he or she sees that:

The docking system is not activated.
A wrong type of aircraft indicates **' NO ID '** is displayed.
The word **STOP** is displayed.

Confirm that the correct aircraft type is displayed. Proceed slowly forward.

Look at the azimuth guidance bars at the lower centre of the display, and interpret the guidance as shown, always steering to the green:

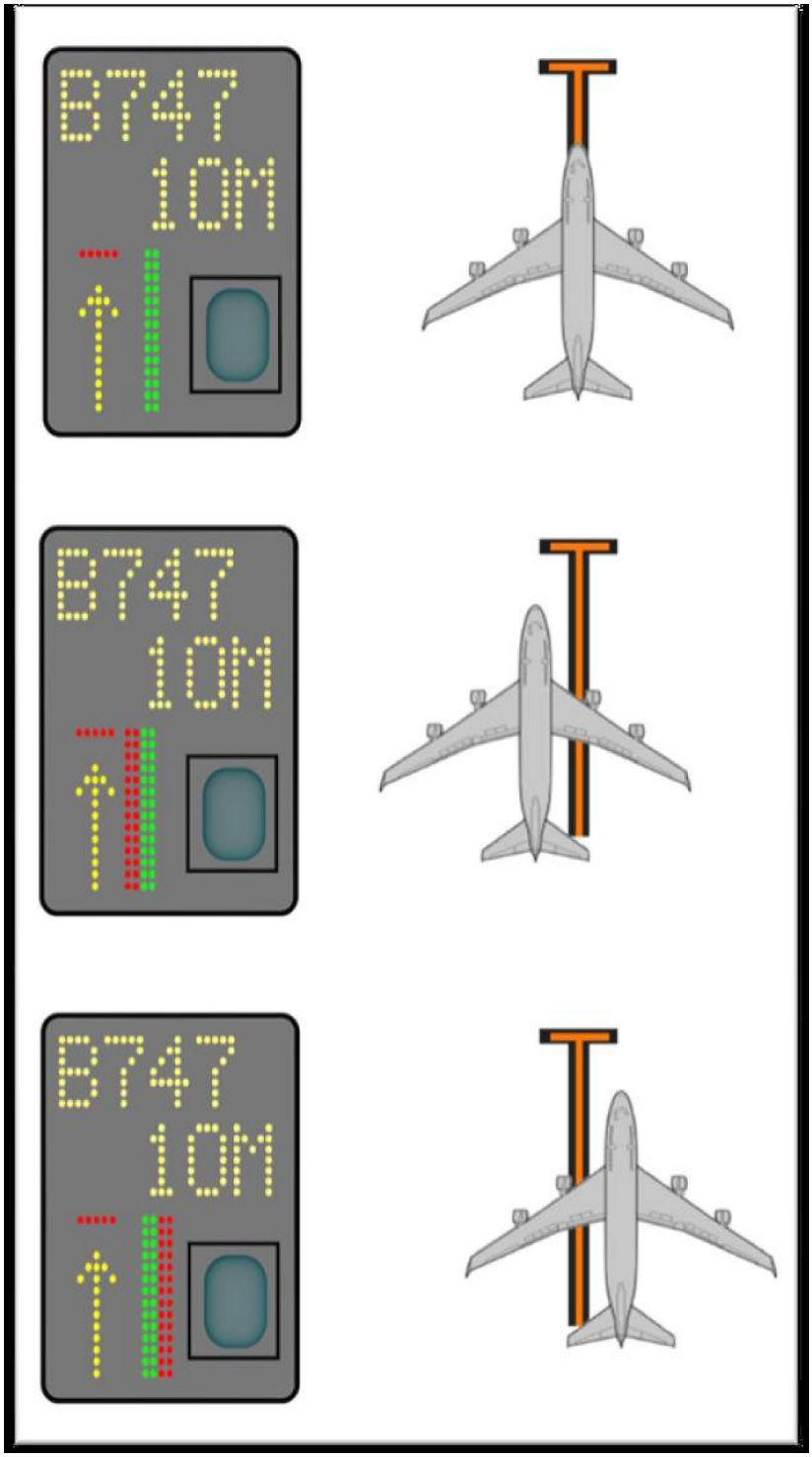
Aircraft left of centre line, steer towards **GREEN**	Aircraft on centre line	Aircraft right of centre line, steer towards **GREEN**
		

When the aircraft is approaching approximately 30 metres from the stop position, closing information will start to display. The display information below the aircraft type is the digital readout of the close-in distance, in 1m decimal place decrement from 30-10 metres, and in 0.1m decrement below 10 metres. The close-in distance is also displayed in the form of a progress meter (Arrow Pointer), at the lower left corner of the display console. The progress arrow starts to activate approximately at 30 metres, moving forward at 2.5 metres decrement, and will reach the red target line at the stop position.

When the correct position is reached, the digital readout will display the word **STOP**, in red. The progress meter will indicate the merging of the arrow and the target line.

If the aircraft stops at the correct position, the word **" OK "** will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.

If the aircraft overshoots, the word **" 2FAR "** will be displayed.
The aircraft must be identified and confirmed at least 12 metres before the correct stopping position. If this does not occur, the system will displays **" STOP "** in red. At this point, the aircraft must be manually guided in by a mashaller.



Green light bar illuminates, the aircraft is on centre line. Keep straight ahead.

If red light bar appears on the left side of the green light bar, the aircraft is off centre line to left. It should be moved rightwards.

If red light bar appears on the right side of the green light bar, the aircraft is off centre line to right. It should be moved leftwards.

SAFETY MEASURES

Pilot must stop the aircraft immediately if he or she sees that:

The docking system is not activated.
A wrong type of aircraft shows **‘ NO ID ’** is displayed.
The word **STOP** is displayed.

When using the automated docking system, the pilot must taxi into the aircraft stand at minimum speed. The system will display **“SLOW”** if the aircraft taxi speed is too fast for reliable detection.

To avoid overshoot, the pilot is advised to approach the stop position slowly and observe the closing rate information displayed. Closing information is displayed both as digital readout and in the form of progress meter. Pilot should stop the aircraft immediately when seeing the **“STOP”** indication or when signaled by the marshaller.

The system will indicate any overshoot by displaying **"2 FAR".**