

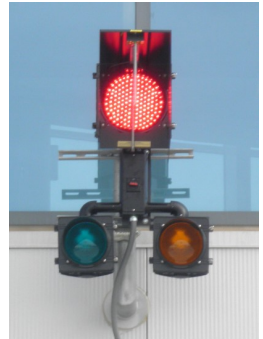


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P1900 Gate Park System

PURPOSE

The Gate Park System allows the aircraft pilot to precisely position an aircraft on a taxi line that leads to a final parking position at the gate. The system provides not only guidance on lateral position, but also guidance on forward motion of the aircraft.



PHYSICAL DESCRIPTION

The **Gate Park System** consists of two guidance elements mounted at the gate in front of the aircraft, plus an operator's control switch

The **lateral guidance element** consists of an aluminum housing and shade hood which support a pair of vertical, Light Emitting Diode (LED) light bars, one red and one green. The LED light bars are mounted fore and aft of each other on the same axis such that when the pilot is positioned directly in front of the LED bars, only green is visible. As deviation to left or right increases, the rear mounted (red) LED light bar is no longer shielded by the green LED light bar, making red visible. The red LED light bar would be visible to the left of the green LED light bar if, for instance, the aircraft drifted to the left of the taxi line approaching the gate.



The **forward motion guidance element** consists of a polycarbonate, three (3) light, signal head, mounted horizontally and directly under the lateral guidance element. The indications are the red light signals "gate unavailable" or "stop", the yellow light indicates "prepare to stop"; and the green light indicates "continue forward". Each light is equipped with a "visor type" sun shade. A ground operator is responsible for control of the forward motion guidance element by means of the operator control switch.

The **operator's control switch** is a three (3) button, hand held, pendant type station, P1900-072, that controls all functions of the Gate Park System. The yellow and green push buttons control the respective lights and are illuminated only when the button is depressed. When the button is released the signal reverts back to red alerting the aircraft commander to stop the aircraft. The third pushbutton is an emergency stop button. This button is utilized to override the yellow and green button to provide a fail safe system. The switch assembly is hung from the passenger bridge in a position convenient to the ground operator. Operation of all lights in both guidance elements are controlled by this switch. Provision of the pendant connection at the bridge is an issue that must be separately addressed. An optional four (4) button hand held station, P1900-019 is also available.

Control of **multiple Gate Park Systems** at a single gate would require separation of systems by means of a selector switch. This switch is available as an optional item.

MOUNTING CONSIDERATIONS

The Gate Park System is pre-assembled and wired on a **mounting frame**. An aluminum backing plate is optional for gate identification.

The **lateral guidance element** may be rotated left or right to compensate for angle variations. Exact alignment to the aircraft viewing axis is critical. Vernier adjustment is provided.

Adjustment of the lateral viewing angle of the **forward motion guidance element** will not be required if the viewing angle is with $\pm 10^\circ$ of perpendicularity to the aircraft viewing axis. Angle variations greater than $\pm 10^\circ$ will require that an offset be made in the position of the mounting frame bracket. This would be accomplished by simple adjustment of mounting bolts at the terminal box to mounting bracket connection.

An opening for 3/4" electrical conduit is provided in the terminal box bottom.

ELECTRICAL DESCRIPTION

The **Gate Park System** uses a combination of LEDs and incandescent lights. The LEDs in the lateral guidance light bars have a life expectancy of 50,000 hours (continuous duty). In the forward motion guidance element, the LEDs in the red "stop" light have a life expectancy of 100,000 hours (continuous duty), while the incandescent lamps in yellow and green have a rated life of 8,000 hours (continuous duty). The only item with continuous duty is the red LED "stop" light. The red LED light uses only 11 watts compared to a 67 watt standard incandescent lamp. Operating load at 120 volts, 50/60 Hz is as follows:

- ◇ System idle, only the red LED "stop" light operating, 0.87 amp, 11 volt amperes.
- ◇ System on, yellow or green light plus lateral guidance LEDs operating, 0.60 amps, 72 volt amperes.



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