What is Claimed Is:

1. A system for joining a distal end of a passenger boarding bridge with an aircraft passenger door including:

a) a sensory suite module, said sensory suite module comprised of:

an aircraft scanning identification component for aircraft scanning and identification;

an obstacle detection component for detecting obstacles near an embarking point or apron;

a door position sensor component for detecting the edges of the aircraft passenger door, wherein the door position sensor component comprises a laser profiler for detecting vertical and horizontal gaps in the aircraft fuselage that indicates the edges of the aircraft passenger door, wherein the laser profiler emits a high resolution laser line covering the edge of the aircraft door and is not susceptible to changes in the background lighting;

one or more close range proximity sensors to measure the distance between the passenger boarding bridge and the aircraft; and

software filters that filter data to remove noise caused by fog, rain or snow, wherein the software filters are used by both the aircraft scanning and identification component and door position sensor component; and

b) a controller module including a motor driver, a position sensor and an encoder;

c) a triggering module including a remote docking trigger and an LCD panel,

wherein said triggering module activates the sensory suite module, and

wherein said controller module operates one or more actuators to drive the distal end of the passenger boarding bridge to the aircraft passenger door.

2. The system of claim 1 wherein the sensory suite module includes one or more three-dimensional scanners to identify the aircraft by detecting its external features.

3. The system of claim 1 wherein multi-echo processing and multi-scan averaging are applied to enhance the detection of the vertical and horizontal gaps in the aircraft fuselage that denotes the edges of the aircraft passenger door.

4. The system of claim 1 wherein the sensory suite module includes one or more imaging systems to detect obstacles and hazards within an apron or other defined area.

5. The system of claim 1 wherein the controller module operates one or more actuators to drive the distal end of the passenger boarding bridge into contact or substantially into contact with the aircraft passenger door.

6. The system of claim 1 wherein the triggering module includes one or more remote switches that activate the sensory suite module and the controller module.

7. An aircraft passenger door detection system comprised of:

a) a sensory suite module including:

an aircraft scanning identification component means for aircraft scanning and identification;

an obstacle detection component for detecting obstacles near an embarking point or apron;

one or more close range proximity sensors to measure the distance between the passenger boarding bridge and the aircraft;

a door position sensor component for detecting the edges of the aircraft passenger door, wherein the door position sensor component comprises a laser profiler for detecting vertical and horizontal gaps in the aircraft fuselage that indicates the edges of the aircraft passenger door, wherein the laser profiler emits a high resolution laser line covering the edge of the aircraft door and is not susceptible to changes in background lighting; and

software filters that perform data filtering to remove noise cause by fog, rain or snow in the air, wherein the software filters are used by the door position sensor component,

b) a controller module; and

c) a triggering module,

wherein said triggering module activates the sensory suite module to scan and locate the aircraft passenger door by identifying the vertical and horizontal gaps in the aircraft fuselage that denotes the edges of the aircraft passenger door, and

wherein said controller module activates and drives a distal end of a passenger boarding bridge into contact or substantially into contact with the aircraft passenger door.

8. The aircraft passenger door detection system of claim 7 wherein the sensory suite module includes one or more three-dimensional scanners to identify an aircraft by detecting its external features.

9. The aircraft passenger door detection system of claim 7 wherein the sensory suite module includes one or more imaging systems to detect obstacles and hazards within an apron or other defined area.

10. The aircraft passenger door detection system of claim 7 wherein the controller module operates one or more actuators to drive the distal end of the passenger boarding bridge.

11. A method of connecting a passenger boarding bridge with an aircraft passenger door of an aircraft comprising of the steps of:

a) scanning the apron or other defined area for obstacles and hazards before arrival of the aircraft,

b) scanning physical characteristics of the aircraft to identify the type or model,

c) comparing the identity of the aircraft with airport schedule data,

d) determining whether the aircraft is properly parked,

e) scanning an aircraft fuselage with a door position sensor component for detecting the edges of the aircraft passenger door, wherein the door position sensor component includes a laser profiler for detecting vertical and horizontal gaps in the aircraft fuselage that indicates the edges of the aircraft passenger door, wherein the laser profiler emits a high resolution laser line covering the edge of the aircraft door and is not susceptible to changes in background lighting and wherein software filters are used by the door position sensor component to remove noise caused by fog, rain or snow by data filtering,

f) computing the shortest path to move an attaching end of the passenger boarding bridge to the aircraft passenger door,

g) driving the attaching end of the passenger boarding bridge to the aircraft passenger door,

h) bringing the passenger boarding bridge within contact or substantially within contact of the aircraft fuselage, wherein one or more close range proximity sensors measures the distance between the passenger boarding bridge and the aircraft.

12. The method of claim 11, wherein multi-echo processing and multi-scan averaging are applied to enhance the detection of the vertical and horizontal gaps in the aircraft passenger door that denotes the edges of the aircraft fuselage.

13. The method of claim 11 wherein data filtering is performed to remove noise caused by interferences.