
	TANZANIA CIVIL AVIATION AUTHORITY SAFETY REGULATION AERODROMES AND GROUND AIDS	Revision: 0
	Document No. TCAA/FRM/SR/AGA-24	CHECKLIST FOR EVALUATION OF VISUAL DOCKING GUIDANCE SYSTEM

AERODROME NAME:	ICAO REFERENCE CODE:
AERODROME INSPECTOR:	DATE:

S/N	ICAO Annex 14 Ref.	Requirement for Review	S	U	Remarks
CHARACTERISTICS					
1	5.3.25.1	Does a visual docking guidance system provided, when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable?.			
2	5.3.25.2	Does the system shall provide both azimuth and stopping guidance?			
3	5.3.25.3	Are the azimuth guidance unit and the stopping position indicator adequate for use in all weather, visibility, background lighting and pavement conditions for which the system is intended, both by day and night, and does not dazzle the pilot?			
4	5.3.25.4	Are the azimuth guidance unit and the stopping position indicator designed such that: a) a clear indication of malfunction of either or both is available to the pilot?; and b) they can be turned off?.			
5	5.3.25.5	Are the azimuth guidance unit and the stopping position indicator located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand manoeuvring guidance lights, if present, and the visual docking guidance system?			
6	5.3.25.6	Is the accuracy of the system adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used?			
7	5.3.25.7	Is the system usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation?			
8	5.3.25.8	If selective operation is required to prepare the system for use by a particular type of aircraft, does the system provide an identification of the selected aircraft type to both the pilot and the			


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		system operator as a means of ensuring that the system has been set properly?			
LOCATION AND CHARACTERISTICS OF AZIMUTH GUIDANCE UNIT					
9	5.3.25.9	Does the azimuth guidance unit located on or close to the extension of the stand centre line ahead of the aircraft so that its signals are visible from the cockpit of an aircraft throughout the docking manoeuvre and aligned for use at least by the pilot occupying the left seat?			
10	5.3.25.10	Does the azimuth guidance unit e aligned for use by the pilots occupying both the left and right seats.			
11	5.3.25.11	Does the azimuth guidance unit provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over-controlling?			
12	5.3.25.12	When azimuth guidance is indicated by colour change, does the green used to identify the centre line and red for deviations from the centre line?			
LOCATION AND CHARACTERISTICS OF STOPPING POSITION LOCATOR					
14	5.3.25.13	Does the stopping position indicator located in conjunction with, or sufficiently close to, the azimuth guidance unit so that a pilot can observe both the azimuth and stop signals without turning the head.?			
15	5.3.25.14	Is the stopping position indicator usable at least by the pilot occupying the left seat?			
16	5.3.25.15	Does stopping position indicator usable by the pilots occupying both the left and right seats.			
17	5.3.25.16	Are stopping position information provided by the indicator for a particular aircraft type account for the anticipated range of variations in pilot eye height and/or viewing angle?			
18	5.3.25.17	Does the stopping position indicator shows the stopping position for the aircraft for which guidance is being provided and provide closing			

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		rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position?			
19	5.3.25.18	Does the stopping position indicator provide closing rate information over a distance of at least 10 m.			
20	5.3.25.19	When stopping guidance is indicated by colour change, does the green used to show that the aircraft can proceed and red to show that the stop point has been reached ,except that for a short distance prior to the stop point a third colour may be used to warn that the stopping point is close.			

GENERAL OBSERVATIONS

Note: S – Satisfactory, U – Unsatisfactory,

INSPECTOR'S SIGNATURE _____ DATE OF VERIFICATION _____

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