Part 139

Certification and Operations of Land Aerodromes

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APPENDIX 5 Location of Lights on Obstacles

SUBPART A
General

139.1 Applicability:

This Part prescribes rules governing the certification and operation of land aerodromes intended to be either wholly or in part used for the arrival, departure and surface movement of aircraft operations. Coordination between the aerodromes, ECAA and Air Traffic Services Sectors is required for the implementation of this Part.

139.2 Introductory Notes:

1. This Part contains Standards and Recommended Practices (requirements) that prescribe the physical characteristics and obstacle limitation surfaces to be provided for at aerodromes, and certain facilities and technical services normally provided at an aerodrome, It also contains specifications dealing with obstacles outside those limitations surfaces. It is not intended that these requirements limit or regulate the operation of an aircraft. To a great extent, the requirements for individual facilities detailed in ECAR Part 139, have been interrelated by a reference code system, described in Subpart D, and by the designation of the type of runway for which they are to be provided, as specified in the definitions. This not only simplifies the reading of ECAR Part 139, but in most cases, provides for efficiently proportioned aerodromes when the requirements are followed. This Part sets forth the minimum aerodrome requirements for aircraft which have the characteristics of those which are currently operating or for similar aircraft that are planned for introduction. Accordingly, any additional safeguards that might be considered appropriate to provide for more demanding aircraft are not taken into account. Such matters are left to ECAA to evaluate and take into account as necessary for each particular aerodrome. Provisions for the accommodation of more demanding aircraft at existing aerodromes can be found in the PANS-AERODROMES (EAC139-66).Guidance on some possible effects of future aircraft on these requirements is given in the EAC139-10. It is to be noted that the requirements for precision approach runways categories II and III are only applicable to runways intended to be used by aero planes in code numbers 3 and 4. ECAR Part 139, does not include requirements relating to the overall planning of aerodromes (such as separation between adjacent aerodromes or capacity of individual aerodromes), impact on the environment, or to economic and other non-technical factors that need to be considered in the development of an aerodrome. Information on these subjects is included in the EAC139-15. Guidance material on the environmental aspects of the development and operation of an aerodrome is included in the EAC139-16. Aviation security is an integral part of aerodrome planning and operations. ECAR Part 139, contains several requirements aimed at enhancing the level of security at aerodromes. Requirements on other facilities related to security are given in ECAR Part 107 and detailed guidance on the subject is contained in the ECAA Security Manual.

ECAR 139 is based on and reflects the provisions of ICAO Annex 14 Volume 1; these represent minimum standards. The purpose of this document is to state to Aerodrome operators including applicant for certificate and certificate holders the requirements to be met for the issue and continuation of an aerodrome certificate. The requirements include

provisions relating to operational management and the planning of aerodrome development. There may be situations and circumstances, unique to each Aerodrome, where such minimums may not provide the necessary scope of safety cover or level of safety. It is the responsibility of the applicant or certificate holder to identify such situations or circumstances, to undertake a gap analysis in order to identify additional or more demanding provisions that should be adopted by the applicant or certificate holder, to apply those provisions, and to advise the ECAA.

2. Prior to the grant of a certificate and for continued certificate, the ECAA′sInspectors will visit the aerodrome and determine the extent to which the aerodrome, its facilities and its operational procedures meet the certificate requirements. During an inspection, the inspectors will assess the aerodrome′s compliance with requirements, audit the aerodrome′s management of safety and assess the organizational competence of the applicant or certificate holder.

3. The ECAA places particular emphasis on the adoption, by applicants and certificate holders, of safety management systems that describe their safety policies and operational management, in addition to the physical design and operating standards of aerodromes. The Aerodrome Certification Manual (ACM), including the aerodrome emergency plan and Safety Management System (SMS), in accordance with appropriate ECAA guidance materials, are key documents in the certification process.

4. The inspectors will also appraise the aerodrome's current level of flying, or any anticipated change in activities, including traffic density and visibility condition against the facilities provided, and will require to be assured by the aerodrome operator that the aerodrome system is adequate for the current and changing level and mix of activities. Significant changes in the nature and the scale of flying activity at a aerodrome shall be notified to the ECAA as soon as is practicable.

5. In making its assessment of an application for or renewal of a certificate the ECAA will adopt as flexible an approach as is consistent with the achievement and maintenance of a satisfactory level of safety. All aerodromes differ, and to allow the ECAA flexibility to deal with the different situations encountered, some provisions are phrased using the word 'should'. This does not mean that compliance is optional but rather that, where insurmountable difficulties exist in certain areas, ECAA grant an exemption in accordance with 139.111. This will be provisional on the applicant or certificate holder complying with the appropriate ECAR procedure, including the provision of an assurance that demonstrates the level of safety will not be reduced below that intended by the requirement.

6. The inspectors will, as a result of their inspection, produce a report to the aerodrome operator including applicant or certificate holder, which will list non-compliance items the aerodrome operator shall provide ECAA with agreed actions and timescales for rectification within 15 days from receipt of such report. The report will also detail other issues which may affect safety at the aerodrome.

7. From time to time the ECAA will wish to supplement the guidance or requirements given in this publication, and this will be achieved in the form of guidance and other documents produced for this purpose.

8. Status of this part component

(a) Definitions of terms used in this part other than those included in ECAR part 1 ,and which are not self explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each ECAR items in which the term is used, since a change in the meaning of the term would affect the specification.

(b) Requirements They are defined as follows: Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety, Reference is

made to the foreword and item 139.5 to clarify the use of the operative verbs "shall" and 'should.

(c) Tables and Figures which add to or illustrate a requirement and which are referred to therein, form part of the associated this part requirements and have the same status.

(d) Notes included in the text, where appropriate, to give factual information or references bearing on the part requirement in question.

(e) Appendices comprising material grouped separately for convenience but forming part of the requirements.

(f) the following abbrivation Applicable until 27 November 2024

ACN	Aircraft classification number
PCN	Pavement classification number

(g) the following abbrivation Applicable as of 28 November 2024

ACR	Aircraft classification rating
PCR	Pavement classification rating

139.3 Definitions:

The following are definitions of terms as used in this Part:

- **Accuracy:** A degree of conformance between the estimated or measured value and the true value.

Note: For measured positional data, the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.

- **Aerodrome:** See ECAR Part 1.
- **Aerodrome beacon:** An aeronautical beacon used to indicate the location of an aerodrome from the air.
- **Aerodrome category:** A ranking according to the type and quantity of rescue and firefighting equipment and agent required, determined by the longest aircraft normally using the aerodrome and their fuselage width
- **Aerodrome certificate:** A certificate issued by the ECAA under applicable regulations for the operation of an aerodrome.
- **Aerodrome elevation:** The elevation of the highest point of the landing area.
- **Aerodrome identification sign:** A sign placed on an aerodrome to aid in identifying the aerodrome from the air.
- **Aerodrome reference point:** See ECAR Part 1.
- **Aerodrome mapping data (AMD)**. Data collected for the purpose of compiling aerodrome mappinginformation for aeronautical uses.

Note — Aerodrome mapping data are collected for purposes that include the improvement of the user's situational awareness, surface navigation operations, training, charting and planning.

- **Aerodrome mapping database (AMDB)**. A collection of aerodrome mapping data organized and arrangedas a structured data set.
- **Aerodrome operator.** means a person, organization or enterprise responsible for operation and management of an aerodrome
- **Aerodrome traffic density:**
  (1) Light: Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.
  (2) Medium: Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.
  (3) Heavy: Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.

  Note 1: The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.

  Note 2: Either a take-off or a landing constitutes a movement

- **Aeronautical beacon:** An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.
- **Aeronautical ground light:** Any light specially provided as an aid to air navigation, other than a light displayed on a aircraft.
- **Aeroplane reference field length:** The minimum field length required for take-off at maximum certificated take-off mass, sea level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aircraft flight manual prescribed by the ECAA or equivalent data from the aircraft manufacturer. Field length means balanced field length for aircraft, if applicable, or take-off distance in other cases.

Note: EAC 139-42 provides information on the concept of balanced field length and contains detailed guidance on matters related to take-off distance.

- **Advisory circulars** comprising material supplementary to the requirement of this part, or included as a guide to their application.
- **Aircraft Classification (ACN) refer to item139.2.f**: A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.

Note: The aircraft classification number is calculated with respect to the center of gravity (CG) position which yields the critical loading on the critical gear. Normally the aft most CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACN. In exceptional cases the forward most CG position may result in the nose gear loading being more critical.

- **Aircraft classification rating (ACR) refer to item139.2. g.** A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category
- **Aircraft Rescue and Firefighting (ARFF):** A service provided at an aerodrome consisting of organized, equipped, staffed and trained personnel having the objective to save lives in the event of an aircraft accident or incident, structural fire or medical emergency.
- **Aircraft stand:** See ECAR Part 1.
- **Apron:** ECAR Part 1.
- **Apron management service:** See ECAR Part 1.
- **Arresting System.** A system designed to decelerate an aero plane overrunning the runway.
- **Autonomous runway incursion warning system (ARIWS).** A system which provides autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or a vehicle operator.
- **Balked Landing**: A landing Manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H)
- **Barrette:** Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light.
- **Calendar:** See ECAR Part 1.
- Certalerts : provides timely information to aerodrome operator and ACSIs on a broad range of safety and Aerodrome certification related subjects. It has a regulatory authority.
- **Certificate holder:** The holder of an aerodrome certificate as designated by the applicant.
- **Certified aerodrome:** An aerodrome whose operator has been granted an aerodrome certificate
- **Clearway:** A defined rectangular area on the ground or water under the control of the aerodrome operator selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.
- **Compelling force**: Any occurrence, circumstance or event, either wholly or in part, out of the investors control, which may cause or lead to his incapacity to fulfill his obligations designated in a contract and which may result in any other harm that afflict additional costs on the investor. These events include:
  (1) War (declared or not).
  (2) Civilian war, disobedience or violence.
  (3) Nuclear or explosive radiation, poisonous fuel contamination, etc.
  (4) Earthquakes or any natural phenomena.
- **Cyclic Redundancy Check (CRC):** See ECAR Part 1.

- **Data quality:** See ECAR Part 1.
- **Datum:** See ECAR Part 1.
- **Declared distances:**
  (1) Take-Off Run Available (TORA): The length of runway declared available and suitable for the ground run of an airplane taking off.
  (2) Take-Off Distance Available (TODA): The length of the take-off run available plus the length of the clearway, if provided.
  (3) Accelerate-Stop Distance Available (ASDA): The length of the take-off run available plus the length of the stopway, if provided.
  (4) Landing Distance Available (LDA): The length of runway which is declared available and suitable for the ground run of an airplane landing.
- **Dependent parallel approaches:** Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centerlines are prescribed.
- **Displaced threshold:** See ECAR Part 1.
- **Effective intensity:** The effective intensity of a flashing light is equal to the intensity of a fixed light of the same color which will produce the same visual range under identical conditions of observation.
- **Ellipsoid height (Geodetic height) :** See ECAR Part 1.
- **Fixed light:** A light having constant luminous intensity when observed from a fixed point.
- **Frangible object:** See an object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.
  Note: guidance on design for frangibility is contained in the EAC 139-14
- **Foreign Object Debris (FOD).**An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a hazard to aircraft operations.
- **Geodetic datum:** See ECAR Part 1.
- **Geoid:** See ECAR Part 1.
- **Geoid undulation:** See ECAR Part 1.
- **Gregorian calendar:** See ECAR Part 1.
- **Hazard beacon:** An aeronautical beacon used to designate a danger to air navigation.
- **Heliport:** See ECAR Part 1.
- **Holding bay:** A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.
- **Hot spot.** A location on an aerodrome movement area with a history or potential risk of collision or runwayincursion, and where heightened attention by pilots/drivers is necessary.
- **Human Factors principles:** SeeECAR Part 1.
- **Human performance:** See ECAR Part 1.
- **Identification beacon:** An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.
- **Independent parallel approaches:** Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centerlines are not prescribed.
- **Independent parallel departures:** Simultaneous departures from parallel or near-parallel instrument runways.
- **Instrument runway.** One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

(a) Non-precision approach runway. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operations type A and a visibility greater than 1 000 m.

(b) Precision approach runway, category I. A runway served by visual aids and non-visual aid(s) intended for instrument approach operations type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.

(c) Precision approach runway, category II. A runway served by visual aids and non-

visual aid(s) intended for instrument approach operations type B with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m.

(d) Precision approach runway, category III. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 30 m (100 ft),or no decision height and a runway visual range less than 300 m, or no runway visual range limitations.Intended for operations with no decision height (DH) and no runway visual range limitations.

Note 1.— Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted. selection of visual aids is the conditions in which operations are intended to be conducted.

Note 2.— Refer related ECARs— Operation of Aircraft for instrument approach operation types.

- **Integrity classification (aeronautical data)** . Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as:
    - Routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;
    - Essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and
    - Critical data: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.
- **Intermediate holding position:** A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.
- **Landing area:** See ECAR Part 1.
- **Landing direction indicator:** See ECAR Part 1.
- **Laser-beam critical flight zone (LCFZ):** Airspace in the proximity of an aerodrome but beyond the LFFZ where the irradiance is restricted to a level unlikely to cause glare effects.
- **Laser-beam free flight zone (LFFZ):** Airspace in the immediate proximity to the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.
- **Laser-beam sensitive flight zone (LSFZ):** Airspace outside, and not necessarily contiguous with, the LFFZ and LCFZ where the irradiance is restricted to a level unlikely to cause flash-blindness or after-image effects.
- **Light failure:** A light shall be considered to have failed when for any reason the average intensity determined using the specified angles of beam elevation, toe-in and spread falls below 50% of the specified average intensity of a new light.
- **Lighting system reliability:** The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.
- **Maneuvering area:** See ECAR Part 1.
- **Marker:** An object displayed above ground level in order to indicate an obstacle or delineate a boundary.
- **Marking:** See ECAR Part 1.
- **Movement area:** See ECAR Part 1.
- **Near-parallel runways:** Non-intersecting runways whose extended centerlines have an angle of convergence/divergence of 15 degrees or less.
- **Non-instrument runway: A** runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure down to minima equal to or better than VMC.
- Note. — The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.

- **Normal flight zone (NFZ):** Airspace not defined as LFFZ, LCFZ or LSFZ but which must be protected from laser radiation capable of causing biological damage to the eye.
- **Obstacle:** All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:
  (1) Are located on an area intended for the surface movement of aircraft; or that
  (2) Extend above a defined surface intended to protect aircraft in flight; or
  (3) Stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.
- **Obstacle Free Zone (OFZ):** See ECAR Part 1.
- **Orthometric height:** See ECAR Part 1.
- **Outer main gear wheel span (OMGWS):** The distance between the outside edges of the main gear wheels.
- **Pavement classification number (PCN**). **refer to item139.2**. f A number expressing the bearing strength of a pavement for unrestricted operations
- **Pavement Classification rating (PCR)refer to item139.2. g:** A number expressing the bearing strength of a pavement.
- **Precision approach runway**, see Instrument runway.
- **Primary aerodrome (s):** Aerodromes of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine ad similar procedures are carried out and where air traffic services are available on a regular basis.
- **Primary runway(s):** Runway(s) used in preference to others whenever conditions permit.
- **Protected flight zones:** Airspace specifically designated to mitigate the hazardous effects of laser radiation.
- **Road:** An established surface route, on the movement area meant for the exclusive use of vehicles.
- **Road-holding position:** A designated position at which vehicles may be required to hold.
- **Runway:** See ECAR Part 1.
- **Runway condition assessment matrix (RCAM)** : A matrix allowing the assessment of the runway condition code , using associated procedures . from a set of observed runway surface condition(s) and pilot report of braking action .
- **Runway condition code (RWYCC):** A number describing the runway surface condition to be used in the runway condition report .
- Note – The purpose of the runway condition code is to permit an operational aeroplane performance calculation by the flight crew . Procedures for determination of the runway condition code are described in the EAC 139-66 .
- **Runway condition Report (RCR) :** A comprehensive standardized report relating to runway surface condition(s) and its effect on the aeroplane landing and take-off performance
- **Runway end safety area (RESA):** An area symmetrical about the extended runway centerline and adjacent to the end of the strip primarily intended to reduce the risk of damage to an airplane undershooting or overrunning the runway.
- **Runway guard lights:** A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway.
- **Runway-holding position:** See ECAR Part 1.
- **Runway strip:** See ECAR Part 1.
- Runway surface condition(s) : A description of the condition(s) of the runway surface used in the runway condition report which establishes the basis for the determination of the runway condition code for aeroplane performance purpose.
  Note 1 – the runway surface conditions used in the runway condition report establish the performance requirements between the aerodrome operator , aeroplane manufacturer and aeroplane operator .
  Note 2 – Procedures on determining runway surface conditions are available in the EAC 139-66
  Note 3.— Procedures on determining runway surface conditions are available in the EAC 139-66

a) Dry runway. A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.

b) Wet runway. The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.

c) Slippery wet runway. A wet runway where the surface friction characteristics of a significant portion of the runway have been determined to be degraded.

d) Contaminated runway. A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors.

Note.— Procedures on determination of contaminant coverage on runway are available in the EAC139-66

e) Runway surface condition descriptors. One of the following elements on the surface of the runway:

Note.— The descriptions for e) i) to viii) are used solely in the context of the runway condition report andare not intended to supersede or replace any existing WMO definitions.

i) Compacted snow. Snow that has been compacted into a solid mass such that aeroplane tires, at operating

pressures and loadings, will run on the surface without significant further compaction or rutting of the surface.

ii) Dry snow. Snow from which a snowball cannot readily be made.

iii) Frost. Frost consists of ice crystals formed from airborne moisture on a surface whose temperature is below freezing. Frost differs from ice in that the frost crystals grow independently and therefore have a more granular texture.

Note 1. — Below freezing refers to air temperature equal to or less than the freezing point of water (0 degree Celsius).

Note 2. — Under certain conditions frost can cause the surface to become very slippery and it is then reported appropriately as reduced braking action.

iv) Ice. Water that has frozen or compacted snow that has transitioned into ice, in cold and dry conditions.

v) Slush. Any contaminated that is so water-saturated that water will drain from it when a handful is picked up or willsplatter if stepped on forcefully.

vi) Standing water. Water of depth greater than 3 mm.

Note.— Running water of depth greater than 3 mm is reported as standing water by convention.

vii) Wet ice. Ice with water on top of it or ice that is melting.

Note.— Freezing precipitation can lead to runway conditions associated with wet ice from an aeroplane performance point of view. Wet ice can cause the surface to become very slippery. It is then reported appropriately as reduced braking action in line with procedures in the PANS-Aerodromes Eac139-66

viii) Wet snow. Snow that contains enough water content to be able to make a well-compacted, solid snowball, but water will not squeeze out.

- **Runway turn pad:** A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.
- **Runway visual range (RVR):** See ECAR Part 1.
- **ECAA safety programme**: See ECAR Part 1
- **Safety management system** (SMS). A systematic approach to managing safety including the necessary organizational structure, accountabilities, policies and procedures
- **Secondary aerodrome (s)**: Aerodromes available for the entry or departure of international air traffic where the formalities concerning customs, immigration, health and similar procedures are made available, on a restricted basis, to flights with prior approval only.

- **Segregated parallel operations:** Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.
- **Shoulder:** See ECAR Part 1.
- **Sign:**
  (1) Fixed message sign: A sign presenting only one message.
  (2) Variable message sign: A sign capable of presenting several pre-determined messages or no message, as applicable.
- **Signal area:** See ECAR Part 1.
- **Station declination:** See ECAR Part 1.
- **Stopway:** See ECAR Part 1.
- **Switch-over time (light):** The time required for the actual intensity of a light measured in a given direction to fall from 50 per cent and recover to 50 per cent during a power supply changeover, when the light is being operated at intensities of 25 per cent or above.
- **Take-off runway:** A runway intended for take-off only.
- **Taxiway:** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:
  (1) Aircraft stand taxilane: A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
  (2) Apron taxiway: A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
  (3) Rapid exit taxiway: A taxiway connected to a runway at an acute angle and designated to allow landing airplane to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.
- **Taxiway intersection:** A junction of two or more taxiways.
- **Taxiway strip:** An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.
- **Threshold:** The beginning of that portion of the runway usable for landing.
- **Touchdown zone:** The portion of a runway, beyond the threshold, where it is intended landing airplane first contact the runway.
- **Usability factor:** The percentage of time during which the use of a runway or system of runways is not restricted because of the cross-wind component.
- Note: Cross-wind component means the surface wind component at right angles to the runway centre line.
- **Wildlife hazard:** A potential for a damaging aircraft collision with wildlife on or near an aerodrome. As used in this Part, "wildlife" includes domestic animals while out of the control of their owners.

139.5 Standards and procedures for compliance with the certification and operations requirements of This Part

(a) The requirements prescribed in this Part shall apply to all land aerodromes and must be complied with in a manner acceptable to the ECAA. Egyptian Civil Aviation Advisory Circulars contain standards and procedures that are acceptable to the ECAA for compliance with this Part. Some of these advisory circulars are referenced in specific sections of this Part. The standards and procedures in them, or other standards and procedures approved by the ECAA, may be used to comply with those sections. Aerodromes used for military operations only are excluded from complying with the provisions contained in Part 139. Heliports must comply with the provisions contained in ECAR Part 138 and specification requirements in this Part, and other related documents where appropriate. The provisions must be contained in the heliport certification manual.

(b) Wherever a colour is referred to in this Part, the specifications for that colour given in Appendix 1 shall apply.

(c) The specification requirements of this revised Part that include the operative verb “shall” are considered mandatory as of the date of effectiveness of this revised Part.

(d) In the event of noncompliance with a requirement of this revised Part that include the operative verb "should”, the aerodrome operator shall submit a relevant compliance

plan with all those requirements, at the date of effectiveness of this revised Part to be reviewed and accepted by ECAA prior to certification.

139.7 Obligations of the Aerodrome Operator

(a) **Compliance with standards and practices** : The aerodrome operator shall comply with the standards and practices specified in this part and with any conditions endorsed in the certificate pursuant to regulations

(b) **Competence of operational and maintenance personnel**: The aerodrome operator shall employ an adequate number of qualified and skilled personnel to perform all critical activities for aerodrome operation and maintenance. According to item 139.303

(c) **Aerodrome operation and maintenance** :

(1) The aerodrome operator shall operate and maintain the aerodrome in accordance with the procedures set out in the aerodrome manual.

(2) The aerodrome operator should ensure proper and efficient maintenance of the aerodrome facilities.

(3) The aerodrome operator shall coordinate with the ECAA, ATS provider in order to be satisfied that appropriate air traffic services are available to ensure the safety of aircraft in the airspace associated with the aerodrome. The coordination shall cover other areas related to safety such as aeronautical information service, air traffic services, designated meteorological authorities, and security.

(4) The aerodrome operator shall maintain the aerodrome manual as a living document subject to amendment in order to ensure that it provides current and accurate information. and establish a mechanism for reviewing the manual periodically as minimum quarter annually according to item 139.213

(d) **Aerodrome operator's safety management system** :

(1) The aerodrome operator shall establish a safety management system for the aerodrome describing the structure of the organization and the duties, powers and responsibilities of the officials in the organizational structure, with a view to ensuring that operations are carried out in a demonstrably controlled way and are improved where necessary.

(2) The aerodrome operator shall oblige all users of the aerodrome, including fixed-base operators, ground-handling agencies and other organizations that perform activities independently at the aerodrome in relation to flight or aircraft handling, to comply with the requirements laid down by the aerodrome operator with regard to safety at the aerodrome. The aerodrome operator shall monitor such compliance.

(3) The aerodrome operator shall require all users of the aerodrome, including fixed-base operators, ground-handling agencies and other organizations referred ECAR 19 to cooperate in the programme to promote safety at, and the safe use of, the aerodrome by immediately informing it of any accidents, incidents, defects and faults which have a bearing on safety.

(e) **Aerodrome operator's internal safety audits and safety reporting**

(1) The aerodrome operator shall arrange for an audit of the safety management system, including an inspection of the aerodrome facilities and equipment. The audit shall cover the aerodrome operator's own functions. The aerodrome operator shall also arrange for an external audit and inspection programme for evaluating other users, including fixed-base operators, ground handling agencies and other organizations working at the aerodrome as referred to in ECAR19

(2) The audits shall be carried out every 3 months, or less, and submit report to ECAA

(3) The aerodrome operator shall ensure that the audit reports, including the report on the aerodrome facilities, services and equipment, are prepared by suitably

qualified safety experts.

(4) The aerodrome operator shall retain a copy of the report(s).

(5) The report(s) referred item (d) must be prepared and signed by the persons/committee who /whom carried out the audits and inspections.

(f) **Access to the aerodrome**: the aerodrome operator shall comply with item 139.105

(g) **Notifying and reporting :**

(1) The aerodrome operator shall comply with the requirement to notify and report to the ECAA, air traffic control and pilots within the specified time limits required by these regulations.

(2) **Notification of inaccuracies in aeronautical information service (AIS) publications**: the aerodrome operator shall review all Aeronautical Information Publications (AIPs), AIP Supplements, AIP Amendments, Notices to Airmen (NOTAMs), Pre-flight Information Bulletins and Aeronautical Information Circulars issued by AIS and immediately after such reviews shall notify ECAA of any inaccurate information contained therein that pertains to the aerodrome.

(3) **Notification of changes to the aerodrome facilities, equipment and level of service planned in advance**: the aerodrome operator shall notify AIS and the ECAA, in writing, at least 42days before effecting any change to the aerodrome facility or equipment or the level of service at the aerodrome that has been planned in advance and which is likely to affect the accuracy of the information contained in any AIS publication

(4) **Issues requiring immediate notification**: the aerodrome operator shall notify ECAA and shall arrange with air traffic control service and the flight operations unit to receive immediate notice detailing any of the following circumstances of which the operator has knowledge:

a. Obstacles, obstructions and hazards:

(1) Any projections by an object through an obstacle limitation surface relating to the aerodrome; and

(2) The existence of any obstruction or hazardous condition affecting aviation safety at or near the aerodrome;

b. Level of service: reduce the level of service at the aerodrome as set out in any of the AIS publications

c. Movement area: closure of any part of the movement area of the aerodrome; and

d. Any other condition that could affect aviation safety at the aerodrome and against which precautions are warranted.

(h) **Special inspections: the** aerodrome operator shall inspect the aerodrome, as circumstances require, to ensure aviation safety:

(1)As soon as practicable after any aircraft accident or incident within the meaning of these terms as defined in ECAR 801;

(2)During any period of construction or repair of the aerodrome facilities or equipment that is critical to the safety of aircraft operation; and

(3)At any other time when there are conditions at the aerodrome that could affect aviation safety.

(i) **Removal of obstructions from the aerodrome surface:**the aerodrome operator shall remove from the aerodrome surface any object that is likely to be hazardous.

(j) **Warning notices :** When low flying aircraft, at or near an aerodrome, or taxiing aircraft are likely to be hazardous to people or vehicular traffic, the aerodrome operator shall:

(1) Post hazard warning notices on any public way that is adjacent to the manoeuvring area; or

(2) If such a public way is not controlled by the aerodrome operator, inform the authority responsible for posting the notices on the public way that there is a hazard.

SUBPART B
Certification

139.101 Certification requirements: General

(a) All Egyptian primary aerodromes used for International operations shall be certified in accordance with the specifications contained in this Part, as well as the EACs referred to in this Part.

Note: When an aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the aerodrome that, at the time of certification the aerodrome meets the specifications contained in this Part, as well as the EACs , certalert referred to in this Part and that the aerodrome operator shall maintain these specifications according to certification status for the period of validity of the certificate.

(b) Upon satisfactory completion of the certification process the aerodrome certification status shall be provided to the aeronautical information service for publication.

(c) Specific procedures on the stages of certifying an aerodrome as follow more information are given in the PANS-Aerodromes (EAC139-66- Further guidance on aerodrome certification can be found in the EAC139-1:

The aerodrome certification process is a series of steps outlined in five phases:

Phase One **ReapplicationsExpression of Interest**: Dealing with the Expression of Interest by an intending applicant for the aerodrome certificate;

Phase Two **Formal Application**: Submitting and assessing the formal application including initial evaluation of the Aerodrome Certification Manual (ACM); and Statement of Compliance (SOC);

Phase Three **Documents Compliance**: (in ECAA): Include an assessment and final evaluation of the ACM and the Statement of Compliance (SOC);

Phase Four **Demonstration and Inspection**: Assessment & Evaluation the aerodrome facilities, equipment and procedures in accordance with Aerodrome Certification Manual (ACM);

Phase Five **Certification**: Issuing or refusing an aerodrome certificate and endorse the condition; and Promulgating the certified status in the Aeronautical Information Publication (AIP) .

(d) Other Egyptian aerodromes shall be certified, within 10 years

(e) Years as of the date of effectiveness of this revised Part, in accordance with the specifications contained in this Part as well as the EACs and Certalerts referred to in this Part.

(f) The aerodrome operator may be exempted to serve some aircrafts due to unusual circumstances, from the requirement of this part after taking all aeronautical studies according to item 139.111&EAC 139-62

(g) The Operator of the other aerodromes, which are published in AD2.HEXX-1 in Egyptian aeronautical information publication should be authorized by ECAA, before operation any aircraft, in their aerodrome.

139.103 Application for certificate

(a) The applicant for an aerodrome certificate must acquire a Ministerial Decree to proceed in the aerodrome certification process.

(b) Each applicant for an aerodrome certificate must submit an expression of interest and a formal application, in the form and manner prescribed by the ECAA (Refer to EAC139-1).

(c) The application should be accompanied by two copies of a completed aerodrome certification manual prepared in accordance with Subpart C of this Part.

(d) The applicant shall obtain formally endorsed copy / copies of this Part and other relevant publications issued by ECAA.

139.105 Inspection authority

(a) The ECAA will conduct safety oversight to ensure aerodrome operators are competent and capable of compliance with the requirements or this part and its related documents including operational procedures, safety performance, data accuracy and promulgation and reporting. Oversight actions include not only the initial aerodrome certification but also continuing surveillance.

(b) Each aerodrome operator shall grant unrestricted and unlimited access for ECAA inspectors to inspect his personnel, facilities, equipment, documents and records to determine
  (1) Compliance with the requirements of this Part;
  (2) The use of all related advisory circulars guidance, Certalerts, and accepted equivalent means of compliance.

(c) Each aerodrome operator shall allow the ECAA to make special inspections to ensure aviation safety:
  (1) As soon as practicable after any aircraft accident or incident within the meaning of these terms defined in ECAR Part 801;
  (2) During the period of construction or repair of the aerodrome facilities or equipment that is critical to the safety of aerodrome operation; and
  (3) At any other aerodrome conditions that could affect aviation safety

139.107 Issuance of certificate

(a) An applicant for an aerodrome certificate is entitled to the grant of a certificate a if:
  (1) The provisions of 139.103 of this Subpart are met;
  (2) The ECAA, is satisfied that the applicant is properly and adequately equipped and can demonstrate organizational competence in providing a safe aerodrome operating environment for aircraft and relevant activities using the aerodrome in accordance with:
    (i) ECAR Parts 107, 171,172, 173, 174, 303, 311,19 and 139; and
    (ii) Any limitations the ECAA finds necessary in the public interest.

(b) The ECAA accepts the aerodrome certification manual.

Note: (refer to EAC 139-60 for guidance related to Aerodrome Operational Safety Competences)

139.109 Duration of certificate

An aerodrome certificate issued under this Part is valid for 3 years from the effective date of issue unless it is surrendered by the certificate holder or either suspended or revoked by the ECAA in accordance with 139.117, 139.123, and 139.125 whichever is earlier.

139.110 Renewal of certificate

(a) Application for renewal of an existing certification shall be submitted by the holder of certificate, at least 6 months prior to expiry date of the existing certificate

NOTE: refer to EAC 139-1 for guidance related to renewal of certificate phases

(b) An applicant for renewal of aerodrome certificate is entitled to the grant of renewed certificate if The ECAA is, and remain, satisfied that the applicant is properly and adequately equipped, staffed and can demonstrates organizational competence in providing a safe aerodrome – operating environment for aircraft using the aerodrome in accordance with:
  (1) ECARs 107,171,172,173,174,303,311, 19 and 139, and
  (2) Any limitations the ECAA finds necessary in the public interest.

139.111 Exemptions

(a) An applicant or a certificate holder may petition the ECAA for an exemption from any requirement of this Part, after carrying out aeronautical studies/Risk Assessment studies, to provide justifications for non-compliance, assess the consequent risks and identify the appropriate practical solutions whereby an equivalent level of safety can be attained, with bearing in mind the safety objective of the aerodrome certification regulations and the applicable standards so that the intent of the regulations is not circumvented.

(b) Each aerodrome operator should petition the ECAA for an exemption to employ a person who does not meet the appropriate experience, managerial experience, or supervisory experience requirements according to item 139.303. If the ECAA finds that the person has comparable experience, and can effectively perform, the functions associated with the position in accordance with the Egyptian Civil Aviation Regulations and the procedures outlined in the certificate manual. Exemption under this paragraph may be granted after consideration of the size and scope of the operation and the qualifications of the intended personnel. ECAA may, at any time, terminate any grant of exemption authority issued under this paragraph.

(c) Each petition filed under this section must be submitted in duplicate and in the form and manner prescribed by ECAA.

(d) The ECAA may exempt, in writing, an aerodrome operator from complying with specific provisions of regulations, if the ECAA is and remains satisfied that the applicant is properly and adequately equipped, staffed and can demonstrate organizational competence in providing a safe aerodrome operating environment for aircraft using the aerodrome in accordance with:

(1) ECARS 107, 171, 172, 173, 174, 301, 303, 311 and 139 and

(2) Any limitations the ECAA finds necessary in the public interest

(e) ECAA acceptance on an exemption shall not relieve the Aerodrome Operator from his full responsibility for providing safe operating environment for aircraft using the aerodrome and all other activities on the aerodrome.

(f) An exemption is subject to the aerodrome operator complying with the conditions and procedures specified by the ECAA in the Exemption Acceptance Form as being necessary in the interest of safety.

NOTE: refer to EAC 139-62 aeronautical study

139.113 Deviations and endorsement of conditions on an aerodrome certificate

(a) An applicant or a certificate holder , Aerodrome Operator may petition the ECAA for a deviation (permanent exemption) from any requirement of this Part, after carrying out aeronautical studies/Risk Assessment studies, to provide justifications for non-compliance, assess the consequent risks and identify the appropriate practical procedures whereby an equivalent level of safety can be attained, with bearing in mind the safety objective of the aerodrome certification regulations and the applicable standards

(b) Deviations from a standard or practice and conditions for the type of use of the aerodrome and other details, procedures and conditions referred to in the herein above regulation paragraph. (a) above will be set out in an endorsement on the aerodrome certificate.

(c) Deviations and relevant details and conditions endorsed on the Aerodrome Certificate shall be published in the appropriate AIS publication

(d) Endorsement of the deviation and relevant details, procedures and conditions on the Aerodrome Certificate shall not relieve the Aerodrome Operator from his full responsibility for providing safe operating environment for aircraft using the aerodrome and all other activities on the aerodrome

(e) acceptance of a deviation is subject to the aerodrome operator complying with the conditions and procedures specified by the ECAA in the aerodrome certificate as being necessary in the interest of safety.

NOTE: refer to EAC 139-62 aeronautical study

139.115 Amendment of certificate

Provided that the requirements of 139.107(a) and 139.213 have been met, ECAA may amend an aerodrome certificate when:

(a) There is a change in the ownership or management of the aerodrome;

(b) There is a change in the use or operation of the aerodrome;

(a) There is a change in the boundaries of the aerodrome; or

(b) The holder of the aerodrome certificate requests an amendment.

139.117 Surrender of an aerodrome certificate:

(a) The aerodrome certificate holder must give the ECAA, not less than 30 days, written notice of the date on which the certificate is to be surrendered in order that suitable promulgation action can be taken.

(b) The ECAA will cancel the certificate on the date specified in the notice.

139.119 Transfer of an aerodrome certificate:

(a) The ECAA may give its consent to and issue an instrument of transfer of an aerodrome certificate to a transferee when:

(1) The current holder of the aerodrome certificate notifies the ECAA, in writing, at least 90 days before ceasing to operate the aerodrome, that the current holder will cease to operate the aerodrome as of the date specified in the notice;

(2) The current holder of the aerodrome certificate notifies the ECAA, in writing, of the name of the transferee;

(3) The transferee applies to the ECAA, in writing, in the form and manner prescribed by ECAA, within 90 days before the current holder of the aerodrome certificate ceases to operate the aerodrome certificate to be transferred to the transferee; and

(4) The requirements set out in 139.107 are met by the transferee.

(b) If the ECAA does not consent to the transfer of an aerodrome certificate, it shall notify the current aerodrome certificate holder and the transferee, in writing of its reasons no later than 7 days after making that decision.

139.121 Interim aerodrome certificate:

(a) The ECAAmay issue an interim aerodrome certificate to the aerodrome certificate applicant or the proposed transferee, authorizing the applicant or transferee to operate an aerodrome if the ECAA is satisfied that:

(1) An aerodrome certificate in respect of the aerodrome will be issued to the applicant, or transferred to the transferee, as soon as the application procedure for the grant or transfer of an aerodrome certificate has been completed; and

(2) The grant of the interim certificate is in the public interest and is not detrimental to aviation safety.

(b) An interim aerodrome certificate issued pursuant to 139.121(a) shall expire on:

(1) The date on which the aerodrome certificate is issued or transferred; or

(2) The expiry date specified in the interim aerodrome certificate. Whichever is earlier.

(c) This Part applies apply to an interim aerodrome certificate in the same manner as they apply to an aerodrome certificate.

139.123 Suspension of an aerodrome certificate:

Suspension of an aerodrome certificate may be considered if:

(a) Aerodrome operator, certifection holder, voluntary gives notice in writing to the ECAA

(b) the sum of corrective actions to remove an unsafe condition , and thereby ensure safe aircraft opertion , have not achived the necessary result in the time scale required ;

(c) The technical proficiency or qualifications of the aerodrome operator to perform the duties needed to meet the critical safety requirements in accordance with the regulations are found inadequate;

(d) The Operator resists or is unwilling to take action to correct or mitigate the condition affecting aviation safety; or

(e) The Operator willfullyfails to perform an already agreed upon corrective action and suspension of the certificate is the last resort to avoid unsafe operations in the aerodrome movement area.

139.125 Revocation of an aerodrome certificate:

Revocation of an aerodrome certificate may be warranted if the aerodrome operator:

(a) Is incapable or unwilling to carry out corrective action or has committed/repeated serious violations;
(b) Has demonstrated a lack of responsibility, such as deliberate and flagrant acts of non-compliance or falsification of records jeopardizing aviation safety; or
(c) Has made it convincingly clear that the continued operation of the aerodrome will be detrimental to the public interest.

139.127through 139.199 Reserved

SUBPART C
Aerodrome Certification Manual

139.201 Preparation of aerodrome certification manual

Each aerodrome certification manual required by this Part shall:

(a) Be type written or printed and signed by the aerodrome operator or owner;
(b) Be in a form that is easy to revise;
(c) Have the date of initial approval or approval of the latest revision on each page or item in the manual and include a page revision log; and
(d) Be organized in a manner helpful to the preparation, review, and approval processes, in accordance with (EAC 139-2).

139.203 Maintenance of aerodrome certification manual

Each holder of an aerodrome certificate shall:

(a) Keep its aerodrome certification manual current at all times;
(b) Maintain at least one complete and current copy of its accepted aerodrome certification manual on the aerodrome;
(c) Furnish the applicable portions of the approved aerodrome certification manual to the aerodrome personnel responsible for their implementation;
(d) Make the copy required by paragraph (b) of this section available for inspection by the ECAA upon request; and
(e) Provide the ECAA with one complete and current copy required by paragraph (b) of this section.

139.205 Aerodrome certificate: Aerodrome certification manual

(a) The aerodrome operator, applicant for an aerodrome certificate should prepare, and submit with an application, an aerodrome certification manual for accepted by the ECAA. Only those items addressing subjects required for certification under this Part shall be included in the aerodrome certification manual.
(b) Each aerodrome operator or certificate holder shall comply with the accepted aerodrome certification manual that meets the requirements of 139.201, 139.203, 139.206and139.207

139.206 Structure of aerodrome certification manual

Each aerodrome certification manual required by this Part shall be structured as herein below prescribed:

Part 1: Purpose and scope of the aerodrome certification manual; the legal requirement for an aerodrome certificate and an aerodrome certification manual as prescribed in this Part; conditions for use of the aerodrome; the aeronautical information services available and the procedures for their promulgation; the system for recording aircraft movements and the obligations of the aerodrome operator.

Part 2: Particulars of the aerodrome site.

Part 3: Particulars of the aerodrome required to be reported to the aeronautical information service.

Part 4: The aerodrome operating procedures and safety measures. This may include references to air traffic procedures such as those relevant to low visibility operations. Air traffic management procedures are normally published in the air traffic services manual with a cross-reference to the aerodrome certification manual.

Part 5: Details of the aerodrome operator and the safety management system according to ECAR 19

139.207 Contents of aerodrome certification manual

(a) Each aerodrome certification manual required by this Part shall include operating procedures, facilities and equipment descriptions, aerodrome operating hours to be declared in the AIP, responsibility assignments, and any other information needed by personnel concerned with operating the aerodrome in order to comply with:
    (1) The provisions of this Part; and
    (2) Any limitations, which the ECAA finds necessary in the public interest.

Note: Subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations during their published hours of operations, irrespective of weather conditions.

(b) In complying with 139.206 and paragraph (a) of this section, the aerodrome certification manual must include at least the following elements:
(1) Lines of succession of aerodrome operational responsibility;
(2) Each current exemption issued to the aerodrome from the requirements of this Part;
(3) Any limitations imposed by the ECAA;
(4) A grid map or other means of identifying locations and terrain features on and around the aerodrome which are significant to emergency operations;
(5) The system of runway and taxiway identification;
(6) The location of each obstruction required to be lighted or marked within the aerodrome's area of authority;
(7) A description of each movement area available for aircraft and its runway strips and taxiway strips;
(8) Procedures for avoidance of interruption or failure during construction work of utilities serving facilities or nevoid, which support aircraft operations;
(9) Procedures for complying with the requirements of 139.305 relating to Operations;
(10) Procedures for complying with the requirements of 139.307 relating to aerodrome data;
(11) Procedures for aerodrome condition reporting as required by 139.307(i);
(12) Procedures for complying with the requirements of 139.309 relating to runways;
(13) Procedures for maintaining the taxiways as required by 139.311;
(14) Procedures for maintaining the aprons as required by 139.313;
(15) Procedures for maintaining the paved areas as required by 139.315;
(16) Procedures for obstruction removal, marking, or lighting as required by 139.317;
(17) A description of, and procedures for maintaining, the traffic and wind direction indicators as required by 139.319;
(18) A description of, and procedures for maintaining, the marking systems as required by 139.321;
(19) A description of, and procedures for maintaining, the lighting systems as required by 139.323;
(20) A description of, and procedures for maintaining, the signage systems as required by 139.325;
(21) A description of, and procedures for maintaining markers as required by 139.327;
(22) A description of, and procedures for maintaining visual aids for denoting obstacles as required by 139.329;
(23) Procedures for visual aids for denoting restricted use areas as required by 139.331;
(24) A description of, and procedures for maintaining electrical systems as required by 139.333;
(25) An aerodrome emergency plan as required by 139.335(a);
(26) A description of the facilities, equipment, personnel, and procedures for meeting the rescue and firefighting requirements in 139.335(b);
(27) Disabled aircraft removal as required by 139.335(c);
(28) Bird hazard reduction plan as required by 139.335(d);
(29) A description of, and procedures for Apron management service as required by 139.335(e);
(30) A description of, and procedures for Ground servicing of aircraft as required 139.335(f);
(31) Procedures for controlling ground vehicles as required by 139.335(g);
(32) Procedures for complying with the requirements of 139.337 relating to hazardous substances and materials;
(33) Procedures for conducting the self-inspection program as required by 139.339;
(34) Procedures for protection of navies as required by 139.341;
(35) A description of public protection as required by 139.343;
(36) A wildlife hazard management plan as required by 139.345;
(37) Procedures for conducting the Maintenance program as required by 139.349; and
(38) Any other item, which the ECAA finds, is necessary in the public interest.

Note1. — Contents of an aerodrome manual, including procedures for its submission and /acceptance, verification of compliance and granting of aerodrome

certificate, are available in the PANS-AERODROMES (EAC139-66).and EAC 139-2.

Note 2. — The intent of a safety management system is to have in place an organized and orderly approach in the management of aerodrome safety by the aerodrome operator. ECAR 19 — Safety Management contains the safety management provisions applicable to certified aerodrome. Guidance on harmonized safety management system is given in the Safety Management Manual (SMM) (Doc 9859). Procedures on the management of change, conduct of safety assessment, reporting and analyses of safety occurrences at aerodromes and continuous monitoring to enforce compliance with applicable specifications so that identified risks are mitigated can be found in the ECAR 19 and PANS-AERODROMES (EAC139-66).

139.209 & 139.211 (Reserved)

139.213 Amendment and update of aerodrome certification manual

(a) The aerodrome operator shall be maintaining the aerodrome manual as a living document subject to amendment in order to ensure that it provides current and accurate information. the aerodrome operator shall establish a mechanism for reviewing the manual periodically as minimum quarter annually.

(b) The ECAA may amend issue written directives to the aerodrome operator requiring the operator to alter or the aerodrome certification manual accepted under this Part, either:
  (1) Upon application by the certification holder; or
  (2) On the ECAA own initiative if it determines that safety in air transportation or air commerce and the public interest require the amendment.

(c) An applicant for an amendment to its aerodrome certification manual shall file its application with the ECAA at least 30 days before the proposed effective date of the amendment, unless a shorter filing period is allowed by the ECAA.

(d) At any time within 30 days after receiving a notice of refusal to accept the application for amendment, the ecertificate holder/Aerodrome Operator may petition the ECAA to reconsider the refusal to amend.

(e) In the case of amendments initiated by the ECAA, the office notifies the certificate holder /Aerodrome Operator of the proposed amendment, in writing, fixing a reasonable period (but not less than 7 days) within which the certificate holder/Aerodrome Operator may submit written information, views, and arguments on the amendment. After considering all relevant material presented, the ECAA notifies the certificate holder /Aerodrome Operator of any amendment adopted or rescinds the notice. The amendment becomes effective not less than 30 days after the certificate holder /Aerodrome Operator receives notice of it, except that prior to the effective date the certificate holder /Aerodrome Operator may petition the ECAA to reconsider the amendment, in which case its effective date is stayed pending a decision by the ECAA.

(f) Notwithstanding the provisions of paragraph (e) of this section, if the ECAA finds that there is an emergency requiring immediate action with respect to safety in air transportation or air commerce that makes the procedures in this paragraph impractical or contrary to the public interest, the ECAA may issue an amendment, effective without stay on the date the certificate holder /Aerodrome Operator receives notice of it. In such a case, the ECAA incorporates the finding of the emergency, and a brief statement of the reasons for the finding, in the notice of the amendment. Within 30 days after the issuance of such an emergency amendment, the certificate holder/Aerodrome Operator may petition the ECAA to reconsider either the finding of an emergency or the amendment itself or both. This petition does not automatically stay the effectiveness of the emergency amendment.

(g) The aerodrome operator or certificate holder shall be responsible for the amendment of the manual, whenever necessary, in order to maintain the accuracy of the information in the manual. Amendments of the manual shall be accepted from the ECAA before their application.

(h)The aerodrome operator or certificate holder shall define clearly in the aerodrome manual the Responsibilities for maintaining the accuracy of the aerodrome manual,.

(i) The aerodrome operator or certificate holder shall define a process includes a keeping record of all amendments, effective dates and amendment acceptance.

Note. A method of tracking amendments and ensuring their receipt should be established when using an electronic means of distribution.

139.215 through 139.299 Reserved

SUBPART D
Operations

139. 301Reserved

139.303 Personnel

(a) Each aerodrome operator shall maintain sufficient qualified personnel to comply with the requirements of its aerodrome certification manual and the applicable provisions of this Part.

(b) The aerodrome operator should have qualified key management personnel serving as minimum in the following or equivalent positions:
(1) Aerodrome manger (accountable manger)
(2) Director of Operations
(3) Director of Safety
(4) Director of Engineering / Maintenance
(5) Director / supervisor of wildlife;
(6)Airport rescue and Fire chief
(7) Director / supervisor of Safeguarding

(c) Each aerodrome operator should:
(1) Declared in aerodrome certification manual required by 139.206 of this Part, and policy and procedure manual, the accountabilities, responsibilities, and authority of personnel required under paragraph (b)
(2) Notify the ECAA within 10 days of any change in personnel or any vacancy in any position listed.

(d) Each aerodrome operator shall establish and implement a training program include at least (initial – recurrent – on-job) to upgrade the competency of the personnel.
Note: guidance for aerodrome operation safety competence can be found in EAC 139-60

(e) Each aerodrome operator shall establish and implement formal policy and procedure for approving service provider work in the aerodrome. This procedure should include assessment process technical company personal qualification and responsibilities.

(f) ECAA should accept the qualification of aerodrome management personnel in accordance with 139.303.e or numbers of positions other than those listed in 139.303.b.

(g) Management personnel: qualifications:
(1) To serve as airport manger and vice airport manger under this Part a person should have:
(i) University graduate, degree in Airport Management or acquire training course in Airport Management or equivalent combine with minimum 10 years experience in international airport or any other related field, or commensurate experience.
(ii) Complete knowledge of all operational requirements,
(iii) Knowledge of the principles of airport management, ECAA rules and regulations, related documents
(iv) Ability to use independent judgment and to act decisively in emergencies, and,
(v) Successfully complete approved training courses in the following as a minimum:
(A) Safety management system;
(B) Airport Certification, self-inspection and Airport Emergency Plan.
(2) To serve as Safety director under this Part: (Ref to ECAR Part 19) .
(3) To serve as Operation director under this Part a person should have:
(i) University graduate, degree in airport management, or acquire training course in Airport operation Management or equivalent
(ii) Minimum 10 years experience in, airport/ ramp operations any other related field, or commensurate experience.
(iii) Successfully complete approved training course in the following as a minimum:
(A) Safety management system; Operation risk management,
(B) Airport Certification, self-inspection, and Airport Emergency Plan.

(iv) Knowledge of the principles of airport management, ECAA rules and regulations, related documents
(v) Ability to deal effectively with airport tenants and all members of the airside;
(vi) Ability to manage the interaction of aircraft servicing operations and other activities
(vii) Knowledge of Aircraft operating performance and aircraft identification.
(viii) Knowledge of Operational characteristics, services and activities of a comprehensive airfield operations program, and
(ix) Ability to use independent judgment and to act decisively in emergencies.

(4) To serve as Engineering, Maintenance director under this Part a person should have:
(i) Bachelor degree in engineering from five-year College and acquire training course in Airport Engineering and maintenance or equivalent
(ii) Minimum 10 years experience in airport engineering project / maintenance, or any other related field, or commensurate experience.
(iii) Knowledge of the project management, construction procedure, maintenance procedure and repair work for buildings, roads, runways, plumbing, electrical, electronic, structural, and drainage systems.
(iv) Knowledge of Egyptian engineering specifications, ECAA regulations, rules related to airport and aviation operations, worker safety and the environment including occupational hazards and safety precautions
(v) Successfully complete approved training course in the following as a minimum:
(A) Safety management system; Operation risk management
(B) Airport Certification, self-inspection, and Airport Emergency Plan.
(vi) Ability to monitor airside planning and development for compliance with aerodrome safety policy.
(vii) Ability to Establish and maintain effective working relationships with supervisors

(5) To serve as wildlife director/supervisor under this Part a person should have:
(i)Bachelors Degree in Biology, Environmental Science, or equivalent
(ii)Experience in Airport Operations or other aviation knowledge is desirable, or any other related field, or commensurate experience.
(iii)Wildlife and/or animal control, handling experience
(iv) Knowledge of wildlife categorized as Threatened, Endangered, and Species of Special Concern.
(v) Successfully complete approved training course in the Airport Certification as a minimum.

(6) To serve as Airport Fire Chief under this Part a person should have:
(i) University graduate, or equivalent
(ii) Minimum 10 years experience in aircraft fire fighting, including as min. 5 years at a senior level.
(iii) Successfully complete approved training course in the following as a minimum:
(A) Aircraft rescue and firefighter;
(B) Airport Certification, and Airport Emergency Plan.
(iv) knowledge of principles, practices, procedures, and equipment used in suppression and prevention of aircraft and airport fire and rescue activities.
(v) knowledge of ECAA regulations pertaining to Aircraft Rescue and Firefighting, Thorough knowledge of the principles and practices of management and supervision.
(vi) Knowledge of the current trends and developments in the firefighting and rescue profession.
(vii) Ability to plan, direct, organize, monitor, and evaluate the work of employees and coordinate personnel in a twenty-four hour operation.
(viii) .Ability to judgment under stress and in emergency situations.

(7) To serve as Safeguarding director under this Part a person should have:
(i) Bachelor degree in engineering from five-year College and acquire training course in Airport Safeguarding or equivalent
(ii) Minimum 3 years experience in airport as an obstacles' monitoring personnel, or commensurate experience.

(iii) Knowledge of ECAA regulations, laws, ministerial decrees and rules related to safeguarding,

(iv) Knowledge of Egyptian building code and all of the aerodromes surrounding divisions

(v) Successfully complete approved training course in the following as a minimum:

(A) Safeguarding assessment and management, obstacle's monitor for aerodrome's operators.

(B) Airport Certification, and self - inspection

(vi) Ability to monitor airside and Landside to the end of safeguarding area around aerodromes for compliance with Height Permits issued by ECAA.

(vii) Ability to Establish and maintain effective working relationships with supervisors and to put and adjust monitoring plan

(vii) Ability to plan, direct, organize, monitor, and evaluate the work of employees and personnel

(viii) .Ability to judgment under stress and in emergency situations

139.305 Operations

(a) Reserved.

(b) **Specific Procedures for Aerodrome Operations**

Introductory Note.— This section introduces PANS-AERODROMES (EAC139-66) for the use of aerodromes undertaking an assessment of its compatibility for the type of traffic or operation the aerodrome is intending to accommodate. The material in the PANS-AERODROMES addresses operational issues faced by existing aerodromes and provides the necessary procedures to ensure the continued safety of operations. Where alternative measures, operational procedures and operating restrictions have been developed, these are detailed in the aerodrome manual and reviewed periodically to assess their continued validity. The PANS-AERODROMES do not substitute nor circumvent the provisions contained in this part. It is expected that infrastructure on an existing aerodrome or a new aerodrome will fully comply with the requirements in this part. See ECAR 173 on ECAA responsibilities on listing of differences with the related ICAO Procedures in the Aeronautical Information Publication:

(1) When the aerodrome accommodates an aero plane that exceeds the certificated characteristics of the aerodrome, the compatibility between the operation of the aero plane and aerodrome infrastructure and operations shall be assessed and appropriate measures be developed and implemented in order to maintain an acceptable level of safety during operations.

Note. — Procedures to assess the compatibility of the operation of a new aero plane with an existing aerodrome can be found in the PANS-AERODROMES (EAC139-66).

(2) Information concerning alternative measures, operational procedures and operating restrictions implemented at an aerodrome arising from (b.2) shall be promulgated.

Note1. — See ECAR 173 on the provision of detailed description of local traffic regulations.

Note2. — See PANS-AERODROMES (EAC139-66), Chapter 3, section 3.6 on promulgation of safety information.

(c) Common reference systems:

(1) Horizontal reference system: World Geodetic System-1984 (WGS-84) shall be used by aerodrome operator as the horizontal (geodetic) reference system. Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum. Note: Comprehensive guidance material concerning WGS-84 is contained in ECAR Part 173.

(2) Vertical reference system: Mean sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used by aerodrome operator as the vertical reference system.

Note 1: The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth which coincides with the undisturbed MSL extended continuously through the continents.

Note 2: Gravity-related heights (elevations) are also referred to as orthometric heights while distances of points above the ellipsoid are referred to as ellipsoidal heights.

(3) Temporal reference system:

(i) The Gregorian calendar and Coordinated Universal Time (UTC) shall be used by aerodrome operator as the temporal reference system.

(ii) When a different temporal reference system is used, this shall be reported by aerodrome operator to the ECAA to be indicated in GEN 2.1.2 of the Aeronautical Information Publication (AIP).

Note.— See PANS-AIM (ICAO Doc 10066), Appendix 2.

(d) Safety management system:

(1) As part of the certification process, the certificate holder / aerodromes' operator shall prepare an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, and submit it to the ECAA for acceptance prior to granting the aerodrome certificate.

(2)The certificate holder / aerodromes' operator who is certified under this part , shall show a complete compliance with ECARs ,Part 19 , by establishing a safety management system that is acceptable to the ECAA, maintaining it, and completing its implementation as per the chronology mentioned in this regulation.

(e) Airport design and master plan

Introductory Note.— A master plan for the long-term development of an aerodrome displays the ultimate development in a phased manner and reports the data and logic upon which the plan is based.Master plans are prepared to support modernization of existing aerodromes and creation of new aerodromes, regardless of size, complexity, and role. It is important to note that a master plan does notconstitute a confirmed implementation programme. It provides information on the types of improvements to be undertaken in a phased manner. Guidance on all aspects of the planning of aerodromes is contained in the EAC 139-15

(1) A master plan containing detailed plans for the development of aerodrome infrastructure should be established for aerodromes deemed relevant by ECAA.

Note 1.— A master plan represents the development plan of a specific aerodrome . It is developed by the aerodrome operator based on economic feasibility, traffic forecasts, current and future requirements provided by, among others, aircraft operators (see (139.305.e.3).

Note 2.— A master plan may be required when the lack of capacity at an airport, due to conditions such as, but not limited to expected traffic growth, changing weather and climatic conditions or major works to address safety or environmental concerns, would put the connectivity of a geographical area at risk or cause severe disruption to the air transport network.

(2) The master plan should:

a) contain a schedule of priorities including a phased implementation plan;

and

b) be reviewed periodically to take into account current and future aerodrome traffic .

(3) Aerodrome stakeholders, particularly aircraft operators, should be consulted in order to facilitate the master planning process using a consultative and collaborative approach

Note 1.— Provision of advanced planning data to facilitate the planning process include future aircraft types, characteristics and numbers of aircraft expected to be used, the anticipated growth of aircraft movements, number of passengers and amount of cargo projected to be handled.

Note 2.— See national facilitation programe on the need for aircraft operators to inform aerodrome operators concerning the former's service, schedule and fleet

plans to enable rational planning of facilities and services in relation to the traffic anticipated.

Note 3. — See ICAO's Policies on Charges for Airports and Air Navigation Services Doc 9082), Section 1, regarding consultation with users concerning provision of advance planning data and protection of commercially sensitive data.

(4) Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.

Note: Guidance on all aspects of the planning of aerodromes including security considerations is contained in EAC 139-15.

(5) The design of aerodromes should take into account, where appropriate, land-use and environmental control measures.

Note: Guidance on land-use planning and environmental control measures are described in the EAC139-16.

(f) Reference code:

Introductory Note: The intent of the reference code is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aero planes that are intended to operate at the aerodrome. The code is not intended to be used for determining runway length or pavement strength requirements. The code is composed of two elements which are related to the aero plane performance characteristics and dimensions. Element 1 is a number based on the aero plane reference field length and element 2 is a letter based on the aero plane wing span. The code letter or number within an element selected for design purposes is related to the critical aero plane characteristics for which the facility is provided. When applying ECAR 139, the aero planes which the aerodrome is intended to serve are first identified and then the two elements of the code

(1) An aerodrome reference code, code number and letter, which is selected for aerodrome planning purposes shall be determined in accordance with the characteristics of the aircraft for which an aerodrome facility is intended.

(2) The aerodrome reference code numbers and letters shall have the meanings assigned to them in, Table 1-1.

(3) The code number for element 1 shall be determined from Table 1-1, column 1, by selecting the code number corresponding to the highest value of the aircraft reference field lengths of the aircraft for which the runway is intended.

Note 1.— The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided.

Note 2.— Guidance on determining the runway length is given in the EAC 139-9 Runways.

(4) The code letter for element 2 shall be determined from Table 1-1, by selecting the code letter which corresponds to the greatest wingspan of the aeroplanes for which the facility is intended.

Note :Guidance on determining the aerodrome reference code is given in EAC 139-9 and EAC 139-10

Table 1-1. Aerodrome reference code

139.305 (f) (2 to 5)

Code element 1	
Code number	**Aeroplane reference field length**

1	Less than 800 m
2	800 m up to but not including 1 200 m
3	1 200 m up to but not including 1 800 m
4	1 800 m and over

Code element 2	
Code letter	**Wingspan**
A	Up to but not including 15 m
B	15 m up to but not including 24 m
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m
E	52 m up to but not including 65 m
F	65 m up to but not including 80 m

Note.1— Guidance on planning for aeroplanes with wingspans greater than 80 m is given in the. EAC 139-9 and EAC 139-10

Note 2.— Procedures on conducting aerodrome compatibility study to accommodate aeroplaneswith folding wing tips spanning two code letters are given in the EAC 139-66 . Further guidance can be found in the manufacturer's aircraft characteristics for airport planning manual.

SUBPART E
Aerodrome Data

139.307 Aerodrome data

(a) Aeronautical data:

(1) Determination and reporting of aerodrome-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data.

Note.— Specifications concerning the accuracy and integrity classification related to aerodrome-related aeronautical data are contained in ECAR 173 and it's related documentsand PANS-AIM (Doc 10066), Appendix 1.

(2) Aerodrome mapping data should be made available to the aeronautical information service. for aerodromes deemed relevant by States where safety and/or performance-based operations suggest possible benefits.

Note 1. — Aerodrome mapping databases related provisions are contained in ECAR 173 and it's related documents and PANS-AIM (Doc 10066), Chapter 5.

Note 2. — Guidance material concerning the application of aerodrome mapping databases is provided in EAC 139-67.

(3) Where made available in accordance with 139.307.a.2, the selection of the aerodrome mapping data features to be collected shall be made with consideration of the intended applications.

Note.1— It is intended that the selection of the features to be collected match a defined operational need.

Note.2— Aerodrome mapping databases can be provided at one of two levels of quality - fine or medium. These levels and the corresponding numerical requirements are defined in RTCA Document DO-272B and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-99C — User Requirements for Aerodrome Mapping Information.

(4) Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets.

Note.— Detailed specifications concerning digital data error detection techniques are contained inECAR 173 and it's related documents and PANS-AIM (Doc 10066)

(b) Aerodrome reference point:

(1) An aerodrome reference point shall be established for an aerodrome;

(2) The aerodrome reference point shall be located near the initial or planned geometric center of the aerodrome and shall normally remain where first established; and shall normally remain where first established.

(3) The position of the aerodrome reference point shall be measured by aerodrome operator and reported to the ECAA in degrees, minutes and seconds of latitude and longitude;

(c) Aerodrome and runway elevations:

(1) The aerodrome elevation and geoid undulation at the aerodrome elevation position shall be measured to the accuracy of one-half meter or foot by aerodrome operator and reported to the ECAA;

(2) For an aerodrome used by civil aviation for non-precision approaches, the elevation and geoid undulation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway shall be measured to the accuracy of one-half meter (or foot) by aerodrome operator and reported to the ECAA; to deliver it the aeronautical information services

(3) For precision approach runways, the elevation and geoid undulation of the threshold, the elevation of the runway end and the highest elevation of the touchdown zone shall be measured to the accuracy of one-quarter meter (or foot) by aerodrome operator and reported to the ECAA. to deliver it the aeronautical information services

Note.— Geoid undulation must be measured in accordance with the appropriate system of coordinates.

(d) Aerodrome reference temperature:

(1) An aerodrome reference temperature shall be determined for an aerodrome in degrees Celsius.

(2)The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature should be averaged over a period of years.

(e) Aerodrome dimensions and related information:

(1) The following shall be measured or described, as appropriate, for each facility provided on an aerodrome:

(i) Runway: True bearing to one-hundredth of a degree, designation number, length, width, displaced threshold location to the nearest metre or foot, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided;

(ii) Strip:

(A) runway end safety area, and stopway: Length, width to the nearest metre or foot, surface type and

(B) Arresting system—location (which runway end) and description;

(iii) Taxiway: Designation, width, surface type;

(iv) Apron: Surface type, aircraft stands;

(v) The boundaries of the air traffic control service;

(vi) Clearway: Length to the nearest metre or foot, ground profile;

(vii) Visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance system;

(viii) Location and radio frequency of any VOR aerodrome check-point;

(ix) Location and designation of standard taxi-routes; and

(x) Distances to the nearest meter or foot of localizer and glide path elements comprising an Instrument Landing System (ILS) or azimuth and elevation antenna of a Microwave Landing System (MLS) in relation to the associated runway extremities.

(2) The geographical coordinates of each threshold shall be measured by aerodrome operator and reported to the ECAA (to deliver it to the aeronautical information services) in degrees, minutes, seconds and hundredths of seconds.

(3) The geographical coordinates of appropriate taxiway centerline points shall be measured by aerodrome operator and reported to the ECAA(to deliver it to the aeronautical information services) in degrees, minutes, seconds and hundredths of seconds.

(4) The geographical coordinates of each aircraft stand shall be measured by aerodrome operator and reported to the ECAA (to deliver it to the aeronautical information services)in degrees, minutes, seconds and hundredths of seconds.

(5) The geographical coordinates of obstacles in Area 2 (the part within the aerodrome boundary) and in Area 3 shall be measured by aerodrome operator and reported to

the ECAA in degrees, minutes, seconds and hundredths of seconds. In addition, the top elevation, type, marking and lighting (if any) of obstacles shall be reported by aerodrome operator to the ECAA. (to deliver it to the aeronautical information services)

Note.— ECAR 173 and it's related documents and PANS-AIM (Doc 10066), Appendix 8, provides requirements for obstacle data determination in Areas 2 and 3.

(f)Strengths of pavements: Applicable until 27 November 2024

(1) The bearing strength of pavement shall be determined.

(2) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5700kg shall be made available using the aircraft classification number-pavement classification number (ACN-PCN) method by reporting all of the following information:

(i) The pavement classification number (PCN);

(ii) Pavement type for ACN-PCN determination;

(iii) Sub grade strength category;

(iv) Maximum allowable tire pressure category or maximum allowable tire pressure value; and

(v) Evaluation method.

Note.— If necessary, PCNs may be published to an accuracy of one-tenth of a whole number.

(3) The pavement classification number (PCN) reported shall indicate that an aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s).

Note.— Different PCNs may be reported if the strength of the pavement is subject to significant seasonal variation.

(4) The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method.

Note: The standard procedures for determining the ACN of an aircraft are given in EAC 139-11. For convenience several aircraft types currently in use have been evaluated on rigid and flexible pavements founded on the four subgrade categories in .307(f)(6)(ii) below and the results tabulated in that manual.

(5) For the purposes of determining the ACN, the behavior of a pavement shall be classified as equivalent to a rigid or flexible construction.

(6) Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the codes:

(i) Pavement type for ACN-PCN determination: Code

Rigid pavement	R
Flexible pavement	F

Note: If the actual construction is composite or nonstandard, include a note to that effect.

(ii) Subgrade strength category:

Code A:

High strength: characterized by K = 150 MN/m3 and representing all K values above 120 MN/m3 for rigid pavements, and by CBR = 15 and representing all CBR values above 13 for flexible pavements.

Code B:

Medium strength: characterized by K = 80 N/m3 and representing a range in K of 60 to 120 MN/m3 for rigid pavements, and by CBR = 10 and representing a range in CBR of 8 to 13 for flexible pavements. .

Code C:

Low strength: characterized by K = 40 MN/m3 and representing a range in K of 25 to 60 MN/m3 for rigid pavements, and by CBR = 6 and representing a range in CBR of 4 to 8 for flexible pavements.

Code D:

Ultra low strength: characterized by K = 20 MN/m3 and representing all K values below 25 MN/m3 for rigid pavements, and by CBR = 3 and representing all CBR values below 4 for flexible pavements.

(iii) Maximum allowable tire pressure category:

	Code
Unlimited: no pressure limit	W
High: pressure limited to 1.75MPa	X
Medium: pressure limited to 1.25MPa	Y
Low: pressure limited to 0.50 MPa	Z

Note.— See Note 5 to item139.349 (b)(1) where the pavement is used by aircraft with tire pressures in the upper categories.

(iv) Evaluation method:

	Code
Technical evaluation: representing a specific study of the pavement characteristics and Application of pavement behavior technology.	T
Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorial being supported under Regular use.	U

Note.— The following examples illustrate how pavement strength data are reported under the ACN-PCN method.

Example 1.— If the bearing strength of a rigid pavement, resting on a medium strength subgrade, has been assessed by technical evaluation to be PCN 80 and there is no tire pressure limitation, then the reported information would be:

PCN 80 / R / B / W / T

Example 2.— If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high strength subgrade, has been assessed by using aircraft experience to be PCN 50 and the maximum tire pressure allowable is 1. 25 MPa, then the reported information would be:

PCN 50 / F / A / Y / U

Note.— Composite construction

Example 3.— If the bearing strength of a flexible pavement, resting on a medium strength subgrade, has been assessed by technical evaluation to be PCN 40 and the maximum allowable tire pressure is 0.80 MPa, then the reported information would be:

PCN 40 / F / B / 0.80 MPa /T

Example 4.— If a pavement is subject to a B747-400 all-up mass limitation of 390 000 kg, then the reported information would include the following note.

Note.— The reported PCN is subject to a B747-400 all-up mass limitation of 390 000 kg.

(7) criteria should be established to regulate the use of a pavement by an aircraft with an ACN higher than the PCN reported for that pavement in accordance with .307(f)(2) and (3) exists in EAC 139-11.

Note: EAC 139-58 details a simple method for regulating overload operations while EAC 139-11 includes the descriptions of more detailed procedures for evaluation of pavements and their suitability for restricted overload operations.

(8) The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5,700kg shall be made available by reporting the following instructions:

(i) Maximum allowable aircraft mass; and

(ii) Maximum allowable tire pressure.

Example: 4 000 kg/0.50 MPa

(f1)Strengths of pavements:Applicable as of 28 November 2024

(1) The bearing strength of pavement shall be determined.

(2) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5700kg shall be made available using the aircraft classification number-pavement classification rating (ACR-PCR) method by reporting all of the following information:

(i) The pavement classification rating (PCR);

(ii) Pavement type for ACR-PCR determination;

(iii) Sub grade strength category;

(iv) Maximum allowable tire pressure category or maximum allowable tire pressure value; and

(v) Evaluation method.

Note ----Guidance on reporting and publishing of PCRs is contained in.EAC 139-11A

(3) The pavement classification rating (PCR) reported shall indicate that an aircraft with an aircraft classification rating (PCR) equal to or less than the reported PCR can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s).

Note.— Different PCRs may be reported if the strength of the pavement is subject to significant seasonal variation.

(4) The ACR of an aircraft shall be determined in accordance with the standard procedures associated with the ACR-PCR method.

Note.— The standard procedures for determining the ACN of an aircraft are given in the EAC 139-XX(under preparation)For convenience, several aircraft types currently in use have been evaluated on rigid and flexible pavements founded on the four subgrade categories in .307(fA)(6)(ii) below.

(5) For the purposes of determining the ACR, the behavior of a pavement shall be classified as equivalent to a rigid or flexible construction.

(6) Information on pavement type for ACR-PCR determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the codes:

(i) Pavement type for ACR-PCR determination:

	Code
Rigid pavement	R
Flexible pavement	F

Note: If the actual construction is composite or nonstandard, include a note to that effect. (see example 2 below).

(ii) Subgrade strength category:

Code A:

High strength: characterized by E=200 MPa, and representing all E values equal to or above 150 MPa for rigid and flexible pavements.

Code B:

Medium strength: characterized by E=120 MPa and representing a range in E values equal to or above 100 MPa and strictly less than 150 MPa, for rigid and flexible pavements

Code C:

Low strength: characterized by E=80 MPa and representing a range in E values equal to or above 60 MPa and strictly less than 100 MPa, for rigid and flexible pavements.

Code D:

Ultra low strength: characterized by E=50 MPa and representing all E values strictly less than 60 MPa, for rigid and flexible pavements.

(iii) Maximum allowable tire pressure category:

	Code
Unlimited: no pressure limit	W
High: pressure limited to 1.75MPa	X
Medium: pressure limited to 1.25MPa	Y
Low: pressure limited to 0.50 MPa	Z

Note.— See Note 5 to item139.349 (b)(1) where the pavement is used by aircraft with tire pressures in the upper categories.

(iv) Evaluation method:

	Code
Technical evaluation: representing a specific study of the pavement characteristics and and the types of aircraft which the pavement is intended to serve.	T
Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorial being supported under Regular use.	U

Note.— The following examples illustrate how pavement strength data are reported under the ACR-PCR method . Further guidance on this topic is contained in the EAC 139-11A

Example 1.— If the bearing strength of a rigid pavement, resting on a medium strength subgrade, has been assessed by technical evaluation to be PCR 760 and there is no tire pressure limitation, then the reported information would be:

PCR 760 / R / B / W / T

Example 2.— If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high strength subgrade, has been assessed by using aircraft experience to be PCR 550 and the maximum tire pressure allowable is 1. 25 MPa, then the reported information would be:

PCN 50 / F / A / Y / U

Note.— Composite construction

(7) Criteria should be established to regulate the use of a pavement by an aircraft with an ACR higher than the PCR reported for that pavement in accordance with .307(f)(2) and (3) exists in (EAC 139-11A

Note: (EAC 139-11A uder preparation) details a simple method for regulating overload operations while (EAC 139-11Aincludes the descriptions of more detailed procedures for evaluation of pavements and their suitability for restricted overload operations.

(8) The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5,700kg shall be made available by reporting the following instructions:
   (i) Maximum allowable aircraft mass; and
   (ii) Maximum allowable tire pressure.
   Example: 4 800 kg/0.60 MPa.

(g) Pre-Flight altimeter check location:

(1)One or more pre-flight altimeter check locations shall be established for an aerodrome.

(2)A pre-flight check location should be located on an apron.

Note: 1.— Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron.

Note2: Normally an entire apron can serve as a satisfactory altimeter check location.

(3) The elevation of a pre-flight altimeter check location shall be given as the average elevation, rounded to the nearest meter or foot of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location shall be within 3m (10 ft) of the average elevation for that location.

(h) Declared distances: The following distances shall be calculated to the nearest meter (or foot) for a runway intended for use by commercial air transport operations:

(1) Take-off run available;
(2) Take-off distance available;
(3) Accelerate-stop distance available; and
(4) Landing distance available.

Note: Guidance on calculation of declared distances is given in EAC 139-43.

(i) Condition of the movement area and related facilities:

(1) Information on the condition of the movement area and the operational status of related facilities shall be provided by the aerodromes' administration to the appropriate aeronautical information service units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay.

Note.— The nature, format and conditions of the information to be provided are specified in the Ecar 173 and Ecar 172 and related documents . Specific procedures pertaining to works in progress on the movement area and to the reporting of such works are specified in EAC 139-66.

(2) The condition of the movement area and the operational status of related facilities shall be monitored and reports on matters of operational significance affecting aircraft and aerodrome operations shall be provided in order to take appropriate action, particularly in respect of the following:
   (i) Construction or maintenance work;
   (ii) Rough or broken surfaces on a runway, a taxiway or an apron;
   (iii) water, snow, slush, ice, or frost on a runway, a taxiway or an apron;
   (iv) anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron;
   (V)snow banks or drifts adjacent to a runway, a taxiway or an apron;
   (vI) Other temporary hazards, including parked aircraft;
   (vii) Failure or irregular operation of part or all of the aerodrome visual aids; and
   (viii) Failure of the normal or secondary power supply.
   Note 1: other contaminants may include mud , dust, sand, volcanic ash, oil and

rubber . procedures for monitoring and reporting conditions of the movement area are included in the EAC 139-66 .

Note 2.— The Aeroplane Performance Manual (Doc 10064) provides guidance on aircraft performance calculation requirements regarding the description of runway surface conditions in 307.i (iii), iv) and v).

Note 3.— origin and evolution of data, assessment process and the procedures are prescribed in the EAC139-66 These procedures are intended to fulfil the requirements to achieve the desired level of safety for aeroplane operations prescribed by ICAO Annex 6 and ICAO Annex 8 and to provide the information fulfilling the syntax requirements for dissemination specified in ECAR 173,172 and related documents , ICAO PANS-AIM (Doc 10066) and the PANS-ATM (Doc 4444).

(3) to facilitate compliance with 139.307.i.1 and 139.307.i.2, the following inspections shall be carried out each day:

a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; and

b) for the runway(s), inspections in addition to a) whenever the runway surface conditions may have changedsignificantly due to meteorological conditions.

Note 1.— Procedures on carrying out daily inspections of the movement area are given in the EAC139-66 Further guidance is available in the EAC139-25 in the Manual of Surface Movement Guidance and Control Systems (SMGCS) EAC139-30

Note 2.— The EAC139-66 contains clarifications on the scope of a significant change in the runway surface conditions.

(4) personnel assessing and reporting runway surface conditions required in 139.307.i.2 and 139.307.i.5 shall be trained and competent to perform their duties.

Note 1.— Guidance on training of personnel is given in EAC139-46 conditions is available in the eac139-66

(5) **The Runway surface condition(s) for use in the runway condition report :**

(i) Introductory Note.— The philosophy of the runway condition report is that the aerodrome operator assesses the runway surface conditions whenever water, snow, slush, ice or frost are present on an operational runway. From this assessment, arunway condition code (RWYCC) and a description of the runway surface are reported which can be used by the flight crew for aeroplane performance calculations. This report, based on the type, depth and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator; however, all other pertinent information may be taken into consideration. See EAC139-46, for further details. The EAC139-66 contains procedures on the use of the runway condition report and assignment of the RWYCC in accordance with the runway condition assessment matrix (RCAM).

(ii)The runway surface condition shall be assessed and reported through a runway condition code (RWYCC) and a description using the following terms:

COMPACTED SNOW
DRY
DRY SNOW
DRY SNOW ON TOP OF COMPACTED SNOW
DRY SNOW ON TOP OF ICE
FROST
ICE

SLUSH
STANDING WATER
WATER ON TOP OF COMPACTED SNOW
WET
WET ICE
WET SNOW
WET SNOW ON TOP OF COMPACTED SNOW
WET SNOW ON TOP OF ICE
CHEMICALLY TREATED
LOOSE SAND

Note 1.— The runway surface conditions are those conditions for which, by means of the methods described in the EAC139-66 the flight crew can derive appropriate aeroplane performance.

Note 2.— The conditions, either singly or in combination with other observations, are criteria for which the effect on aeroplane performance is sufficiently deterministic to allow assignment of a specific runway condition code.

Note 3.— The terms CHEMICALLY TREATED and LOOSE SAND do not appear in the aeroplane performance section but are used in the situational awareness section of the runway condition report.

Note 4. — ICE and SNOW are description not applicable.

(6) Whenever an operational runway is contaminated, an assessment of the contaminant depth and coverage over each third of the runway shall be made and reported.

Note.— Procedures on depth and coverage reporting are found in the EAC139-66

(7) (Reserved)

(8) Friction measurements made on runway surface conditions with contaminants other than compacted snow and ice should not be reported.

Note.— Friction measurements on loose contaminants such as snow and slush, in particular, are unreliable due to drag effects on the measurement wheel

(9) Information that a runway or portion thereof is slippery wet shall be made available.

Note 1.— The surface friction characteristics of a runway or a portion thereof can be degraded due to rubber deposits,surface polishing, poor drainage or other factors. The determination that a runway or portion thereof is slippery wet stems from various methods used solely or in combination. These methods may be functional friction measurements, using a continuous friction measuring device, that fall below a minimum standard as defined by the ECAA in AIP AND EAC 139-19, observations by aerodrome maintenance personnel, repeated reports by pilots and aircraft operators based on flight crew experience, or through analysis of aeroplane stopping performance that indicates a substandard surface. Supplementary tools to undertake this assessment are described in the EAC139-66

Note 2.— See 139.307.i.1 and 139.307.m concerning the provision of information to, and coordination between, appropriate authorities.

(10) Notification shall be given to relevant aerodrome users when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the ECAA in (AIP) and accordance 139.349.b.3

Note 1.— Guidance on determining and expressing the minimum friction level is provided in Assessment, Measurement and Reporting of Runway Surface

Conditions (EAC139-71).

Note 2.— Procedures on conducting a runway surface friction characteristics evaluation programme are provided in the EAC139-66

Note 3.— Information to be promulgated in a NOTAM includes specifying which portion of the runway is below the minimum friction level and its location on the runway.

(j) Disabled aircraft removal:

(1) The telephone/telex number(s) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available, on request, to aircraft operators.

(2) Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area should be made available.

Note 1:See 139.335.c for information on disabled aircraft removal services
Note 2: the capability to remove a disabled aircraft may be expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.

(k) Rescue and fire fighting:

Note: See .139.335(b) for information on rescue and fire fighting services.

(1) Information concerning the level of protection provided at an aerodrome for aircraft rescue and fire fighting purposes shall be made available.

(2) The level of protection normally available at an aerodrome should be expressed in terms of the category of the rescue and fire fighting services as described in 139.335.b and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.

(3) Changes in the level of protection normally available at an aerodrome for rescue and fire fighting shall be notified to the appropriate air traffic services units and aeronautical information servicesunits to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units shall be advised accordingly.

Note: Change in the level of protection from that normally available at the aerodrome could, resulting from a change in availability of extinguishing agents, equipment to deliver the agents or personnel to operate the equipment,etc

(4) A change should be expressed in terms of the new category of the rescue and fire fighting service available at the aerodrome.

(l) Visual approach slope indicator systems: The following information concerning a visual approach slope indicator system installation shall be made available:

(1) Associated runway designation number;

(2) Type of system according to .323(e)(2)**.** For an AT-VASIS, PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given;

(3) Where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right shall be indicated;

(4) Nominal approach slope angle(s). For a T-VASIS or an AT-VASIS this shall be angle θ according to the formula in Figure 5-18 and for a PAPI and an APAPI this shall be angle (B + C) ÷ 2 and (A + B) ÷2, respectively as in Figure 5-20; and

(5) Minimum eye height(s) over the threshold of the on-slope signal(s). For a T-VASIS or an AT-VASIS this shall be the lowest height at which only the wing bar(s) are visible; however, the additional heights at which the wing bar(s) plus one, two or three fly down light units come into view may also be reported if such information would be of benefit to aircraft using the approach. For a PAPI this shall be the setting angle of the third unit from the runway minus 2′, i.e. angle B minus 2′, and for an

APAPI this shall be the setting angle of the unit farther from the runway minus 2′, i.e. angle A minus 2′.

(m) Coordination between aeronautical information services and aerodromes' administration:

(1) To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodromes' administration responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay:

(i) information on the status of certification of aerodromes and aerodrome conditions(ref.139.101(b),139.307(i),139.307(j),.307(k) and .307(l) above);

(ii) The operational status of associated facilities, services and navigation aids within their area of responsibility; and

(iii) Any other information considered to be of operational significance.

(2) Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issue of relevant material for promulgation. To ensure timely provision of the information to the aeronautical information service, close coordination between those services concerned is therefore required.

(3) Of a particular importance are changes to aeronautical information that affect charts and/or computer based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system, as specified in ECAR Part 173. The predetermined, internationally agreed AIRAC effective dates shall be observed by the responsible aerodrome services when submitting the raw information/data to aeronautical information services.

Note.— Detailed specifications concerning the AIRAC system are contained in ECAR 173and it's related documents and PANS-AIM (ICAO Doc 10066), Chapter 6.

(4) The aerodrome services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do that while taking into account accuracy and integrity requirements necessary to meet the needs of the end-user of aeronautical data

Note 1.— Specifications concerning the accuracy and integrity classification of aerodrome-related aeronautical data arecontained in ECAR 173 and it's related documents and PANS-AIM (Doc 10066), Appendix 1.

Note 2.— Specifications for the issue of NOTAM and SNOWTAM are contained in ECAR 173 and PANS-AIM(ICAO Doc 10066), Appendices 3 and 4, respectively.

Note 3.— AIRAC information is distributed by the AIS at least 42 days in advance of the AIRAC effective dates with theobjective of reaching recipients at least 28 days in advance of the effective date.

Note 4.— The schedule of the predetermined internationally agreed AIRAC common effective dates at intervals of28 days and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual (Doc 8126,Chapter 2).

SUBPART F
Physical Characteristics

139.309 Runways

(a) Runways:

(1) Number and orientation of runways:

(i) Introductory Note.—Many factors affect the determination of the orientation, siting and number of runways. One important factor is the usability factor, as determined by the wind distribution, which is specified hereunder. Another important factor is the alignment of the runway to facilitate the provision of approaches conforming to the approach surface specifications of Subpart G, information concerning these and other factors is given in EAC 139-41. When a new instrument runway is being located, particular attention needs to be given to areas over which aero planes will be required to fly when following instrument approach and missed approach procedures, so as to ensure that obstacles in these areas or other factors will not restrict the operation of the aero planes for which the runway is intended.

(ii) The number and orientation of runways at an aerodrome should be such that the usability factor of the aerodrome is not less than 95 per cent for the aeroplanes that the aerodrome is intended to serve.

(2) The siting and orientation of runways at an aerodrome should, where possible, be such that the arrival and departure tracks minimize interference with areas approved for residential use and other noise sensitive areas close to the aerodrome in order to avoid future noise problems.

Note: Guidance on how to address noise problems is provided in the EAC139-16, and in the ECAR Part 36,Guidance on the Balanced Approach to Aircraft Noise Management (ICAO Doc 9829).

(3) Choice of maximum permissible cross-wind components: In the application of .309(a)(1)(ii) it should be assumed that landing or take-off of aeroplanes is, in normal circumstances, precluded when the cross-wind component exceeds:

(i) 37 km/h (20 kt) in the case of aeroplanes whose reference field length is 1500 m or over, except that when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced with some frequency, a cross-wind component not exceeding 24 km/h (13 kt) should be assumed;

(ii) 24 km/h (13 kt) in the case of aeroplanes whose reference field length is 1200 m or up to but not including 1500 m; and

(iii) 19 km/h (10 kt) in the case of aeroplanes whose reference field length is less than 1200 m.

Note: In EAC139-41, guidance is given on factors affecting the calculation of the estimate of the usability factor and allowances which may have to be made to take account of the effect of unusual circumstances.

(4) Data to be used: The selection of data to be used for the calculation of the usability factor should be based on reliable wind distribution statistics that extend over as long a period as possible, preferably of not less than five years. The observations used should be made at least eight times daily and spaced at equal intervals of time.

Note: These winds are mean winds. Reference to the need for some allowance for gusty conditions is made in EAC 139-41.

(5) Location of threshold: A threshold should normally be located at the extremity of a runway unless operational considerations justify the choice of another location.

Note: Guidance on the siting of the threshold is given in EAC 139-50.

(6) When it is necessary to displace a threshold, either permanently or temporarily, from its normal location, account should be taken of the various factors which may have a bearing on the location of the threshold. Where this displacement is due to an unserviceable runway condition, a cleared and graded area of at least 60 m in length should be available between the unserviceable area and the displaced threshold. Additional distance should also be provided to meet the requirements of the runway end safety area as appropriate.

Note: Guidance on factors which may be considered in the determination of the location of a displaced threshold is given in EAC 139-50.

(7) **Actual length of runways:primary runway**: Except as provided in .309(a)(8), the actual runway length to be provided for a primary runway should be adequate to meet the operational requirements of the aeroplanes for which the runway is intended and should be not less than the longest length determined by applying the corrections for local conditions to the operations and performance characteristics of the relevant aeroplanes.

Note 1: This requirement does not necessarily mean providing for operations by the critical aeroplane at its maximum mass.

Note 2: Both take-off and landing requirements need to be considered when determining the length of runway to be provided and the need for operations to be conducted in both directions of the runway.

Note 3: Local conditions that may need to be considered include elevation, temperature, runway slope, humidity and the runway surface characteristics.

Note 4: When performance data on aeroplanes for which the runway is intended are not known, guidance on the determination of the actual length of a primary runway by application of general correction factors is given in ECA 139-9.

(8) **Actual length of secondary runway**: The length of a secondary runway should be determined similarly to primary runways except that it needs only to be adequate for those aeroplanes which require to use that secondary runway in addition to the other runway or runways in order to obtain a usability factor of at least 95 per cent.

(9) **Actual length of runways with stopways or clearways**: Where a runway is associated with a stopway or clearway, an actual runway length less than that resulting from application of .309(a)(7) or (8), as appropriate, may be considered satisfactory, but in such a case any combination of runway, stopway and clearway provided should permit compliance with the operational requirements for take-off and landing of the aeroplanes the runway is intended to serve.

Note: Guidance on use of stopways and clearways is given in EAC 139-42.

(10) **Width of runways**: The width of a runway should be not less than the appropriate dimension specified in the following tabulation:

	Outer Main Gear Wheel Span (OMGWS)			
Code number	Up to but not including 4.5 m	4.5m up to but not including 6m	6 m up to but not including 9 m	9 m up to but not including 15 m
1*	18 m	18 m	23 m	-
2*	23 m	23 m	30 m	-
3	30 m	30 m	30 m	45 m

4	-	-	45 m	45 m

* The width of a precision approach runway should be not less than 30 m where the code number is 1 or 2.

Note 1: The combinations of code numbers and OMGWSfor which widths are specified have been developed for typical aeroplane characteristics.

Note 2: Factors affecting runway width are given in EAC 139-9.

Note 3.— See item (309.b) concerning the provision of runway shoulders, in particular for Code F aeroplanes with four (or more) engines.

(11) **Minimum distance between parallel non-instrument runways**: Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be:

(i) 210 m where the higher code number is 3 or 4;

(ii) 150 m where the higher code number is 2; and

(iii) 120 m where the higher code number is 1.

Note: Procedures for wake turbulence categorization of aircraft and wake turbulence separation minima are contained in ECAR Part 172 and it's related documents

(12) **Minimum distance between parallel instrument runways**: Where parallel instrument runways are intended for simultaneous use subject to conditions specified in the ECAR Part 172,311, the minimum distance between their centre lines should be:

- 1035 m for independent parallel approaches;
- 915 m for dependent parallel approaches;
- 760 m for independent parallel departures; and
- 760 m for segregated parallel operations; except that:

(i) For segregated parallel operations the specified minimum distance:

(A) May be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and

(B) Should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft;

(ii) For independent parallel approaches, combinations of minimum distances and associated conditions other than those specified in ECAR 172 and it's related documens may be applied when it is determined that such combinations would not adversely affect the safety of aircraft operations.

Note.— Procedures and facilities requirements for simultaneous operations on parallel or near-parallel instrument runways are contained in the ECAR 311,172 and related documents, PANS-ATM (ICAO Doc 4444),and the PANS-OPS (ICAO Doc 8168), Part III, Section 2, and I, Part I, Section 3; Part II, Section 1; and Part III, Section 3, and relevant guidance is contained in the Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR) (ICAO Doc 9643).

(13) **slopes on runways , Longitudinal slopes on runways**: The slope computed by dividing the difference between the maximum and minimum elevation along the runway centre line by the runway length should not exceed:

(i) 1 per cent where the code number is 3 or 4; and

(ii) 2 per cent where the code number is 1 or 2.

(14) Along no portion of a runway should the longitudinal slope exceed:

(i) 1.25 per cent where the code number is 4, except that for the first and last quarter of the length of the runway the longitudinal slope should not exceed 0.8 per cent;

(ii) 1.5 per cent where the code number is 3, except that for the first and last quarter of the length of a precision approach runway category II or III the longitudinal slope should not exceed 0.8 per cent; and

(iii) 2 per cent where the code number is 1 or 2.

(15) **Longitudinal slope changes**: Where slope changes cannot be avoided, a slope change between two consecutive slopes should not exceed:

(i) 1.5 per cent where the code number is 3 or 4; and

(ii) 2 per cent where the code number is 1 or 2.

Note: Guidance on slope changes before a runway is given in EAC 139-44.

(16) The transition from one slope to another should be accomplished by a curved surface with a rate of change not exceeding:

(i) 0.1 per cent per 30 m (minimum radius of curvature of 30000 m) where the code number is 4;

(ii) 0.2 per cent per 30 m (minimum radius of curvature of 15000 m) where the code number is 3; and

(iii) 0.4 per cent per 30 m (minimum radius of curvature of 7500 m) where the code number is 1 or 2.

(17) **Sight distance**: Where slope changes cannot be avoided, they should be such that there will be an unobstructed line of sight from:

(i) Any point 3 m above a runway to all other points 3 m above the runway within a distance of at least half the length of the runway where the code letter is C, D, E or F.

(ii) Any point 2 m above a runway to all other points 2 m above the runway within a distance of at least half the length of the runway where the code letter is B; and

(iii) Any point 1.5 m above a runway to all other points 1.5 m above the runway within a distance of at least half the length of the runway where the code letter is A.

Note: Consideration will have to be given to providing an unobstructed line of sight over the entire length of a single runway where a full-length parallel taxiway is not available. Where an aerodrome has intersecting runways, additional criteria on the line of sight of the intersection area would need to be considered for operational safety. See EAC 139-9.

(18) **Distance between slope changes**: Undulations or appreciable changes in slopes located close together along a runway should be avoided. The distance between the points of intersection of two successive curves should not be less than:

(i) The sum of the absolute numerical values of the corresponding slope changes multiplied by the appropriate value as follows:

(A) 30000 m where the code number is 4;

(B) 15000 m where the code number is 3; and

(C) 5000 m where the code number is 1 or 2; or

(ii) 45 m;

Whichever is greater.

Note: Guidance on implementing this requirement is given in EAC 139-44.

(19) **Transverse slopes**: To promote the most rapid drainage of water, the runway surface should, if practicable, be cambered except where a single crossfall from high to low in the direction of the wind most frequently associated with rain would ensure rapid drainage. The transverse slope should ideally be:

(i) 1.5 per cent where the code letter is C, D, E or F; and

(ii) 2 per cent where the code letter is A or B;

But in any event should not exceed 1.5 per cent or 2 per cent, as applicable, nor be less than 1 per cent except at runway or taxiway intersections where flatter slopes may be necessary.

For a cambered surface the transverse slope on each side of the centre line should be symmetrical.

Note: On wet runways with cross-wind conditions the problem of aquaplaning from poor drainage is apt to be accentuated. In EAC 139-9, EAC 139-11, information is given concerning this problem and other relevant factors.

(20) The transverse slope should be substantially the same throughout the length of a runway except at an intersection with another runway or a taxiway where an even transition should be provided taking account of the need for adequate drainage.

Note: Guidance on transverse slope is given in EAC139-11.

(21) **Strength of runways**: A runway should be capable of withstanding the traffic of aeroplanes the runway is intended to serve.

(22) **Surface of runways**The surface of a runway shall be constructed without irregularities that would impair the runway surface friction characteristics or otherwise adversely affect the take-off or landing of an aircraft.

Note 1: Surface irregularities may adversely affect the take-off or landing of an aeroplane by causing excessive bouncing, pitching, vibration, or other difficulties in the control of an aeroplane.

Note 2: Guidance on design tolerances and other information is given in EAC139-45. Additional guidance is included in EAC139-11.

(23) A paved runway shall be so constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level specified in EAC 139-19.

(24) The surface of a paved runway should be evaluated when constructed or resurfaced to determine that the surface friction characteristics achieve the design objectives.

Note.—Additional guidance is included in EAC 139-19.

(25) Measurements of the surfacefrictioncharacteristics of a new or resurfaced paved runway should be made with a continuous friction measuring device using self-wetting features.

Note: Additional guidance is included in EAC 139-19.

(26) The average surface texture depth of a new surface should be not less than 1.0mm.

Note 1: Macrotexture and microtexture are taken into consideration in order to provide the required surface friction characteristics. Guidance on surface design is given in EAC 139-47

Note 2: Guidance on methods used to measure surface texture is given in the EAC 139-19.

Note 3: Guidance on design and methods for improving surface texture is given in the EAC 139-11.

(27) When the surface is grooved or scored, the grooves or scorings should be either perpendicular to the runway centre line or parallel to non-perpendicular transverse joints, where applicable.

Note: Guidance on methods for improving the runway surface texture is given in the EAC 139-11.

(b) Runway shoulders:

Note: Guidance on characteristics and treatment of runway shoulders is given in and in EAC 139-9.

(1) **General**: Runway shoulders should be provided for a runway where the code letter is D, Eor F.

(2) **Width of runway shoulders**: For aeroplanes with OMGWS from 9 m up to but not including 15 m, the runway shoulders should extend symmetrically on each side of the runway so that the overall width of the runway and its shoulders is not less than::

(i) 60 m where the code letter is D or E;

(ii) 60 m where the code letter is F with two- or three-engined aeroplanes; and

(iii) 75 m where the code letter is Fwith four (or more)-engined aeroplanes.

(3) **Slopes on runway shoulders**: The surface of the shoulder that abuts the runway should be flush with the surface of the runway and its transverse slope should not exceed 2.5 per cent.

(4) **Strength of runway shoulders**: The portion of a runway shoulder between the runway edge and a distance of 30 m from the runway centre line should be prepared or constructed so as to be capable, in the event of an aeroplane running off the runway, of supporting the aeroplane without inducing structural damage to the aeroplane and of supporting ground vehicles which may operate on the shoulder.

Note: Guidance on strength of runway shoulders is given in EAC 139-9.

(5) **Surface of runway shoulders:** A runway shoulder should be prepared or constructed so as to resist erosion and the ingestion of the surface material by aeroplane engines.

(6) Runway shoulders for code letter F aeroplanes should be paved to a minimum overall width of runway and shoulder of not less than 60 m.

Note.— Guidance on surface of runway shoulders is given in EAC 139-9.

(c) Runway turn pads:

(1) **General**: Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is D, E or F, a runway turn pad shall be provided to facilitate a 180-degree turn of aeroplanes. (See Figure 3-1.)

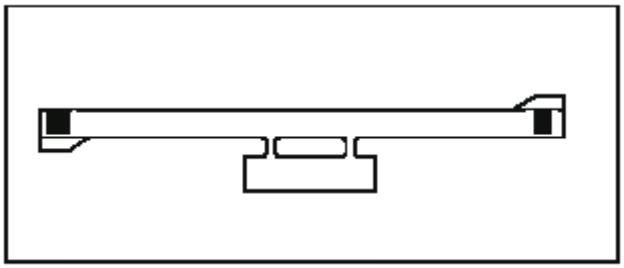


Figure 3-1: Typical turn pad layout

(2) Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is A, B or C, a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes.

Note 1: Such areas may also be useful if provided along a runway to reduce taxiing time and distance for aeroplanes which may not require the full length of the runway.

Note 2: Guidance on the design of the runway turn pads is available in the EAC 139-9. Guidance on taxiway turnaround as an alternate facility is available in the EAC 139-10.

(3) The runway turn pad may be located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary.

Note: The initiation of the turn would be facilitated by locating the turn pad on the left side of the runway, since the left seat is the normal position of the pilot-in-command.

(4) The intersection angle of the runway turn pad with the runway should not exceed 30 degrees.

(5) The nose wheel steering angle to be used in the design of the runway turn pad should not exceed 45 degrees.

(6) The design of a runway turn pad shall be such that, when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the turn pad shall be not less than that given by the following tabulation:

	OMGWS				
	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m		9m up to but not including 15m
Clearance	1.50m	2.25m	3m* or 4m**	4 m	

* If the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m.

** If the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.

Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.

(7) **Slopes on runway turn pads**: The longitudinal and transverse slopes on a runway turn pad should be sufficient to prevent the accumulation of water on the surface and facilitate rapid drainage of surface water. The slopes should be the same as those on the adjacent runway pavement surface.

(8) **Strength of runway turn pads**: The strength of a runway turn pad should be at least equal to that of the adjoining runway which it serves, due consideration being given to the fact that the turn pad will be subjected to slow-moving traffic making hard turns and consequent higher stresses on the pavement.

Note: Where a runway turn pad is provided with flexible pavement, the surface would need to be capable of withstanding the horizontal shear forces exerted by the main landing gear tires during turning manoeuvres.

(9) **Surface of runway turn pads**: The surface of a runway turn pad shall not have surface irregularities that may cause damage to an aeroplane using the turn pad.

(10) The surface of a runway turn pad should be so constructed or resurfaced as to provide surfacefriction characteristics at least equal to that of the adjoining runway.

(11) **Shoulders for runway turn pads**: The runway turn pads should be provided with shoulders of such width as is necessary to prevent surface erosion by the jet blast of the most demanding aeroplane for which the turn pad is intended, and any possible foreign object damage to the aeroplane engines.

Note: As a minimum, the width of the shoulders would need to cover the outer engine of the most demanding aeroplane and thus may be wider than the associated runway shoulders.

(12) The strength of runway turn pad shoulders should be capable of withstanding the occasional passage of the aeroplane it is designed to serve without inducing structural damage to the aeroplane and to the supporting ground vehicles that may operate on the shoulder.

(d) Runway strips:

(1) General: A runway and any associated stopways shall be included in a runway strip.

(2) **Length of runway strips**: A strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least:

(i) 60 m where the code number is 2, 3 or 4;

(ii) 60 m where the code number is 1 and the runway is an instrument one; and

(iii) 30 m where the code number is 1 and the runway is a non-instrument one.

(3) **Width of runway strips**: A strip including a precision approach runway shall, wherever practicable, extend laterally to a distance of at least:

(i) 140 m where the code number is 3 or 4; and

(ii) 70 m where the code number is 1 or 2;

On each side of the centre line of the runway and its extended centre line throughout the length of the strip.

(4) A strip including a non-precision approach runway should extend laterally to a distance of at least:

(i) 140 m where the code number is 3 or 4; and

(ii) 70 m where the code number is 1 or 2;

On each side of the centre line of the runway and its extended centre line throughout the length of the strip.

(5) A strip including a non-instrument runway should extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least:

(i) 75 m where the code number is 3 or 4;

(ii) 40 m where the code number is 2; and

30 m where the code number is 1.

(6) **Objects on runway strips:** An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.

Note 1. — Consideration will` have to be given to the location and design of drains on a runway strip to prevent damage to an aeroplane accidentally running off a runway. Suitably designed drain covers may be required for further guidance see EAC139-9

Note 2.— Where open-air or covered storm water conveyances are installed, consideration will have to be given to ensure that their structure does not extend above the surrounding ground so as not to be considered an obstacle. See also note 1 to 139.309.d.16

Note 3. — Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent wildlife attraction, notably birds. If needed, it can be covered by a net. Procedures on wildlife management are specified in the EAC 139-66 Further guidance can be found in the EAC 139-20

Note 4 -Note.— See 139.335.i for information regarding siting of equipment and installations on runway strips

(7) No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in subpart H, shall be permitted on any part ofa runway strip of a precision approach runway delineated by the lower edges of the inner transitional surfacesNo mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off..

Note.— See Subpart G for characteristics of inner transitional surfaces.

(8) **Grading of runway strips**: That portion of a strip of an instrument runway within a distance of at least:

(i) 75 m where the code number is 3 or 4; and

(ii) 40 m where the code number is 1 or 2;

from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the run-way is intended to serve in the event of an aeroplane running off the runway.

Note: Guidance on grading of a greater area of a strip including a precision approach runway where the code number is 3 or 4 is given in EAC139-48.

(9) That portion of a strip of a non-instrument runway within a distance of at least:

(i) 75 m where the code number is 3 or 4;

(ii) 40 m where the code number is 2; and

(iii) 30 m where the code number is 1;

from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the run-way is intended to serve in the event of an aeroplane running off the runway.

(10) The surface of that portion of a runway strip that abuts a runway, shoulder or stopway shall be flush with the surface of the runway, shoulder or stopway.

(11) That portion of a strip to at least 30 m before thestart ofarunway should be prepared against blast erosion in order to protect a landing aeroplane from the danger of an exposed edge.

Note.1 — The area provided to reduce the erosive effects of jet blast and propeller wash may be referred to as a blast pad.

Note 2.— Guidance on protection against aero plane engine blast is available in the EAC139-10 .

(12) Where the areas in 309.d.(11) have paved surfaces, they should be able to withstand the occasional passage of the critical aeroplane for runway pavement design.

(13) **Slopes on runway strips Longitudinal:** A longitudinal slope along that portion of a strip to be graded should not exceed.

(i) 1.5 per cent where the code number is 4;

(ii) 1.75 per cent where the code number is 3; and

(iii) 2 per cent where the code number is 1 or 2.

(14) **Longitudinal slope changes**: Slope changes on that portion of a strip to be graded should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.

(15) **Transverse slopes**: Transverse slopes on that portion of a strip to be graded should be adequate to prevent the ac-accumulation of water on the surface but should not exceed:

(i) 2.5 per cent where the code number is 3 or 4; and

(ii) 3 per cent where the code number is 1 or 2;

except that to facilitate drainage the slope for the first 3 m outward from the runway, shoulder or stopway edge should be negative as measured in the direction away from the runway and may be as great as 5 per cent.

(16) The transverse slopes of any portion of a strip beyond that to be graded should not exceed an upward slope of 5 per cent as measured in the direction away from the runway.

Note 1.— Where deemed necessary for proper drainage, an open-air storm water conveyance may be allowed in the non-graded portion of a runway strip and would be placed as far as practicable from the runway.

Note 2. — The aerodrome RFF procedure would need to take into account the location of open-air water conveyances within the non-graded portion of a runway strip.

(17) **Strength of instrument runway strips**: That portion of a strip of an instrument runway within a distance of at least:

(i) 75 m where the code number is 3 or 4; and

(ii) 40 m where the code number is 1 or 2;

From the centre line of the runway and its extended centre line should be so prepared or constructed as to minimize hazards arising from differences in load bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.

Note: Guidance on preparation of runway strips is given in EAC 139-9.

(18) Strength of non-instrument runway strips: That portion of a strip containing a non-instrument runway within a distance of at least:

(i) 75 m where the code number is 3 or 4;

(ii) 40 m where the code number is 2; and

(iii) 30 m where the code number is 1;

from the centre line of the runway and its extended centre line should be so prepared or constructed as to minimize hazards arising from differences in load bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.

(e) Runway end safety areas:

(1) General: A runway end safety area shall be provided at each end of a runway strip where:

(i) The code number is 3 or 4; and

(ii) The code number is 1 or 2 and the runway is an instrument one.

Note: Guidance on runway end safety areas is given in EAC139-49.

(2) A runway end safety area should be provided at each end of a runway strip where the code number is 1 or 2 and the runway is a non-instrument one.

(3) **Dimensions of runway end safety areas**: A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m where:

(i) The code number is 3 or 4; and

(ii) The code number is 1 or 2 and the runway is an instrument one.

If an arresting system is installed, the above length may be reduced, based on the design specification of the system, subject to acceptance by the ECAA.

Note. — Guidance on arresting systems is given in EAC 139-49.

(4) A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least:

(i) 240 m where the code number is 3 or 4; or a reduced length when an arresting system is installed;

(ii) 120 m where the code number is 1 or 2 and the runway is an instrument one; or a reduced length when an arresting system is installed ; and

(iii) 30 m where the code number is 1 or 2 and the runway is a non-instrument one.

(5) The width of a runway end safety area shall be at least twice that of the associated runway.

(6) The width of a runway end safety area should, wherever practicable, be equal to that of the graded portion of the associated runway strip.

(7) Objects on runway end safety areas: An object situated on a runway end safety area which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.

Note.— See 139.353.i for information regarding siting of equipment and installations on runway end safety area

(8) **Clearing and grading of runway end safety areas**: A runway end safety area should provide a cleared and graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane undershooting or overrunning the runway.

Note: The surface of the ground in the runway end safety area does not need to be prepared to the same quality as the runway strip. See, however, 139.309.e.12

(9) **Slopes on runway end safety areas**: General: The slopes of a runway end safety area should be such that no part of the runway end safety area penetrates the approach or take-off climb surface.

(10) **Longitudinal slopes**: The longitudinal slopes of a runway end safety area should not exceed a downward slope of 5 per cent. Longitudinal slope changes should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.

(11) **Transverse slopes**: The transverse slopes of a runway end safety area should not exceed an upward or downward slope of 5 per cent. Transitions between differing slopes should be as gradual as practicable.

(12) **Strength of runway end safety areas**: A runway end safety area should be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration and facilitate the movement of rescue and fire fighting vehicles as required in 335.b(33 to 35)

Note: Guidance on strength of a runway end safety area is given in EAC139-9

(f) **Clearways:**

Note: The inclusion of detailed specifications for clearways in this section is not intended to imply that a clearway has to be provided. EAC139-42 provides information on the use of clearways.

(1) **Location of clearways**: The origin of a clearway should be at the end of the take-off run available.

(2) **Length of clearways**: The length of a clearway should not exceed half the length of the take-off run available.

(3) **Width of clearways**: A clearway should extend laterally on each side of the extended centreline of the runway to a distance of at least :

a) 75 m for instrument runways; and

b) half of the width of the runway strip for non-instrument runways.

(4) **Slopes on clearways**: The ground in a clearway should not project above a plane having an upward slope of 1.25 per cent, the lower limit of this plane being a horizontal line which:

(i) Is perpendicular to the vertical plane containing the runway centre line; and

(ii) Passes through a point located on the runway centre line at the end of the take-off run available.

Note: Because of transverse or longitudinal slopes on a runway, shoulder or strip, in certain cases the lower limit of the clearway plane specified above may be below the corresponding elevation of the runway, shoulder or strip. It is not

intended that these surfaces be graded to conform with the lower limit of the clearway plane nor is it intended that terrain or objects which are above the clearway plane beyond the end of the strip but below the level of the strip be removed unless it is considered they may endanger aeroplanes.

(5) Abrupt upward changes in slope should be avoided when the slope on the ground in a clearway is relatively small or when the mean slope is upward. In such situations, in that portion of the clearway within a distance of 22.5 m or half the runway width whichever is greater on each side of the extended centre line, the slopes, slope changes and the transition from runway to clearway should generally conform with those of the runway with which the clearway is associated.

(6) **Objects on clearways**: An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed.

Note: See 139.335(i) for information regarding siting of equipment and installations on clearways.

(g) **Stopways**:

Note: The inclusion of detailed specifications for stopways in this section is not intended to imply that a stopway has to be provided. EAC139-42 provides information on the use of stopways.

(1) **Width of stopways**: A stopway shall have the same width as the runway with which it is associated.

(2) **Slopes on stopways**: Slopes and changes in slope on a stopway, and the transition from a runway to a stopway, should comply with the specifications of .309(a)(13) to .309(a)(19) for the runway with which the stopway is associated except that:

(i) The limitation in .309(a)(14) of a 0.8 per cent slope for the first and last quarter of the length of a runway need not be applied to the stopway; and

(ii) At the junction of the stopway and runway and along the stopway the maximum rate of slope change may be 0.3 per cent per 30 m (minimum radius of curvature of 10 000 m) for a runway where the code number is 3 or 4.

(3) **Strength of stopways**: A stopway should be prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the stopway is intended to serve without inducing structural damage to the aeroplane.

Note: EAC139-42 presents guidance relative to the support capability of a stopway.

(4) **Surface of stopways**: The surface of a paved stopway shall be so constructed or resurfaced as to provide surfacedfriction characteristics at or above thoseof the associated runway.

(h) Radio altimeter operating area:

(1) **General**: A radio altimeter operating area should be established in the pre-threshold area of a precision approach runway.

(2) **Length of the area**: A radio altimeter operating area should extend before the threshold for a distance of at least 300 m.

(3) **Width of the area**: A radio altimeter operating area should extend laterally, on each side of the extended centre line of the runway, to a distance of 60 m, except that, when special circumstances so warrant, the distance may be reduced to no less than 30 m if an aeronautical study indicates that such reduction would not affect the safety of operations of aircraft.

(4) **Longitudinal slope changes**: On a radio altimeter operating area, slope changes should be avoided or kept to a minimum. Where slope changes

cannot be avoided, the slope changes should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided. The rate of change between two consecutive slopes should not exceed 2 per cent per 30 m.

Note: Guidance on radio altimeter operating area is given in EAC139-44 and in ECAR Part 173. and in the ICAO Manual of All-Weather Operations, (Doc 9365), Section 5.2.Guidance on the use of radio altimeter is given in the ECAR Part 311 and it's related documents and (ICAO Doc 9365), PANS-OPS, Volume II, Part II, Section 1.

139.311 Taxiways

Note1.—Unless otherwise indicated the requirements in this section are applicable to all types of taxiways.

Note 2.— See Subpart H 139.325.c for a standardized scheme for the nomenclature of taxiways which may be used to improve situational awareness and as a part of an effective runway incursion prevention measure.

Note 3.— See EAC139-69 for specific taxiway design guidance which may assist in the prevention of runway incursions when developing a new taxiway or improving existing ones with a known runway incursion safety risk.

(a) Taxiways:

(1) **General**: Taxiways should be provided to permit the safe and expeditious surface movement of aircraft.

Note: Guidance on layout and standardized nomenclatureof taxiways is given in EAC139-10.

(2) Sufficient entrance and exit taxiways for a runway should be provided to expedite the movement of aeroplanes to and from the runway and provision of rapid exit taxiways considered when traffic volumes are high.

(3) Thedesign of a taxiway shall be such that, when the cockpit of the aero plane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aero plane and the edge of the taxiway shall be not less than that given by the following tabulation:

	OMGWS			
	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m up to but not including 15m
Clearance	1.50m	2.25m	3m*, ** or 4m***	4 m

* On straight portions.

** On curved portions if the taxiway is intended to be used by aeroplanes with a wheel base of less than 18 m.

*** On curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal toor greater than 18 m.

Note: Guidance on width of taxiways is given in EAC139-10

(4) **Width of taxiways:** A straight portion of a taxi-way should have a width of not less than that given by the following tabulation:

OMGWS

	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m up to but not including 15m
Taxiway width	7.5 m	10.5 m	15 m	23 m

Note: Guidance on width of taxiways is given in EAC139-10.

(5) **Taxiway curves**: Changes in direction of taxiways should be as few and small as possible. The radii of the curves should be compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the taxiway is intended. The design of the curve should be such that, when the cockpit of the aeroplane remains over the taxiway centre line markings, the clearance distance between the outer main wheels of the aeroplane and the edge of the taxiway should not be less than those specified in .311(a)(3).

Note 1: An example of widening taxiways to achieve the wheel clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable dimensions is given in EAC139-10.

Note 2: The location of taxiway centre line markings and lights is specified in 139.321.h.(6) and 139.323.q.(12)

Note 3: Compound curves may reduce or eliminate the need for extra taxiway width.

(6) **Junctions and intersections**: To facilitate the movement of aeroplanes, fillets should be provided at junctions and intersections of taxiways with runways, aprons and other taxiways. The design of the fillets should ensure that the minimum wheel clearances specified in .311(a)(3) are maintained when aeroplanes are manoeuvring through the junctions or intersections.

Note: Consideration will have to be given to the aero plane datum length when designing fillets. Guidance on the design of fillets and the definition of the term aeroplane datum length are given in EAC139-10.

(7) **Taxiway minimum separation distances**: The separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object should not be less than the appropriate dimension specified in Table 3-1, except that it may be permissible to operate with lower separation distances at an existing aerodrome if an aeronautical study indicates that such lower separation distances would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.

Note 1: Guidance on factors which may be considered in the aeronautical study is given in EAC139-10.

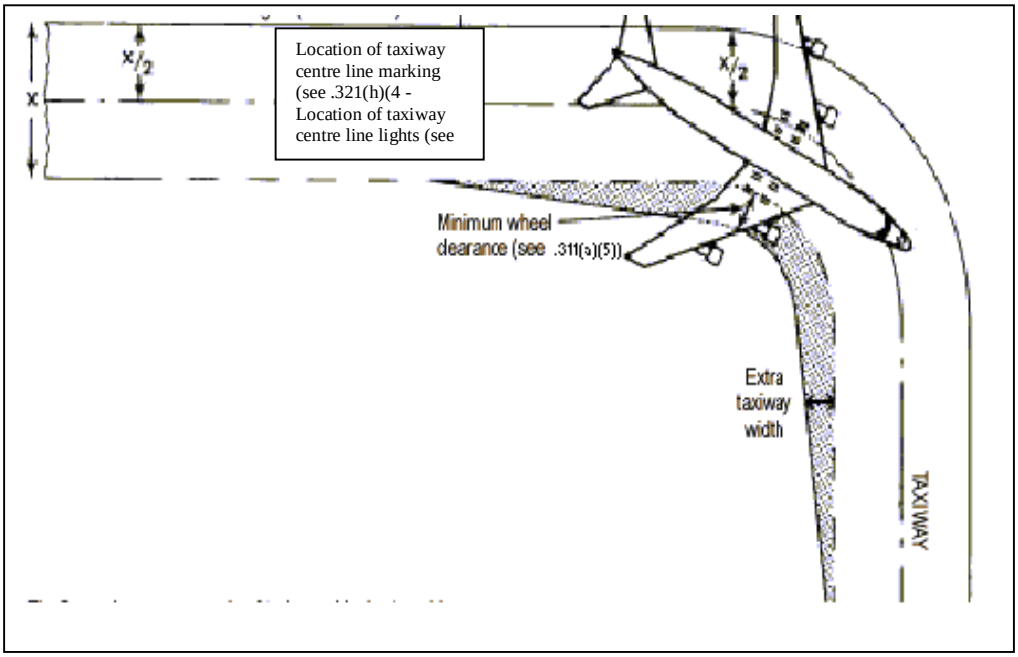
Note 2: ILS and MLS installations may also influence the location of taxiways due to interferences to ILS and MLS signals by a taxiing or stopped aircraft. Information on critical and sensitive areas surrounding ILS and MLS installations is contained in ECAR Part 171.

Note 3: The separation distances of Table 3-1, column 10, do not necessarily provide the capability of making a normal turn from one taxiway to another parallel taxiway. Guidance for this condition is given in EAC139-10.

Note 4: The separation distance between the centre line of an aircraft stand taxilane and an object shown in Table 3-1, column 13, may need to be increased when jet exhaust wake velocity may cause hazardous conditions for ground servicing.

(8) **Slopes on taxiways**: **Longitudinal slopes:** The longitudinal slope of a taxiway should not exceed:
  (i) 1.5 per cent where the code letter is C, D, E or F; and
  (ii) 3 per cent where the code letter is A or B.

(9) **Longitudinal slope changes**: Where slope changes on a taxiway cannot be avoided, the transition from one slope to another slope should be accomplished by a curved surface with a rate of change not exceeding:
  (i) 1 per cent per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E or F; and
  (ii) 1 per cent per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A or B.



Note x: Taxiway width (see .311(a)(4)

The figure shows an example of taxiway widening to achieve the specified wheel clearances on taxiway curves (see .311(a)(5)). Guidance material on suitable dimensions is given in EAC139-10.

Figure 3-2: Taxiway curve

Table 3-1: Taxiway minimum separation distances

Code letter	Distance between taxiway centre line and runway centre line (metres) — Instrument runways Code number 1	2	3	4	Non-instrument runways Code number 1	2	3	4	Taxiway centre line to taxiway centre line (metres)	Taxiway, other than aircraft stand taxilane, centre line to object (metres)	Aircraft stand taxilane centre line to aircraft stand taxilane centre line (metres)	Aircraft stand taxilane centre line to object (metres)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
A	77.5	77.5	–	–	37.5	47.5	–	–	23	15.5	19.5	12
B	82	82	152	–	42	52	87	–	32	20	28.5	16.5
C	88	88	158	158	48	58	93	93	44	26	40.5	22.5
D	–	–	166	166	–	–	101	101	63	37	59.5	33.5
E	–	–	172.5	172.5	–	–	107.5	107.5	76	43.5	72.5	40
F	–	–	180	180	–	–	115	115	91	51	87.5	47.5

Note 1: The separation distances shown in columns (2) to (9) represent ordinary combinations of runways and taxiways. The basis for development of these distances is given in EAC139-10.

Note 2: The distances in columns (2) to (9) do not guarantee sufficient clearance behind a holding aeroplane to permit the passing of another aeroplane on a parallel taxiway. See EAC139-10.

(10) **Sight distance**: Where a change in slope on a taxi-way cannot be avoided, the change should be such that, from any point:

(i) 3 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 300 m from that point, where the code letter is C, D, E or F;

(ii) 2 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 200 m from that point, where the code letter is B; and

(iii) 1.5 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 150 m from that point, where the code letter is A.

(11) **Transverse slopes**: The transverse slopes of a taxiway should be sufficient to prevent the accumulation of water on the surface of the taxiway but should not exceed:

(i) 1.5 per cent where the code letter is C, D, E or F; and

(ii) 2 per cent where the code letter is A or B.

Note: See .139..313.a(4) regarding transverse slopes on an aircraft stand taxilane.

(12) **Strength of taxiways**: The strength of a taxiway should be at least equal to that of the runway it serves, due consideration being given to the fact that a taxiway will be subjected to a greater density of traffic and, as a result of slow moving and stationary aeroplanes, to higher stresses than the runway it serves.

Note: Guidance on the relation of the strength of taxiways to the strength of runways is given in EAC139-11.

(13) **Surface of taxiways**: The surface of a taxiway should not have irregularities that cause damage to aeroplane structures.

(14) The surface of a paved taxiway should be so constructed or resurfaced as to provide suitable surfaced friction characteristics.

Note. — Suitable surface friction characteristics are those surface properties required on taxiways that assure safe operation of aeroplanes.

(15) **Rapid exit taxiways:**

Note.1— The following specifications detail requirements particular to rapid exit taxiways. See Figure 3-3. General requirements for taxiways also apply to this type of taxiway. Guidance on the provision, location and design of rapid exit taxiways is included in the eac139-10 .

A rapid exit taxiway should:

(i) Be designed with a radius of turn-off curve of at least:

(A) 550 m where the code number is 3 or 4; and

(B) 275 m where the code number is 1 or 2;

(ii) To enable exit speeds under wet conditions of:

(A) 93 km/h where the code number is 3 or 4; and

(B) 65 km/h where the code number is 1 or 2.

Note2: The locations of rapid exit taxiways along a runway are based on several criteria described in EAC139-10, in addition to different speed criteria.

(16) The radius of the fillet on the inside of the curve at a rapid exit taxiway should be sufficient to provide a widened taxiway throat in order to facilitate early recognition of the entrance and turn-off onto the taxiway.

(17) A rapid exit taxiway should include a straight distance after the turn-off curve sufficient for an exiting aircraft to come to a full stop clear of any intersecting taxiway.

(18) The intersection angle of a rapid exit taxiway with the runway should not be greater than 45° nor less than 25° and preferably should be 30°.

(19) **Taxiways on bridges**: The width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, shall not be less than the width of the graded area of the strip provided for that taxiway, unless a proven method of lateral restraint is provided which shall not be hazardous for aeroplanes for which the taxiway is intended.

(20) Access should be provided to allow rescue and fire fighting vehicles to intervene in both directions within the specified response time to the largest aeroplane for which the taxiway bridge is intended.

Note: If aeroplane engines overhang the bridge structure, protection of adjacent areas below the bridge from engine blast may be required.

(21) A bridge should be con-structed on a straight section of the taxiway with a straight section on both ends of the bridge to facilitate the alignment of aeroplanes approaching the bridge.

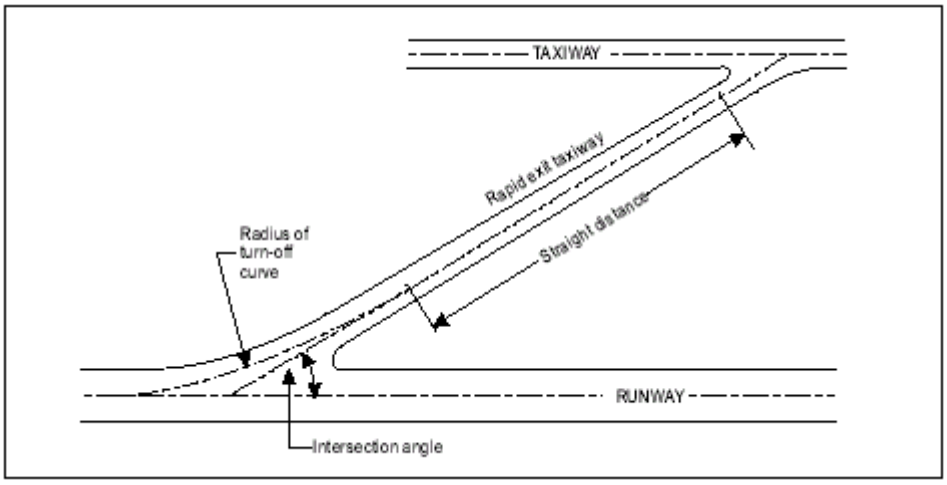


Figure 3-3: Rapid exit taxiway

(b) **Taxiway shoulders**:

Note: Guidance on characteristics of taxiway shoulders and on shoulder treatment is given in the EAC 139-10.

(1) Straight portions of a taxiway where the code letter is C, D, E or F should be provided with shoulders which extend symmetrically on each side of the taxiway so that the overall width of the taxiway and its shoulders on straight portions is not less than:

(i) 44 m where the code letter is F;
(ii) 38 m where the code letter is E;
(iii) 34 m where the code letter is D; and
(iv) 25 m where the code letter is C.

On taxiway curves and on junctions or intersections where increased pavement is provided, the shoulder width should be not less than that on the adjacent straight portions of the taxiway.

(2) When a taxiway is intended to be used by turbine-engine aeroplanes, the surface of the taxiway shoulder should be so prepared as to resist erosion and the ingestion of the surface material by aero plane engines.

(c) **Taxiway strips**:

Note: Guidance on characteristics of taxiway strips is given in EAC 139-10.

(1) **General**: A taxiway, other than an aircraft stand taxi lane, shall be included in a taxiway strip.

(2) **Width of taxiway strips**: A taxiway strip should extend symmetrically on each side of the centre line of the taxiway throughout the length of the taxiway to at least the distance from the centre line given in Table 3-1, column 11.

(3) **Objects on taxiway strips:** The taxiway strip should provide an area clear of objects which may endanger taxiing aeroplanes.

Note 1: Consideration will have to be given to the location and design of drains on a taxiway strip to prevent damage to an aeroplane accidentally running off a taxiway. Suitably designed drain covers may be requiredfor further guidance, see the eac139-10.

Note 2. — Where open-air or covered storm water conveyances are installed, consideration will have to be given to ensure that their structure do not extend above the surrounding ground so as not to be considered an obstacle. See also Note 1 to 139.311.c.6

Note 3. — Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent bird attraction. If needed, it can be covered by a net. Guidance on Wildlife Control and Reduction can be found in the EAC 139-20

(4) **Grading of taxiway strips**: The centre portion of a taxiway strip should provide a graded area to a distance from the centre line of the taxiway of not less than that given by the following tabulation:

(i) 10.25 m where the OMGWS is up to but not including 4.5 m;
(ii) 11 m where the OMGWS is 4.5 m up to but not including 6 m;
(iii) 12.50 m where the OMGWS is 6 m up to but not including 9 m;
(iv) 18.50 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is D;
(v) 19 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is E;
(vi) 22 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is F.

Note.— Guidance on width of the graded portion of a taxiway is given in EAC 139-10.

(5) **Slopes on taxiway strips**: The surface of the strip should be flush at the edge of the taxiway or shoulder, if provided, and the graded portion should not have an upward transverse slope exceeding:

(i) 2.5 per cent for strips where the code letter is C, D, E or F; and
(ii) 3 per cent for strips of taxiways where the code letter is A or B;

The upward slope being measured with reference to the transverse slope of the adjacent taxiway surface and not the horizontal. The downward transverse slope should not exceed 5 per cent measured with reference to the horizontal.

(6) The transverse slopes on any portion of a taxiway strip beyond that to be graded should not exceed an upward or downward slope of 5 per cent as measured in the direction away from the taxiway.

Note 1.— Where deemed necessary for proper drainage, an open-air storm water conveyance may be allowed in the non-graded portion of a taxiway strip and would be placed as far as practicable from the taxiway.

Note 2. — The aerodrome RFF procedure would need to take into account the location of open-air water conveyances within the non-graded portion of a taxiway strip.

(d) **Holding bays, runway-holding positions, intermediate holding positions and road-holding positions:**

(1) **General**: Holding bay(s) should be provided when the traffic density is medium or heavy.

(2) A runway-holding position or positions shall be established:

(i) On the taxiway, at the intersection of a taxiway and a runway; and

(ii) At an intersection of a runway with another runway when the former runway is part of a standard taxi route.

(3) A runway-holding position shall be established on a taxiway if its location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids.

(4) An intermediate holding position should be established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit.

(5) A road holding position shall be established at an intersection of a road with a runway.

(6) **Location**: The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centerline of a runway shall be in accordance with Table 3-2 and in the case of a precision approach runway, such that a holding aircraft or vehicle will not interfere with the operation of radio navigation aids or penetrate the inner transitional surface.

Note.— Guidance for the positioning of runway-holding positions is EAC 139-10.

(7) At elevations greater than 700 m (2 300 ft) the distance of 90 m specified in Table 3-2 for a precision approach runway code number 4 should be increased as follows:

(i) Up to an elevation of 2 000 m (6 600 ft); 1 m for every 100 m (330 ft) in excess of 700 m (2 300 ft);

(ii) Elevation in excess of 2 000 m (6 600 ft) and up to 4 000 m (13 320 ft); 13 m plus 1.5 m for every 100 m (330 ft) in excess of 2 000 m (6 600 ft); and

(iii) Elevation in excess of 4 000 m (13 320 ft) and up to 5 000 m (16 650 ft); 43 m plus 2 m for every 100 m (330 ft) in excess of 4 000 m (13 320 ft).

(8) If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance of 90 m or 107.5 m, as appropriate, specified in Table 3-2 should be further increased 5 m for every metre the bay or position is higher than the threshold.

(9) The location of a runway-holding position established in accordance with .311(d)(3) shall be such that a holding aircraft or vehicle will not infringe the obstacle free zone, approach surface, take-off climb surface or ILS/MLS critical/sensitive area or interfere with the operation of radio navigation aids.

Table 3-2. Minimum distance from the runway centre line to a holding bay, runway-holding position or road-holding position

Type of runway	Code number 1	2	3	4
Non-instrument	30 m	40 m	75 m	75 m
Non-precision approach	40 m	40 m	75 m	75 m
Precision approach category I	60 m[b]	60 m[b]	90 m[a,b]	90 m[a,b]
Precision approach categories II and III	—	—	90 m[a,b]	90 m[a,b]
Take-off runway	30 m	40 m	75 m	75 m

a. If a holding bay, runway-holding position or road-holding position is at a lower elevation compared to the threshold, the distance may be decreased 5 m for every metre the bay or holding position is lower than the threshold, contingent upon not infringing the inner transitional surface.

b. This distance may need to be increased to avoid interference with radio navigation aids, particularly the glide path and localizer facilities. Information on critical and sensitive areas of ILS and MLS is contained in ECAR 171 (see also .311(d)(6)).

Note 1: The distance of 90 m for code number 3 or 4 is based on an aircraft with a tail height of 20 m, a distance from the nose to the highest part of the tail of 52.7 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone and not accountable for the calculation of OCA/H.

Note 2: The distance of 60 m for code number 2 is based on an aircraft with a tail height of 8 m, a distance from the nose to the highest part of the tail of 24.6 m and a nose height of 5.2 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.

Note 3.— For code number 4 where the width of the inner edge of the inner approach surface is more than 120 m, a distance greater than 90 m may be necessary to ensure that a holding aircraft is clear of the obstacle free zone. For example, a distance of 100 m is based on an aircraft with a tail height of 24 m, a distance from the nose to the highest part of the tail of 62.2 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.

139.313 Aprons

(a) Aprons:

(1) General: Aprons should be provided where necessary to permit the on- and off-loading of passengers, cargo or mail as well as the servicing of aircraft without interfering with the aerodrome traffic.

(2) Size of aprons: The total apron area should be adequate to permit expeditious handling of the aerodrome traffic at its maximum anticipated density.

(3) Strength of aprons: Each part of an apron should be capable of withstanding the traffic of the aircraft it is intended to serve, due consideration being given to the fact that some portions of the apron will be subjected to a higher density of traffic and, as a result of slow moving or stationary aircraft, to higher stresses than a runway.

(4) Slopes on aprons: Slopes on an apron, including those on an aircraft stand taxilane, should be sufficient to prevent accumulation of water on the surface of the apron but should be kept as level as drainage requirements permit.

(5) On an aircraft stand the maximum slope should not exceed 1 per cent.

(6) Clearance distances on aircraft stands: An aircraft stand should provide the following minimum clearances between an aircraft enteringorexiting the stand and any adjacent building, aircraft on another stand and other objects:

Code letter	Clearance
A	3 m
B	3 m
C	4.5 m
D	7.5 m
E	7.5 m
F	7.5 m

When special circumstances so warrant, these clearances may be reduced at a nose-in aircraft stand, where the code letter is D, E or F:

(i) Between the terminal, including any fixed passenger bridge, and the nose of an aircraft; and

(ii) Over any portion of the stand provided with azimuth guidance by a visual docking guidance system.

Note: On aprons, consideration also has to be given to the provision of service roads and to maneuvering and storage area for ground equipment (see EAC 139-10, for guidance on storage of ground equipment).

(b) Isolated aircraft parking position:

(1) An isolated aircraft parking position shall be designated or the aerodrome control tower shall be advised of an area or areas suitable for the parking of an aircraft which is known or believed to be the subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities.

(2) The isolated aircraft parking position should be located at the maximum distance practicable and in any case never less than 100 m from other parking positions, buildings or public areas, etc. Care should be taken to ensure that the position is not located over underground utilities such as gas and aviation fuel and, to the extent feasible, electrical or communication cables.

139.314 De-icing/anti-icing facilities (Not Applicable)

139.315 Paved areas.

(a) Each certificate holder shall maintain, and promptly repair the pavement of, each runway, taxiway, loading ramp, and parking area on the airport which is available for air carrier use as follows:

(1) The pavement edges shall not exceed 8 cm (3 inches) difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders.

(2) The pavement shall have no hole exceeding 8 cm (3 inches) in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 13 cm (5 inches) diameter circle.

(3) The pavement shall be free of cracks and surface variations which could impair directional control of air carrier aircraft.

(4) Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable.

(5) Any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.

(6) The pavement shall be sufficiently drained and free of depressions to prevent pounding that obscures markings or impairs safe aircraft operations.

(b) EAC 139-26 contains standards and procedures for the maintenance and configuration of paved areas which are acceptable to the ECAA.

SUBPART G
Obstacle Restriction and Removal

139.317 Obstacle Restriction and Removal

Note 1: The objectives of the specifications in this Subpart are to define the airspace around aerodromes to be maintained free from obstacles so as to permit the intended aero plane operations at the aerodromes to be conducted safely and to prevent the aerodromes from becoming unusable by the growth of obstacles around the aerodromes. This is achieved by establishing a series of obstacle limitation surfaces that define the limits to which objects may project into the airspace.

Note 2: Objects which penetrate the obstacle limitation surfaces contained in this Subpart may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circling procedure or have other operational impact on flight procedure design. Criteria for flight procedure design Criteria for flight procedure design are contained in ECAR Part 174, Air Navigation Services — Aircraft Operations (ICAO PANS-OPS, Doc 8168).

Note 3: The establishment of, and requirements for, an obstacle protection surface for visual approach slope indicator systems are specified in 139.323.e.41 to 139.323.e.45

(a) Obstacle limitation surfaces:

Note 1: See Figure 4-1.

Note 2: Guidance on the need to provide an outer horizontal surface and its characteristic is contained in EAC 139-23.

(1) Description of conical surface: A surface sloping upwards and outwards from the periphery of the inner horizontal surface.

(2) Characteristics of conical surface: The limits of the conical surface shall comprise:

(i) A lower edge coincident with the periphery of the inner horizontal surface; and

(ii) An upper edge located at a specified height above the inner horizontal surface.

(3) The slope of the conical surface shall be measured in a vertical plane perpendicular to the periphery of the inner horizontal surface.

(4) Description of inner horizontal surface: A surface located in a horizontal plane above an aerodrome and its environs.

(5) Characteristics of inner horizontal surface: The radius or outer limits of the inner horizontal surface shall be measured from a reference point or points established for such purpose.

Note. The shape of the inner horizontal surface need not necessarily be circular. Guidance on determining the extent of the inner horizontal surface is contained in EAC 139-23.

(6) The height of the inner horizontal surface shall be measured above an elevation datum established for such purpose.
Note: Guidance on determining the elevation datum is contained in EAC 139-23.

(7) Description of approach surface: An inclined plane or combination of planes preceding the threshold.

(8) Characteristics of approach surface: The limits of the approach surface shall comprise:
(i) An inner edge of specified length, horizontal and perpendicular to the extended centre line of the runway and located at a specified distance before the threshold;
(ii) Two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the runway; and
(iii) An outer edge parallel to the inner edge.
The above surfaces shall be varied when lateral offset, offset or curved approaches are utilized, specifically, two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the lateral offset, offset or curved ground track.

(9) The elevation of the inner edge shall be equal to the elevation of the mid-point of the threshold.

(10) The slope(s) of the approach surface shall be measured in the vertical plane containing the centre line of the runway and shall continue containing the centre line of any lateral offset or curved ground track.

Note.— See Figure 4-2.

(11) Description of inner approach surface: A rectangular portion of the approach surface immediately preceding the threshold.

(12) Characteristics of inner approach surface: The limits of the inner approach surface shall comprise:
(i) An inner edge coincident with the location of the inner edge of the approach surface but of its own specified length;
(ii) Two sides originating at the ends of the inner edge and extending parallel to the vertical plane containing the centre line of the runway; and
(iii) An outer edge parallel to the inner edge.

(13) Description of transitional surface: A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface.

(14) Characteristics of transitional surface: The limits of a transitional surface shall comprise:
(i) A lower edge beginning at the intersection of the side of the approach surface with the inner horizontal surface and extending down the side of the approach surface to the inner edge of the approach surface and from there along the length of the strip parallel to the runway centre line; and
(ii) An upper edge located in the plane of the inner horizontal surface.

(15) The elevation of a point on the lower edge shall be:
(i) Along the side of the approach surface equal to the elevation of the approach surface at that point; and
(ii) Along the strip- equal to the elevation of the nearest point on the centre line of the runway or its extension.
Note: As a result of (ii) the transitional surface along the strip will be curved if the runway profile is curved, or a plane if the runway profile is a straight line. The intersection of the transitional surface with the inner horizontal surface will also be a curved or a straight line depending on the runway profile.

(16) The slope of the transitional surface shall be measured in a vertical plane at right angles to the centre line of the runway.

(17) Description of inner transitional surface: A surface similar to the transitional surface but closer to the runway.
Note. It is intended that the inner transitional surface be the controlling obstacle limitation surface for navigation aids, aircraft and other vehicles that must be near

the runway and which is not to be penetrated except for frangible objects. The transitional surface described in .317(a)(13) is intended to remain as the controlling obstacle limitation surface for buildings, etc.

(18) Characteristics of inner transitional surface: The limits of an inner transitional surface shall comprise:

(i) A lower edge beginning at the end of the inner approach surface and extending down the side of the inner approach surface to the inner edge of that surface, from there along the strip parallel to the runway centre line to the inner edge of the balked landing surface and from there up the side of the balked landing surface to the point where the side intersects the inner horizontal surface; and

(ii) An upper edge located in the plane of the inner horizontal surface.

See Figure 4-2 for inner transitional and balked landing obstacle limitation surfaces and EAC 139-23 for a three-dimensional view

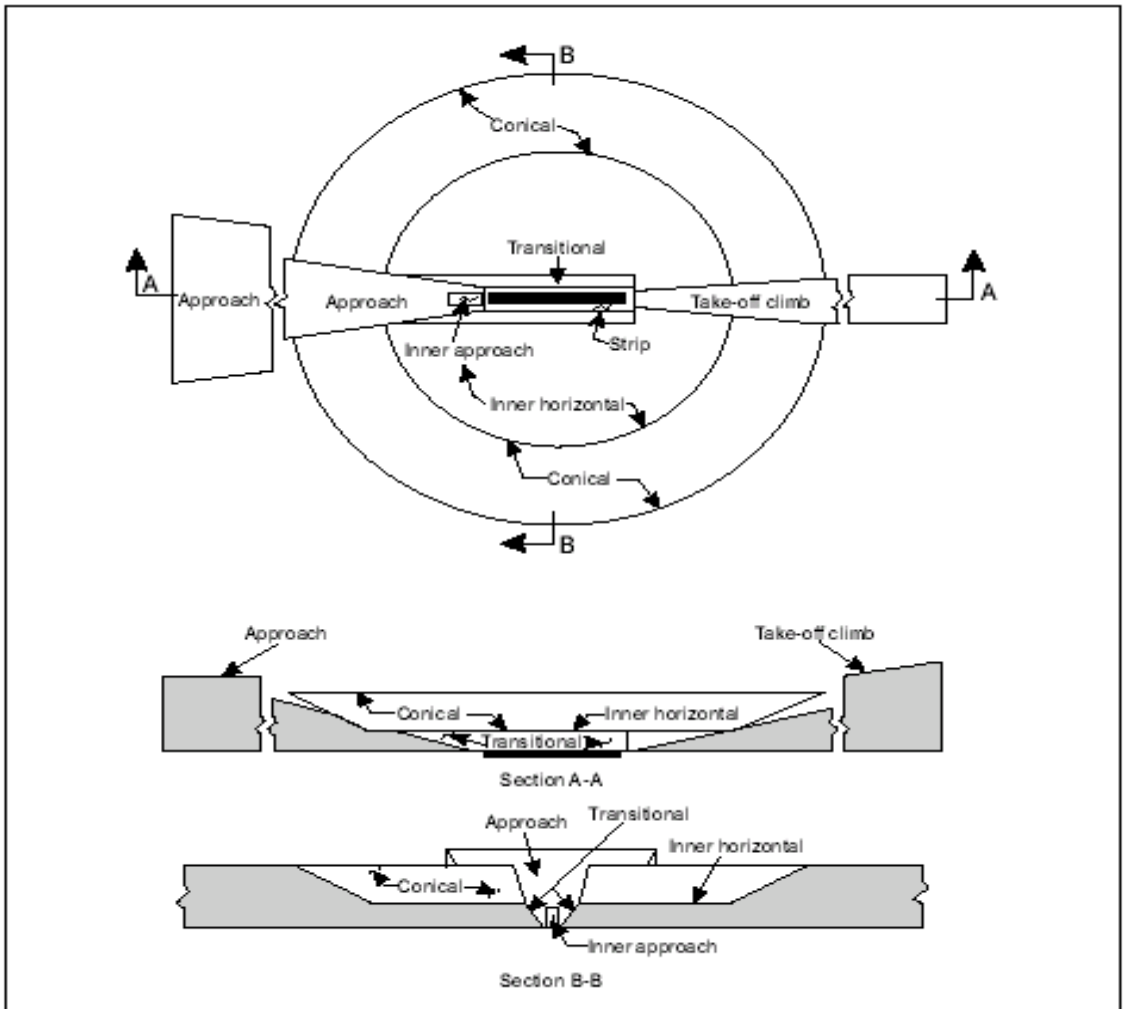


Figure 4- 1: Obstacle limitation surfaces

(19) The elevation of a point on the lower edge shall be:

(i) Along the side of the inner approach surface and balked landing surface: equal to the elevation of the particular surface at that point; and

(ii) Along the strip: equal to the elevation of the nearest point on the centre line of the runway or its extension.

Note: As a result of (ii) the inner transitional surface along the strip will be curved if the runway profile is curved or a plane if the runway profile is a straight line. The intersection of the inner transitional surface with the inner horizontal surface will also be a curved or straight line depending on the runway profile.

(20) The slope of the inner transitional surface shall be measured in a vertical plane at right angles to the centre line of the runway.

(21) Description of balked landing surface: An inclined plane located at a specified distance after the threshold, extending between the inner transitional surface.

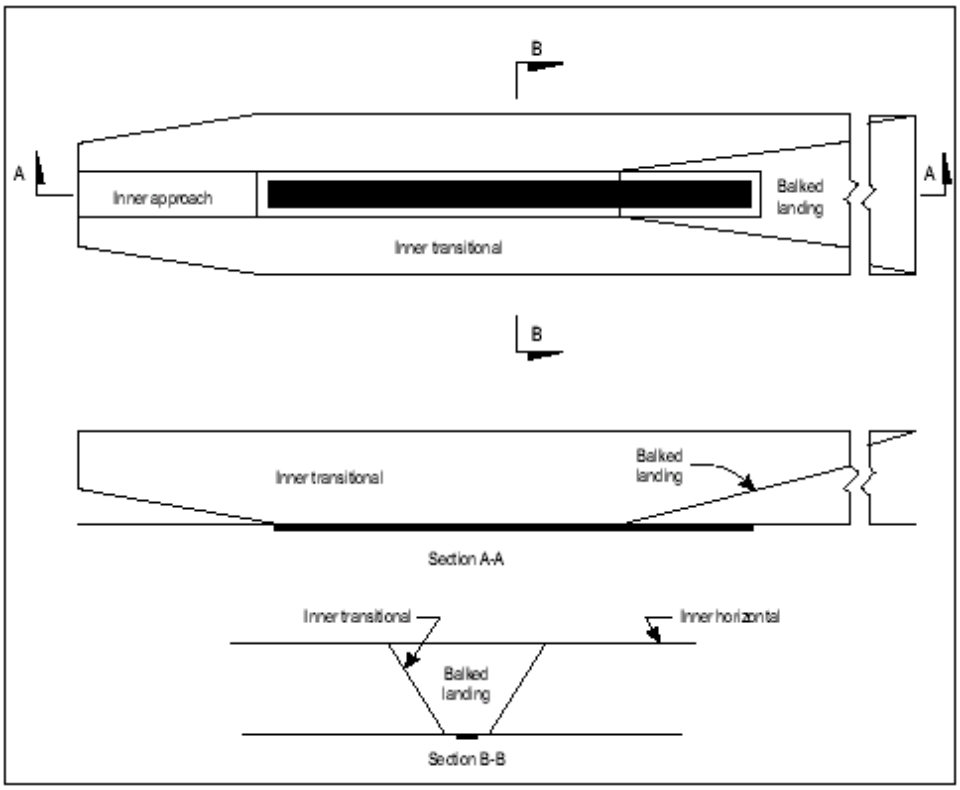


Figure 4-2: Inner approach, inner transitional and balked landing obstacle limitation surfaces

(22) Characteristics of balked landing surface: The limits of the balked landing surface shall comprise:
- (i) An inner edge horizontal and perpendicular to the centre line of the runway and located at a specified distance after the threshold;
- (ii) Two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the vertical plane containing the centre line of the runway; and
- (iii) An outer edge parallel to the inner edge and located in the plane of the inner horizontal surface.

(23) The elevation of the inner edge shall be equal to the elevation of the runway centre line at the location of the inner edge.

(24) The slope of the balked landing surface shall be measured in the vertical plane containing the centre line of the runway.

(25) Description of take-off climb surface: An inclined plane or other specified surface beyond the end of a runway or clearway.

(26) Characteristics of take-off climb surface: The limits of the take-off climb surface shall comprise:
- (i) An inner edge horizontal and perpendicular to the centre line of the runway and located either at a specified distance beyond the end of the runway or at the end of the clearway when such is provided and its length exceeds the specified distance;
- (ii) Two sides originating at the ends of the inner edge, diverging uniformly at a specified rate from the take-off track to a specified final width and continuing thereafter at that width for the remainder of the length of the take-off climb surface; and
- (iii) An outer edge horizontal and perpendicular to the specified take-off track.

(27) The elevation of the inner edge shall be equal to the highest point on the extended runway centre line between the end of the runway and the inner edge, except that when a clearway is provided the elevation shall be equal to the highest point on the ground on the centre line of the clearway.

(28) In the case of a straight take-off flight path, the slope of the take-off climb surface shall be measured in the vertical plane containing the centre line of the runway.

(29) In the case of a take-off flight path involving a turn, the take-off climb surface shall be a complex surface containing the horizontal normals to its centre line, and the slope of the centre line shall be the same as that for a straight take-off flight path.

(b) Obstacle limitation requirements:

Note: The requirements for obstacle limitation surfaces are specified on the basis of the intended use of a runway, i.e. take-off or landing and type of approach, and are intended to be applied when such use is made of the runway. In cases where operations are conducted to or from both directions of a runway, then the function of certain surfaces may be nullified because of more stringent requirements of another lower surface.

(1) Non-instrument runways: The following obstacle limitation surfaces shall be established for a non-instrument runway:
(i) Conical surface;
(ii) Inner horizontal surface;
(iii) Approach surface; and
(iv) Transitional surfaces.

(2) The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1.

(3) New objects or extensions of existing objects shall not be permitted above an approach or transitional surface except when, in the opinion of the ECAA, the new object or extension would be shielded by an existing immovable object.

Note: Circumstances in which the shielding principle may reasonably be applied are described in EAC 139-23.

(4) New objects or extensions of existing objects should not be permitted above the conical surface or inner horizontal surface except when, in the opinion of the ECAA, the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.

(5) Existing objects above any of the surfaces required by .317(b)(1) should as far as practicable be removed except when, in the opinion of the ECAA, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.

Note. Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.

(6) In considering proposed construction, account should be taken of the possible future development of an instrument runway and consequent requirement for more stringent obstacle limitation surfaces.

(7) Non-precision approach runways: The following obstacle limitation surfaces shall be established for a non-precision approach runway:
(i) Conical surface;
(ii) Inner horizontal surface;
(iii) Approach surface; and
(iv) Transitional surfaces.

(8) The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1, except in the case of the horizontal section of the approach surface (see .317(b)(9)).

(9) The approach surface shall be horizontal beyond the point at which the 2.5 per cent slope intersects:
(i) A horizontal plane 150 m above the threshold elevation; or
(ii) The horizontal plane passing through the top of any object that governs the obstacle clearance altitude/height (OCA/H); whichever is the higher.

(10) New objects or extensions of existing objects shall not be permitted above an approach surface within 3000 m of the inner edge or above a transitional surface

except when, in the opinion of the ECAA, the new object or extension would be shielded by an existing immovable object.

Note: Circumstances in which the shielding principle may reasonably be applied are described in EAC 139-23.

Table 4-1: Dimensions and slopes of obstacle limitation surfaces-Approach runways

APPROACH RUNWAYS

	RUNWAY CLASSIFICATION								
	Non-instrument Code number				Non-precision approach Code number			Precision approach ca I Code number	
Surface and dimensions[a]	1	2	3	4	1,2	3	4	1,2	3,4
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
CONICAL									
Slope	5%	5%	5%	5%	5%	5%	5%	5%	5%
Height	35 m	55 m	75 m	100 m	60 m	75 m	100 m	60 m	100 m
INNER HORIZONTAL									
Height	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m
Radius	2 000 m	2 500 m	4 000 m	4 000 m	3 500 m	4 000 m	4 000 m	3 500 m	4 000 m
INNER APPROACH									
Width	—	—	—	—	—	—	—	90 m	120 m[e]
Distance from threshold	—	—	—	—	—	—	—	60 m	60 m
Length	—	—	—	—	—	—	—	900 m	900 m
Slope								2.5%	2%
APPROACH									
Length of inner edge	60 m	80 m	150 m	150 m	140 m	280 m	280 m	140 m	280 m
Distance from threshold	30 m	60 m	60 m	60 m	60 m	60 m	60 m	60 m	60 m
Divergence (each side)	10%	10%	10%	10%	15%	15%	15%	15%	15%
First section									
Length	1 600 m	2 500 m	3 000 m	3 000 m	2 500 m	3 000 m	3 000 m	3 000 m	3 000 m
Slope	5%	4%	3.33%	2.5%	3.33%	2%	2%	2.5%	2%
Second section									
Length	—	—	—	—	—	3 600 m[b]	3 600 m[b]	12 000 m	3 600 m[b]
Slope	—	—	—	—	—	2.5%	2.5%	3%	2.5%
Horizontal section									
Length	—	—	—	—	—	8 400 m[b]	8 400 m[b]	—	8 400 m[b]
Total length	—	—	—	—	—	15 000 m	15 000 m	15 000 m	15 000 m
TRANSITIONAL									
Slope	20%	20%	14.3%	14.3%	20%	14.3%	14.3%	14.3%	14.3%
INNER TRANSITIONAL									
Slope	—	—	—	—	—	—	—	40%	33.3%
BALKED LANDING SURFACE									
Length of inner edge	—	—	—	—	—	—	—	90 m	120 m[e]
Distance from threshold	—	—	—	—	—	—	—	c	1 800 md
Divergence (each side)	—	—	—	—	—	—	—	10%	10%
Slope	—	—	—	—	—	—	—	4%	3.33%

a. All dimension are measured horizontally unless specified otherwise

b. Variable length (see .3179b)(9) or .317(b)(17)).

c. Distance to the end of strip.

d. Or end of runway whichever is less.

e.Where the code letter is F (Column (3) of Table 1-1), the width is increased to 140m see:EAC 139-31- (under preparation) New Larger Aero planes- Infringement of the Obstacle Free Zone. Operational Measures and Aeronautical Study for information on code letter F aeroplanes equipped with digital avionics that provide steering commands to maintain an established track during the go- around manoeuvre

(11) New objects or extensions of existing objects should not be permitted above the approach surface beyond 3000 m from the inner edge, the conical surface or inner

horizontal surface except when, in the opinion of the ECAA, the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aero planes.

(12) Existing objects above any of the surfaces required by .317(b)(7) should as far as practicable be removed except when, in the opinion of the ECAA, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aero planes.

Note: Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.

(13) Precision approach runways: The following obstacle limitation surfaces shall be established for a precision approach runway category I:
(i) Conical surface;
(ii) Inner horizontal surface;
(iii) Approach surface; and
(iv) Transitional surfaces.

Note 1: See 139.335(i) for information regarding siting and construction of equipment and installations on operational areas.

Note 2: Guidance on obstacle limitation surfaces for precision approach runways is given in EAC 139-23.

(14) The following obstacle limitation surfaces should be established for a precision approach runway category I:
(i) Inner approach surface;
(ii) Inner transitional surfaces; and
(iii) Balked landing surface.

(15) The following obstacle limitation surfaces shall be established for a precision approach runway category II or III:
(i) Conical surface;
(ii) Inner horizontal surface;
(iii) Approach surface and inner approach surface;
(iv) Transitional surfaces;
(v) Inner transitional surfaces; and
(vi) Balked landing surface.

(16) The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1, except in the case of the horizontal section of the approach surface (see .317(b)(17)).

(17) The approach surface shall be horizontal beyond the point at which the 2.5 per cent slope intersects:
(i) A horizontal plane 150 m above the threshold elevation; or
(ii) The horizontal plane passing through the top of any object that governs the obstacle clearance limit;
whichever is the higher.

(18) Fixed objects shall not be permitted above the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function must be located on the strip. Mobile objects shall not be permitted above these surfaces during the use of the runway for landing.

(19) New objects or extensions of existing objects shall not be permitted above an approach surface or a transitional surface except when, in the opinion of the ECAA, the new object or extension would be shielded by an existing immovable object.

Note: Circumstances in which the shielding principle may reasonably be applied are described in EAC 139-23.

(20) New objects or extensions of existing objects should not be permitted above the conical surface and the inner horizontal surface except when, in the opinion of the ECAA, an object would be shielded by an existing immovable object, or after

aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aero planes.

(21) Existing objects above an approach surface, a transitional surface, the conical surface and inner horizontal surface should as far as practicable be removed except when, in the opinion of the ECAA, an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aero planes.

Note: Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aero planes.

(22) Runways meant for take-off: The following obstacle limitation surface shall be established for a runway meant for take-off: take-off climb surface.

(23) The dimensions of the surface shall be not less than the dimensions specified in Table 4-2, except that a lesser length may be adopted for the take-off climb surface where such lesser length would be consistent with procedural measures adopted to govern the outward flight of aero planes.

(24) The operational characteristics of aero planes for which the runway is intended should be examined to see if it is desirable to reduce the slope specified in Table 4-2 when critical operating conditions are to be catered to. If the specified slope is reduced, corresponding adjustment in the length of take-off climb surface should be made so as to provide protection to a height of 300m.

Note: When local conditions differ widely from sea level standard atmospheric conditions, it may be advisable for the slope specified in Table 4-2 to be reduced. The degree of this reduction depends on the divergence between local conditions and sea level standard atmospheric conditions, and on the performance characteristics and operational requirements of the aero planes for which the runway is intended.

(25) New objects or extensions of existing objects shall not be permitted above a take-off climb surface except when, in the opinion of the ECAA, the new object or extension would be shielded by an existing immovable object.

Note: Circumstances in which the shielding principle may reasonably be applied are described in EAC 139-23.

(26) If no object reaches the 2 per cent (1:50) take-off climb surface, new objects should be limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6 per cent (1:62.5).

(27) Existing objects that extend above a take-off climb surface should as far as practicable be removed except when, in the opinion of the ECAA, an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.

Note: Because of transverse slopes on a strip or clearway, in certain cases portions of the inner edge of the take-off climb surface may be below the corresponding elevation of the strip or clearway. It is not intended that the strip or clearway be graded to conform with the inner edge of the take-off climb surface, nor is it intended that terrain or objects which are above the take-off climb surface beyond the end of the strip or clearway, but below the level of the strip or clearway, be removed unless it is considered they may endanger aeroplanes. Similar considerations apply at the junction of a clearway and strip where differences in transverse slopes exist.

(c) Objects outside the obstacle limitation surfaces:

(1) Arrangements should be made to enable the ECAA to be consulted concerning proposed construction beyond the limits of the obstacle limitation surfaces that extend above a height established by that authority, in order to permit an aeronautical study of the effect of such construction on the operation of aero planes.

(2) In areas beyond the limits of the obstacle limitation surfaces, at least those objects which extend to a height of 150 m or more above ground elevation should be regarded as obstacles, unless a special aeronautical study indicates that they do not constitute a hazard to aero planes.

Note: This study may have regard to the nature of operations concerned and may distinguish between day and night operations.

(d) Other objects:

(1) Objects which do not project through the approach surface but which would nevertheless adversely affect the optimum siting or performance of visual or non-visual aids should, as far as practicable, be removed.

(2) Anything which may, in the opinion of the ECAA after aeronautical study, endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces should be regarded as an obstacle and should be removed in so far as practicable.

Note: In certain circumstances, objects that do not project above any of the surfaces enumerated in .317(a) may constitute a hazard to aeroplanes as, for example, where there are one or more isolated objects in the vicinity of an aerodrome.

Table 4-2: Dimensions and slopes of obstacle limitation surfaces

Runways meant for take-off

Surface and dimensions[a]	Code number 1	2	3 or 4
(1)	(2)	(3)	(4)
TAKE-OFF CLIMB			
Length of inner edge	60 m	80 m	180 m
Distance from runway end[b]	30 m	60 m	60 m
Divergence (each side)	10%	10%	12.5%
Final width	380 m	580 m	1 200 m 1 800 m[c]
Length	1 600 m	2 500 m	15 000 m
Slope	5%	4%	2%[d]

a. All dimensions are measured horizontally unless specified otherwise.
b. The take-off climb surface starts at the end of the clearway if the clearway length exceeds the specified distance.
c. 1 800 m when the intended track includes changes of heading greater than 15° for operations conducted in IMC, VMC by night.
d. See .317(b)(24) and .317(b)(26).

SUBPART H
Visual Aids for Navigation

139.319 Indicators and signaling devices

(a) Wind direction indicators:

(1) Application: An aerodrome shall be equipped with at least one wind direction indicator.

(2) Location: A wind direction indicator shall be located so as to be visible from aircraft in flight or on the movement area and in such a way as to be free from the effects of air disturbances caused by nearby objects.

(3) Characteristics: The wind direction indicator should be in the form of a truncated cone made of fabric and should have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m. It should be constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed. The colour or colours should be so selected as to make the wind direction indicator clearly visible and understandable from a height of at least 300 m, having regard to background. Where practicable, a single colour, preferably white or orange, should be used. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they should preferably be orange and white, red and white, or black and white, and should be arranged in five alternate bands, the first and last bands being the darker colour.

(4) The location of at least one wind direction indicator should be marked by a circular band 15 m in diameter and 1.2 m wide. The band should be centred about the wind direction indicator support and should be in a colour chosen to give adequate conspicuity, preferably white.

(5) Provision should be made for illuminating at least one wind indicator at an aerodrome intended for use at night.

(b) Landing direction indicator:

(1) Location: Where provided, a landing direction indicator shall be located in a conspicuous place on the aerodrome.

(2) Characteristics: The landing direction indicator should be in the form of a “T”.

(3) The shape and minimum dimensions of a landing “T” shall be as shown in Figure 5-1. The colour of the landing “T” shall be either white or orange, the choice being dependent on the colour that contrasts best with the background against which the indicator will be viewed. Where required for use at night the landing “T” shall either be illuminated or outlined by white lights.

(c) Signalling lamp:

(1) Application: A signalling lamp shall be provided at a controlled aerodrome in the aerodrome control tower.

(2) Characteristics: A signalling lamp should be capable of producing red, green and white signals, and of:

(i) Being aimed manually at any target as required;

(ii) Giving a signal in any one colour followed by a signal in either of the two other colours; and

(iii) Transmitting a message in any one of the three colours by Morse Code up to a speed of at least four words per minute.

When selecting the green light, use should be made of the restricted boundary of green as specified in Appendix 1, 139.a1.2.2.1

(3) The beam spread should be not less than 1° nor greater than 3°, with negligible light beyond 3°. When the signalling lamp is intended for use in the daytime the intensity of the coloured light should be not less than 6000 cd.

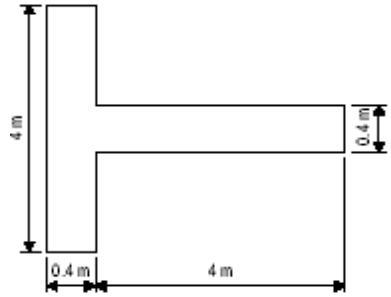


Figure 5-1: Landing direction indicator

(d) Signal panels and signal area:

Note: The inclusion of detailed specifications for a signal area in this section is not intended to imply that one has to be provided. EAC 139-56 provides guidance on the need to provide ground signals. ECAR Part 172,174 specifies the shape, colour and use of visual ground signals. EAC 139-12 provides guidance on their design.

(1) Location of signal area: The signal area should be located so as to be visible for all angles of azimuth above an angle of 10° above the horizontal when viewed from a height of 300 m.

(2) Characteristics of signal area: The signal area shall be an even horizontal surface at least 9 m square.

(3) The colour of the signal area should be chosen to contrast with the colours of the signal panels used, and it should be surrounded by a white border not less than 0.3 m wide.

139.321 Markings

(a) General:

(1) **Interruption of runway markings**: At an intersection of two (or more) runways the markings of the more important runway, except for the runway side stripe marking, shall be displayed and the markings of the other runway(s) shall be interrupted. The runway side stripe marking of the more important runway may be either continued across the intersection or interrupted.

(2) The order of importance of runways for the display of runway markings should be as follows:

(i) Precision approach runway;

(ii) Non-precision approach runway; and

(iii) Non-instrument runway.

(3) At an intersection of a runway and taxiway the markings of the runway shall be displayed and the markings of the taxiway interrupted, except that runway side stripe markings may be interrupted.

Note: See .321(h)(7) regarding the manner of connecting runway and taxiway centre line markings.

(4) **Colour and conspicuity**: Runway markings shall be white.

Note 1: It has been found that, on runway surfaces of light colour, the conspicuity of white markings can be improved by outlining them in black.

Note 2: It is preferable that the risk of uneven friction characteristics on markings be reduced in so far as practicable by the use of a suitable kind of paint.

Note 3: Markings may consist of solid areas or a series of longitudinal stripes providing an effect equivalent to the solid areas.

(5) Taxiway markings, runway turn pad markings and aircraft stand markings shall be yellow.

(6) Apron safety lines shall be of a conspicuous colour which shall contrast with that used for aircraft stand markings.

(7) At aerodromes where operations take place at night, pavement markings should be made with reflective materials designed to enhance the visibility of the markings.

Note: Guidance on reflective materials is given in EAC 139-12.

(8) **Unpaved taxiways:** An unpaved taxiway should be provided, so far as practicable, with the markings prescribed for paved taxiways.

(b) Runway designation marking:

(1) Application: A runway designation marking shall be provided at the thresholds of a paved runway.

(2) A runway designation marking should be provided, so far as practicable, at the thresholds of an unpaved runway.

(3) Location: A runway designation marking shall be located at a threshold as shown in Figure 5-2 as appropriate.

Note: If the runway threshold is displaced from the extremity of the runway, a sign showing the designation of the runway may be provided for aeroplanes taking off.

(4) Characteristics: A runway designation marking shall consist of a two-digit number and on parallel runways shall be sup-plemented with a letter. On a single runway, dual parallel runways and triple parallel runways the two-digit number shall be the whole number nearest the one-tenth of the magnetic North when viewed from the direction of approach. On four or more parellel runways, one set of adjacent runways shall be numbered to the nearest one-tenth magnetic azimuth and the other set of adjacent runways numbered to the next nearest one-tenth of the magnetic azimuth. When the above rule would give a single digit number, it shall be preceded by a zero.

(5) In the case of parallel runways, each runway designation number shall be supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach:

(i) For two parallel runways: “L” “R”;

(ii) For three parallel runways: “L” “C” “R”;

(iii) For four parallel runways: “L” “R” “L” “R”;

(iv) For five parallel runways: “L” “C” “R” “L” “R” or “L” “R” “L” “C” “R”; and

(v) For six parallel runways: “L” “C” “R” “L” “C” “R”.

(6) The numbers and letters shall be in the form and proportion shown in Figure 5-3. The dimensions shall be not less than those shown in Figure 5-3, but where the numbers are incorporated in the threshold marking, larger dimensions shall be used in order to fill adequately the gap between the stripes of the threshold marking.

(c) Runway centre line marking:

(1) Application: A runway centre line marking shall be provided on a paved runway.

(2) Location: A runway centre line marking shall be located along the centre line of the runway between the runway designation markings as shown in Figure 5-2, except when interrupted in compliance with .321(a)(1).

(3) Characteristics: A runway centre line marking shall consist of a line of uniformly spaced stripes and gaps. The length of a stripe plus a gap shall be not less than 50 m or more than 75m. The length of each stripe shall be at least equal to the length of the gap or 30 m, whichever is greater.

(4) The width of the stripes shall be not less than:

(i) 0.90 m on precision approach category II and III runways;

(ii) 0.45 m on non-precision approach runways where the code number is 3 or 4, and precision approach category I runways; and

(iii) 0.30 m on non-precision approach runways where the code number is 1 or 2, and on non-instrument runways.

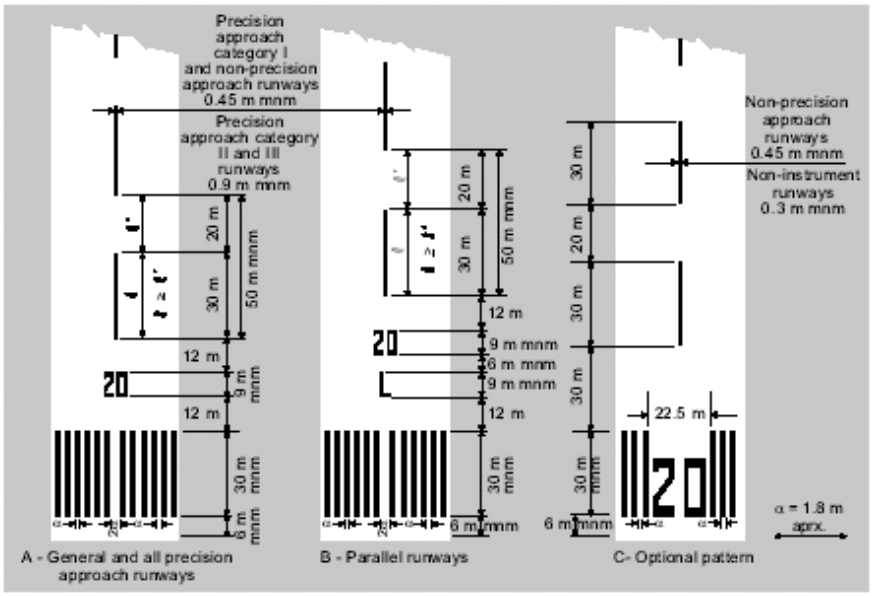


Figure 5-2: Runway designation, centre line and threshold markings.

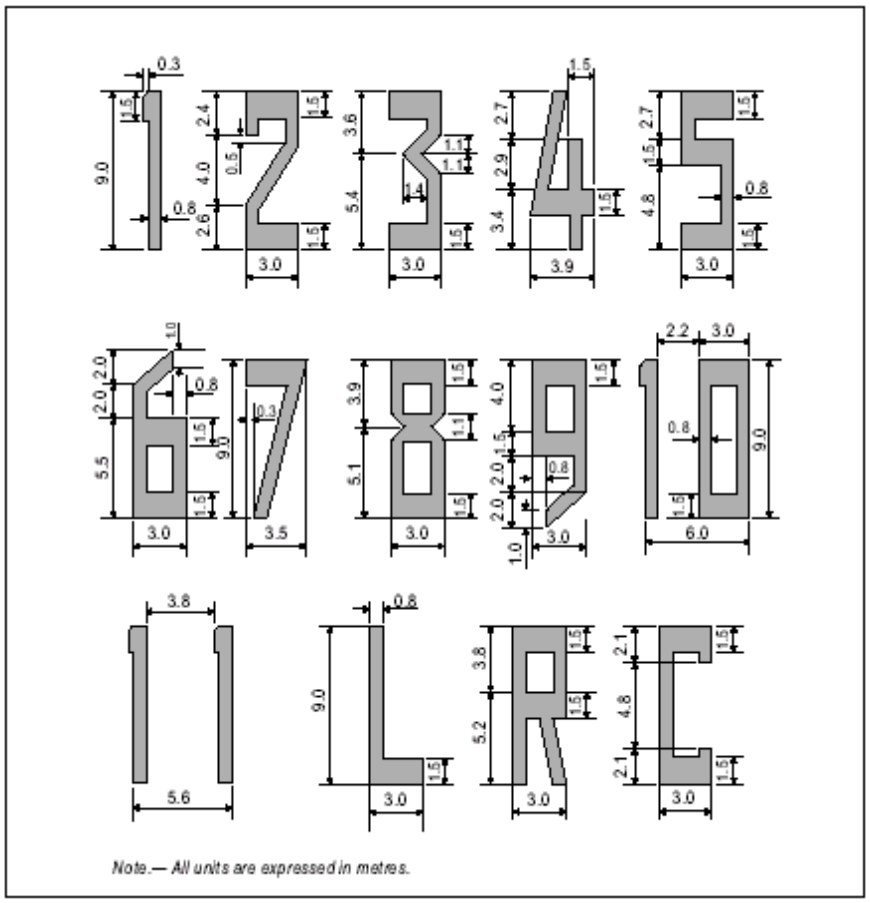


Figure 5-3: Form and proportions of numbers and letters for runway designation markings

(d) Threshold marking:

(1) Application: A threshold marking shall be provided at the threshold of a paved instrument runway, and of a paved non-instrument runway where the code number is 3 or 4 and the runway is intended for use by internationalcommercial air transport.

(2) A threshold marking should be provided at the threshold of a paved non-instrument runway where the code number is 3 or 4 and the runway is intended for use by other than international commercialair transport.

(3) A threshold marking should be provided, so far as practicable, at the thresholds of an unpaved runway.

Note: EAC 139-12 shows a form of marking which has been found satisfactory for the marking of downward slopes immediately before the threshold.

(4) Location: The stripes of the threshold marking shall commence 6 m from the threshold.

(5) Characteristics: A runway threshold marking shall consist of a pattern of longitudinal stripes of uniform dimensions disposed symmetrically about the centre line of a runway as shown in Figure 5-2 (A) and (B) for a runway width of 45 m. The number of stripes shall be in accordance with the runway width as follows:

Number of stripes	Runway width
4	18 m
6	23 m
8	30 m
12	45 m
16	60 m

except that on non-precision approach and non-instrument runways 45 m or greater in width, they may be as shown in Figure 5-2 (C).

(6) The stripes shall extend laterally to within 3 m of the edge of a runway or to a distance of 27 m on either side of a runway centre line, whichever results in the smaller lateral distance. Where a runway designation marking is placed within a threshold marking there shall be a minimum of three stripes on each side of the centre line of the runway. Where a runway designation marking is placed above a threshold marking, the stripes shall be continued across the runway. The stripes shall be at least 30 m long and approximately 1.80 m wide with spacings of approximately 1.80 m between them except that, where the stripes are continued across a runway, a double spacing shall be used to separate the two stripes nearest the centre line of the runway, and in the case where the designation marking is included within the threshold marking this spacing shall be 22.5 m.

(7) **Transverse stripe**: Where a threshold is displaced from the extremity of a runway or where the extremity of a runway is not square with the runway centre line, a transverse stripe as shown in Figure 5-4 (B) should be added to the threshold marking.

(8) A transverse stripe shall be not less than 1.80 m wide.

(9) **Arrows:** Where a runway threshold is permanently displaced, arrows conforming to Figure 5-4 (B) shall be provided on the portion of the runway before the displaced threshold.

(10) When a runway threshold is temporarily displaced from the normal position, it shall be marked as shown in Figure 5-4 (A) or 5-4 (B) and all markings prior to the displaced threshold shall be obscured except the runway centre line marking, which shall be converted to arrows.

Note 1: In the case where a threshold is temporarily displaced for only a short period of time, it has been found satisfactory to use markers in the form and colour of a displaced threshold marking rather than attempting to paint this marking on the runway.

Note 2: When the runway before a displaced threshold is unfit for the surface movement of aircraft, closed markings, as described in .331(a)(4), are required to be provided.

(e) Aiming point marking:

(1)**application**:An aiming point marking shall be provided at each approach end of a paved instrument runway where the code number is 2, 3 or 4.

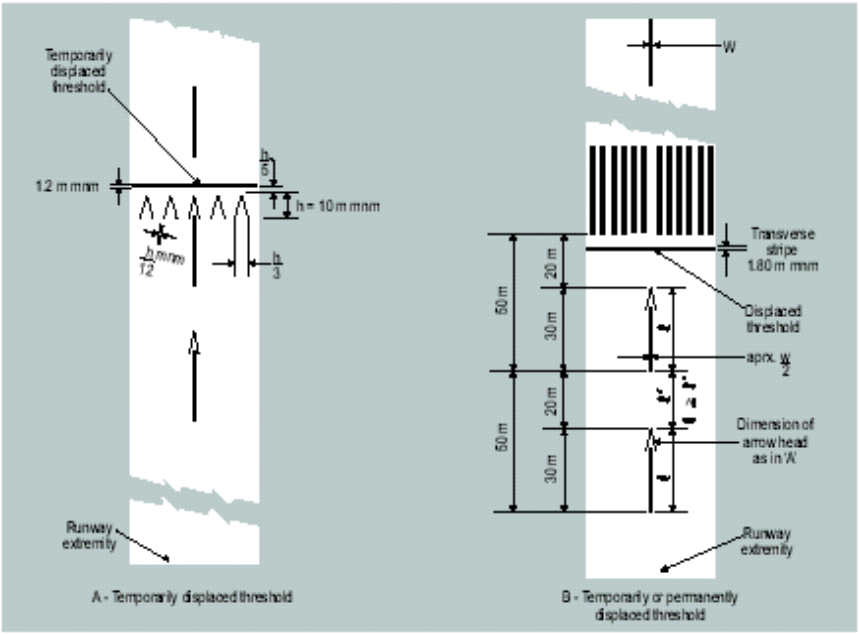


Figure 5-4: Displaced threshold markings.

(2) An aiming point marking should be provided at each approach end of:
(i) A paved non-instrument runway where the code number is 3 or 4,
(ii) A paved instrument runway where the code number is 1,
when additional conspicuity of the aiming point is desirable.

(3) **Location**: The aiming point marking shall commence no closer to the threshold than the distance indicated in the appropriate column of Table 5-1, except that, on a runway equipped with a visual approach slope indicator system, the beginning of the marking shall be coincident with the visual approach slope origin.

Table 5-1: Location and dimensions of aiming point marking

Location and dimensions (1)	Landing distance available: Less than 800 m (2)	800 m up to but not including 1 200 m (3)	1 200 m up to but not including 2 400 m (4)	2 400 m and above (5)
Distance from threshold to beginning of marking	150 m	250 m	300 m	400 m
Length of stripe[a]	30-45 m	30-45 m	45-60 m	45-60 m
Width of stripe	4 m	6 m	6-10 m[b]	6-10 m[b]
Lateral spacing between inner sides of stripes	6 m[c]	9 m[c]	18-22.5 m	18-22.5 m

a. The greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.
b. The lateral spacing may be varied within these limits to minimize the contamination of the marking by rubber deposits.
c. These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code at Subpart D, Table 1-1.

(4) An aiming point marking shall consist of two conspicuous stripes. The dimensions of the stripes and the lateral spacing between their inner sides shall be in accordance with the provisions of the appropriate column of Table 5-1. where a touchdown zone marking is provided, the lateral spacing between the markings shall be the same as that of the touchdown zone marking.

(f) Touchdown zone marking:

(1) **Application**: A touchdown zone marking shall be provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3 or 4.

(2) A touchdown zone marking should be provided in the touchdown zone of a paved non-precision approach or non-instrument runway where the code number is 3 or 4 and additional conspicuity of the touchdown zone is desirable.

(3) **Location and characteristics**: A touchdown zone marking shall consist of pairs of rectangular markings symmetrically disposed about the runway centre line with the number of such pairs related to the landing distance available and, where the marking is to be displayed at both the approach directions of a runway, the distance between the thresholds, as follows:

Pair(s) of markings	Landing distance available or the distance between thresholds
1	less than 900 m
2	900 m up to but not including 1 200 m
3	1 200 m up to but not including 1 500 m
4	1 500 m up to but not including 2 400 m
6	2 400 m or more

(4) A touchdown zone marking shall conform to either of the two patterns shown in Figure 5-5. For the pattern shown in Figure 5-5 (A), the markings shall be not less than 22.5 m long and 3 m wide. For the pattern shown in Figure 5-5 (B), each stripe of each marking shall be not less than 22.5 m long and 1.8 m wide with spacing of 1.5 m between adjacent stripes. The lateral spacing between the inner sides of the rectangles shall be equal to that of the aiming point marking where provided. Where an aiming point marking is not provided, the lateral spacing between the inner sides of the rectangles shall correspond to the lateral spacing specified for the aiming point marking in Table 5-1 (columns 2, 3, 4 or 5, as appropriate). The pairs of markings shall be provided at longitudinal spacings of 150 m beginning from the threshold except that pairs of touchdown zone markings coincident with or located within 50 m of an aiming point marking shall be deleted from the pattern.

(5) On a non-precision approach runway where the code number is 2, an additional pair of touchdown zone marking stripes should be provided 150 m beyond the beginning of the aiming point marking.

(g) Runway side stripe marking:

(1) **Application**: A runway side stripe marking shall be provided between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.

(2) A runway side stripe marking should be provided on a precision approach runway irrespective of the contrast between the runway edges and the shoulders or the surrounding terrain.

(3) **Location**: A runway side stripe marking should consist of two stripes, one placed along each edge of the runway with the outer edge of each stripe approximately on the edge of the runway, except that, where the runway is greater than 60 m in width, the stripes should be located 30 m from the runway centre line.

(4) Where a runway turn pad is provided, the runway side stripe marking should be continued between the runway and the runway turn pad.

(5) **Characteristics**: A runway side stripe should have an overall width of at least 0.9 m on runways 30 m or more in width and at least 0.45 m on narrower runways.

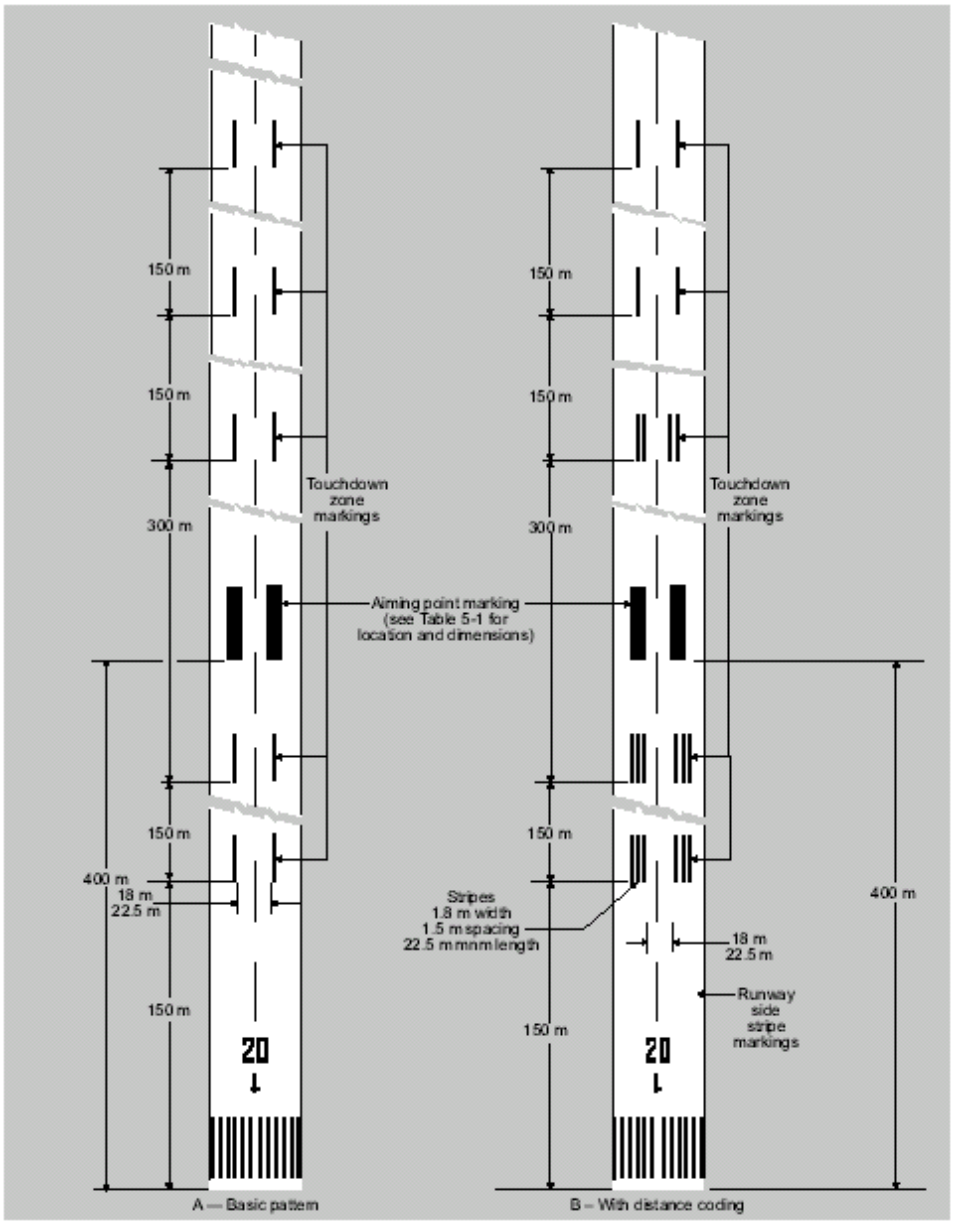


Figure 5-5: Aiming point and touchdown zone markings
(illustrated for a runway with a length of 2 400 m or more)

(h) Taxiway centre line marking:

(1) **Application**: Taxiway centre line marking shall beprovided on a paved taxiway, and apron where the code number is 3 or 4 in such a way as to provide continuous guidance between the runway centre line and aircraft stands.

(2) Taxiway centre line marking should be provided on a paved taxiway, and apron where the code number is 1 or 2 in such a way as to provide continuous guidance between the runway centre line and aircraft stands.

(3) Taxiway centre line marking shall be provided on a paved runway when the runway is part of a standard taxi-route and:

(i) There is no runway centre line marking; or

(ii) Where the taxiway centre line is not coincident with the runway centre line.

(4) Where it is necessary to denote the proximity of a runway-holding position, enhanced taxiway centre line marking should be provided.

Note.— The provision of enhanced taxiway centre line marking may form part of runway incursion prevention measures.

(5) Where provided, enhanced taxiway centre line marking shall be installed at each taxiway/runway intersections at that aerodrome.

(6) **Location** : On a straight section of a taxiway the taxiway centre line marking should be located along the taxiway centre line. On a taxiway curve the marking should continue from the straight portion of the taxiway at a constant distance from the outside edge of the curve.

Note.— See 139.311.a.5 and Figure 3-2.

(7) At an intersection of a taxiway with a runway where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figures 5-6 and 5-26. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.

(8) Where taxiway centre line marking is provided on a runway in accordance with .321(h)(3), the marking should be located on the centre line of the designated taxiway.

(9) Where provided:

(i) An enhanced taxiway centre line marking shall extend from the runway-holding position Pattern A (as defined in Figure 5-6, Taxiway markings) to a distance of up to 47m in the direction of travel away from the runway. See Figure 5-7(a).

(ii) If the enhanced taxiway centre line marking intersects another runway-holding position marking, such as for a precision approach category II or III runway, that is located within 47m of the first runway-holding position marking, the enhanced taxiway centre line marking shall be interrupted 0.9m prior to and after the intersected runway-holding position marking. The enhanced taxiway centre line marking shall continue beyond the intersected runway-holding position marking for at least 3 dashed line segments or 47m from start to finish, whichever is greater. See Figure 5-7(b).

(iii) If the enhanced taxiway centre line marking continues through a taxiway/taxiway intersection that is located within 47m of the runway-holding position marking, the enhanced taxiway centre line marking shall be interrupted 1.5m prior to and after the point where the intersected taxiway centre line crosses the enhanced taxiway centre line. The enhanced taxiway centre line marking shall continue beyond the taxiway/taxiway intersection for at least 3 dashed line segments or 47m from start to finish, whichever is greater. See Figure 5-7(c).

(iv) Where two taxiway centre lines converge at or before the runway-holding position marking, the inner dashed line shall not be less than 3m in length. See Figure 5-7(d).

(v) Where there are two opposing runway-holding position markings and the distance between the markings is less than 94m, the enhanced taxiway centre line markings shall extend over this entire distance. The enhanced taxiway centre line markings shall not extend beyond either runway-holding position marking. See Figure 5-7(e).

(10) **Characteristics**: A taxiway centre line marking shall be at least 15 cm in width and continuous in length except where it intersects with a runway-holding position marking or an intermediate holding position marking as shown in Figure 5-6

(11) Enhanced taxiway centre line marking shall be as shown in Figure 5-7.

(i) Runway turn pad marking:

(1) Application: Where a runway turn pad is provided, a runway turn pad marking shall be provided for continuous guidance to enable an aero plane to complete a 180-degree turn and align with the runway centre line.

(2) Location: The runway turn pad marking should be curved from the runway centre line into the turn pad. The radius of the curve should be compatible with the maneuvering capability and normal taxiing speeds of the aero planes for which the runway turn pad is intended. The intersection angle of the runway turn pad marking with the runway centre line should not be greater than 30 degrees.

(3) The runway turn pad marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.

(4) A runway turn pad marking should guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn is to be made. The straight portion of the runway turn pad marking should be parallel to the outer edge of the runway turn pad.

(5) The design of the curve allowing the aeroplane to negotiate a 180-degree turn should be based on a nose wheel steering angle not exceeding 45 degrees.

(6) The design of the turn pad marking should be such that, when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad should be not less than those specified in 139.309(c)(6).

Note: For ease of manoeuvring, consideration may be given to providing a larger wheel-to-edge clearance for codes E and F aeroplanes. ~~See 139.309(c)(7).~~

(7) Characteristics: A runway turn pad marking shall be at least 15 cm in width and continuous in length.

(j) Runway-holding position marking:

(1) Application and location: A runway-holding position marking shall be displayed along a runway-holding position.

Note: See .325(b) concerning the provision of signs at runway-holding positions.

(2) Characteristics: At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runway-holding position marking shall be as shown in Figure 5-6, pattern A.

(3) Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach category I, II or III runway, the runway-holding position marking shall be as shown in Figure 5-6, pattern A. Where two or three runway-holding positions are provided at such an intersection, the runway-holding position marking closer (closest) to the runway shall be as shown in Figure 5-6, pattern A and the markings farther from the runway shall be as shown in Figure 5-6, pattern B.

(4) The runway-holding position marking displayed at a runway-holding position established in accordance with .311(d)(3) shall be as shown in Figure 5-6, pattern A.

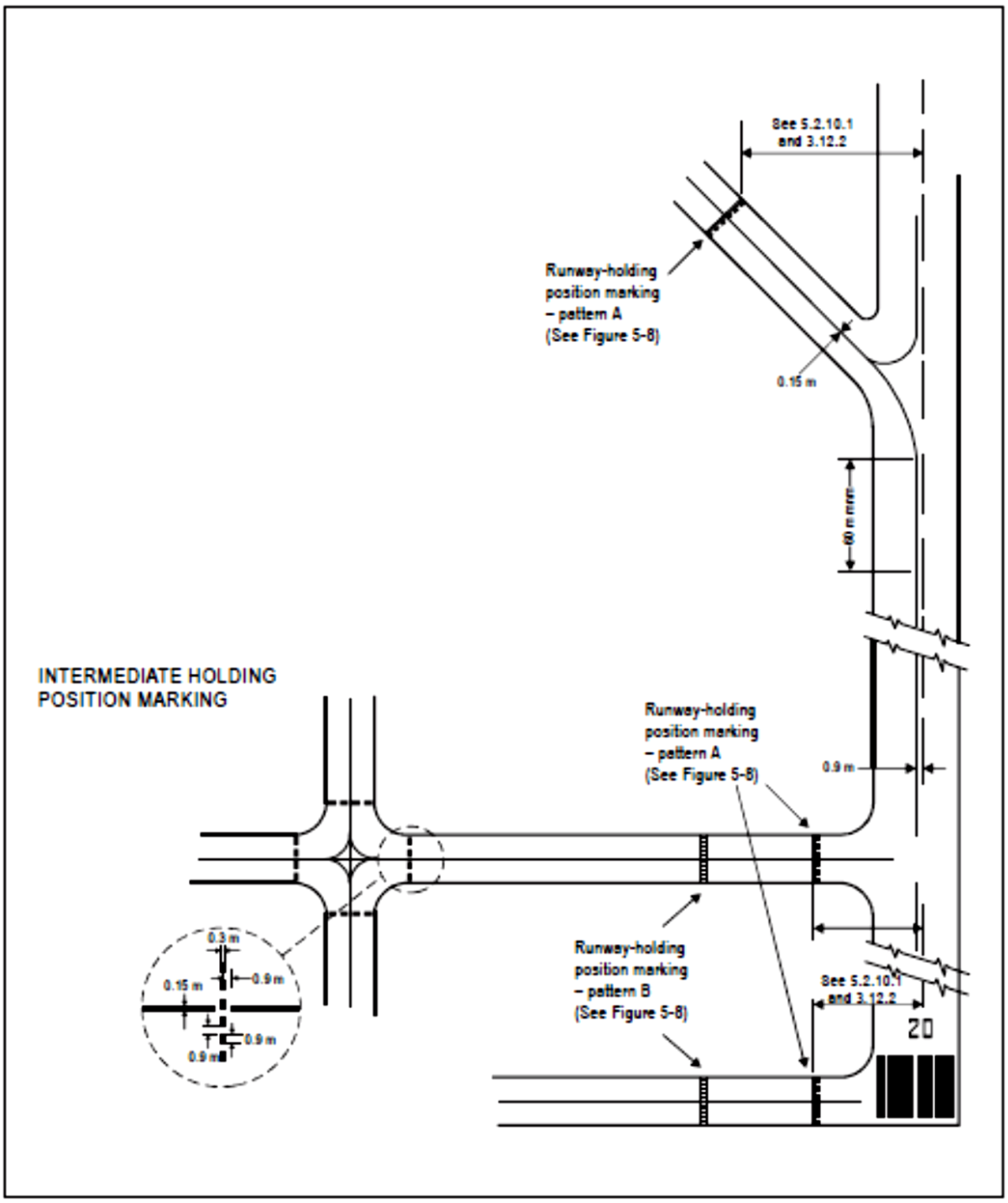


Figure 5-6. Taxiway markings
(shown with basic runway markings)

(5) Until 26 November 2026, the dimensions of runway-holding position markings shall be as shown in figure 5-8, pattern A1 (or A2) or pattern B1 (or B2), as appropriate.

(6) As of 26 November 2026, the dimensions of runway-holding position marking shall be as shown in Figure 5-8, pattern A2 or pattern B2, as appropriate.

(7) Where increased conspicuity of the runway-holding position is required, the dimensions ofrunway-holding position marking should be as shown in Figure 5-8, pattern A2 or pattern B2, as appropriate.

Note.— An increased conspicuity of the runway-holding position can be required, notably to avoid incursion risks.

(8) Where a pattern B runway-holding position marking is located on an area where it would exceed 60 m in length, the term "CAT II" or "CAT III" as appropriate should be marked on the surface at the ends of the runway-holding position marking and at equal intervals of 45 m maximum between successive marks. The letters should be not less than 1.8 m high and should be placed not more than 0.9 m beyond the holding position marking.

(9) The runway-holding position marking displayed at a runway/runway intersection shall be perpendicular to the centre line of the runway forming part of the standard taxi-route. The pattern of the marking shall be as shown in Figure 5-8, pattern A2.

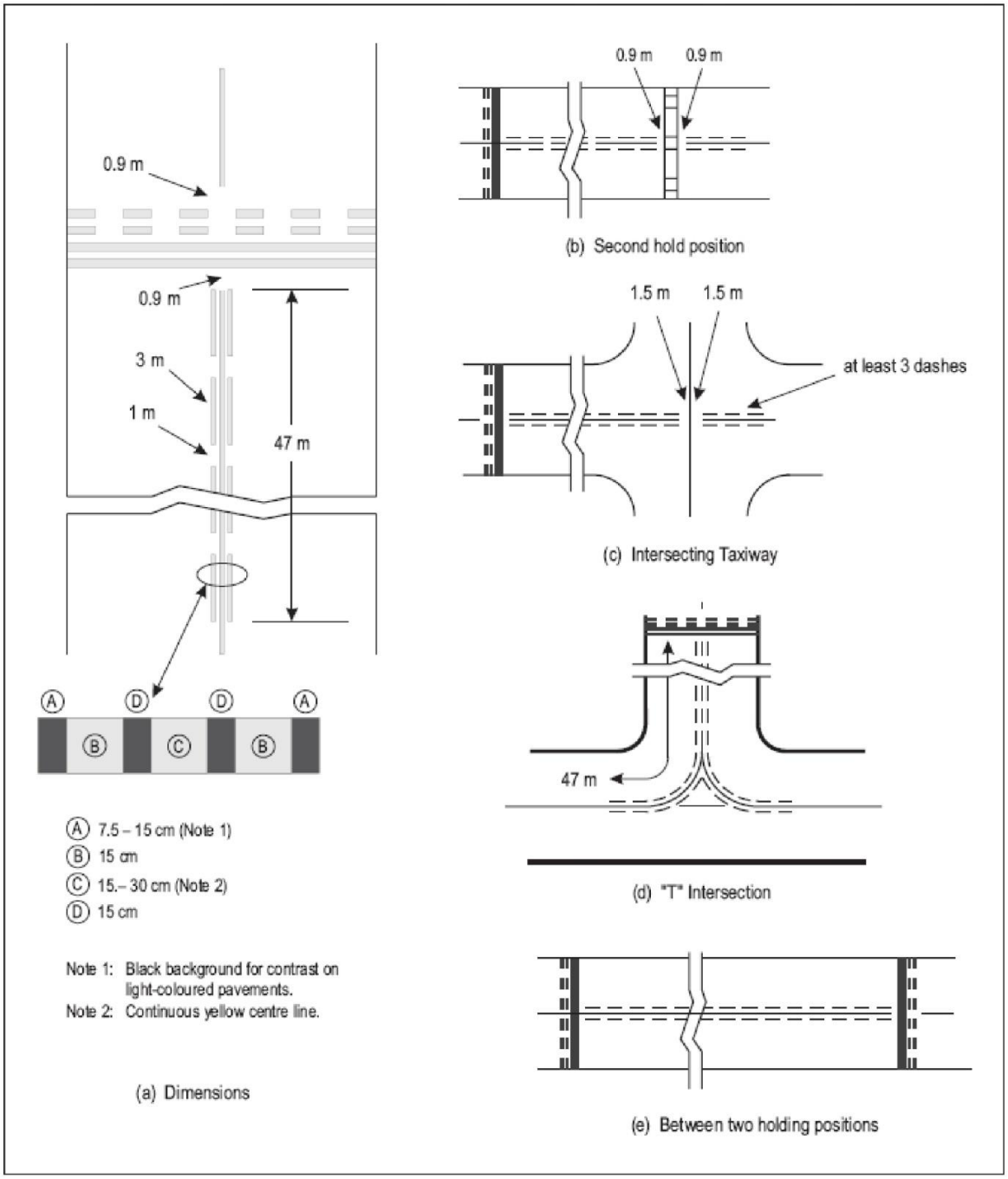


Figure 5-7. Enhanced Taxiway Centre Line Marking

(k) Intermediate holding position marking:

(1) Application and location: An intermediate holding position marking should be displayed along an intermediate holding position.

(2) (reserved)

(3) Where an intermediate holding position marking is displayed at an intersection of two paved taxiways, it shall be located across the taxiway at sufficient distance from the near edge of the intersecting taxiway to ensure safe clearance between taxiing aircraft. It shall be coincident with a stop bar or intermediate holding position lights, where provided.

(4) (reserved)

(5) **Characteristics**: An intermediate holding position marking shall consist of a single broken line as shown in Figure 5-6.

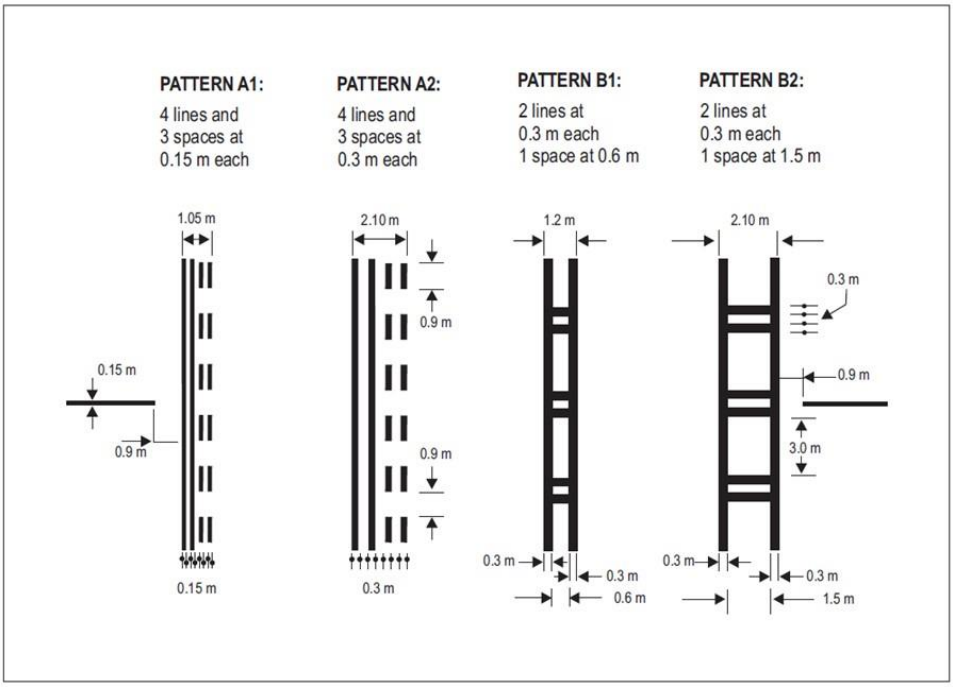


Figure 5-8: Runway-holding position markings

Note. — Patterns A1 and B1 are no longer valid after 2026.

(l) VOR aerodrome check-point marking:

(1) Application: When a VOR aerodrome check-point is established, it shall be indicated by a VOR aerodrome check-point marking and sign.

Note: See .325(d) for VOR aerodrome check-point sign.

(2) Site selection: Guidance on the selection of sites for VOR aerodrome check-points is given in ECAR Part 171.

(3) Location: A VOR aerodrome check-point marking shall be centred on the spot at which an aircraft is to be parked to receive the correct VOR signal.

(4) Characteristics: A VOR aerodrome check-point marking shall consist of a circle 6 m in diameter and have a line width of 15 cm (see Figure 5-9 (A)).

(5) When it is preferable for an aircraft to be aligned in a specific direction, a line should be provided that passes through the centre of the circle on the desired azimuth. The line should extend 6 m outside the circle in the desired direction of heading and terminate in an arrowhead. The width of the line should be 15 cm (see Figure 5-9 (B)).

(6) A VOR aerodrome check-point marking should preferably be white in colour but should differ from the colour used for the taxiway markings.

Note: To provide contrast, markings may be bordered with black.

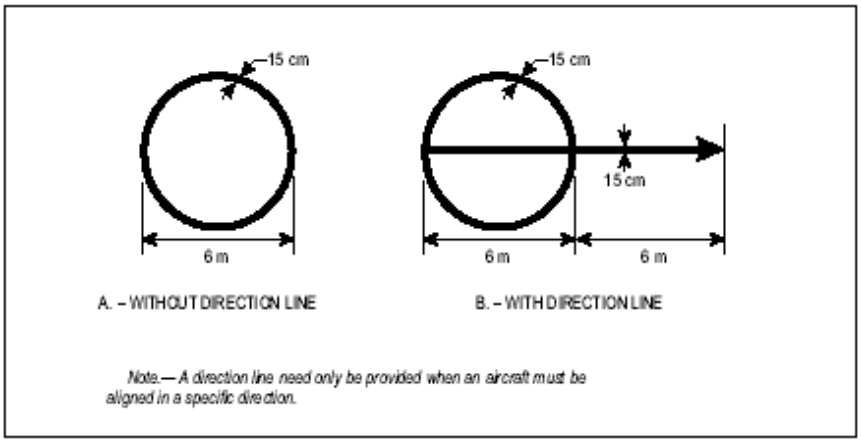


Figure 5-9: VOR aerodrome check-point marking

(m)Aircraft stand markings:

Note: Guidance on the layout of aircraft stand markings is contained in EAC 139-12.

(1) **Application**: Aircraft stand markings should be provided for designated parking positions on a paved apron.

(2) **Location**: Aircraft stand markings on a paved apron should be located so as to provide the clearances specified in .313(a)(6),314.i respectively when the nose wheel follows the stand marking.

(3) **Characteristics**: Aircraft stand markings should include such elements as stand identification, lead-in line, turn bar, turning line, alignment bar, stop line and lead-out line, as are required by the parking configuration and to complement other parking aids.

(4) An aircraft stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line. The height of the identification should be adequate to be readable from the cockpit of aircraft using the stand.

(5) Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify which stand marking should be followed, or safety would be impaired if the wrong marking was followed, then identification of the aircraft for which each set of markings is intended should be added to the stand identification.

Note.— Example: 2A-B747, 2B-F28

(6) Lead-in, turning and lead-out lines should normally be continuous in length and have a width of not less than 15 cm. Where one or more sets of stand markings are superimposed on a stand marking, the lines should be continuous for the most demanding aircraft and broken for other aircraft.

(7) The curved portions of lead-in, turning and lead-out lines should have radii appropriate to the most demanding aircraft type for which the markings are intended.

(8) Where it is intended that an aircraft proceed in one direction only, arrows pointing in the direction to be followed should be added as part of the lead-in and lead-out lines.

(9) A turn bar should be located at right angles to the lead-in line, abeam the left pilot position at the point of initiation of any intended turn. It should have a length and width of not less than 6 m and 15 cm, respectively, and include an arrowhead to indicate the direction of turn.

Note: The distances to be maintained between the turn bar and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.

(10) If more than one turn bar and/or stop line is required, they should be coded.

(11) An alignment bar should be placed so as to be coincident with the extended centre line of the aircraft in the specified parking position and visible to the pilot during the final part of the parking manoeuvre. It should have a width of not less than 15 cm.

(12) A stop line should be located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop. It should have a length and width of not less than 6 m and 15 cm, respectively.

Note: The distances to be maintained between the stop line and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.

(n) Apron safety lines:

Note: Guidance on apron safety lines is contained in EAC 139-12.

(1) **Application**: Apron safety lines should be provided on a paved apron as required by the parking configurations and ground facilities.

(2) **Location**: Apron safety lines shall be located so as to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft.

(3) **Characteristics**: Apron safety lines should include such elements as wing tip clearance lines and service road boundary lines as required by the parking configurations and ground facilities.

(4) An apron safety line should be continuous in length and at least 10 cm in width.

(o) Road-holding position marking:

(1) **Application**: A road-holding position marking shall be provided at all road entrances to a runway.

(2) **Location**: The road-holding position marking shall be located across the road at the holding position.

(3) **Characteristics**: The road-holding position marking shall be in accordance with the local road traffic regulations.

(p) Mandatory instruction marking:

Note: Guidance on mandatory instruction marking is given in EAC 139-12.

(1) **Application**: Where it is impracticable to install a mandatory instruction sign in accordance with .325(b)(1), a mandatory instruction marking shall be provided on the surface of the pavement.

(2) Where operationally required, such as on taxiways exceeding 60 m in width or to assist in the prevention of a runway incursion, a mandatory instruction sign should be supplemented by a mandatory instruction marking.

(3) **Location**: The mandatory instruction marking on taxiways, where the code letter is A, B, C, or D, shall be located across the taxiway equally placed about the taxiway centerline and on the holding side off the runway-holding position marking as shown in Figure 5-10(A). The distance between the nearest edge of the marking and the runway holding position marking or the taxiway centre line marking shall be not less than 1 m.

(4) The mandatory instruction marking on taxiways, where the code letter is E or F, shall be located on. both sides of the taxiway centre line marking and on the holding side of the runway-holding position marking as shown in Figure 5-10(b). The distance between the nearest edge of the marking and the runway-holding position marking or the taxiway centre line marking shall be not less than 1 m.

(5) Except where operationally required, a mandatory instruction marking should not be located on a runway.

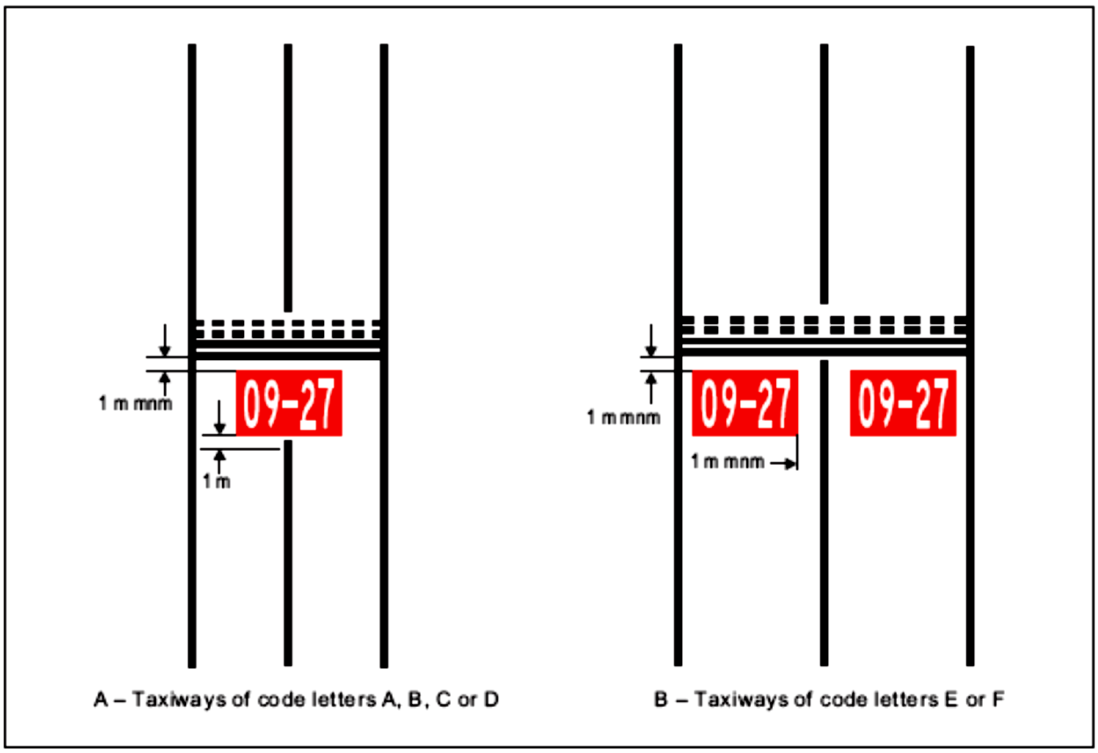


Figure 5-10. Mandatory instruction marking

(6) **Characteristics**: A mandatory instruction marking shall consist of an inscription in white on a red background. Except for a NO ENTRY marking, the inscription shall provide information identical to that of the associated mandatory instruction sign.

(7) A NO ENTRY marking shall consist of an inscription in white reading NO ENTRY on a red background.

(8) Where there is insufficient contrast between the marking and the pavement surface, the mandatory instruction marking shall include an appropriate border, preferably white or black.

(9) The character height should be 4 m for inscriptions where the code letter is C, D, E or F, and 2 m where the code letter is A or B. The inscriptions should be in the form and proportions shown in Appendix 3.

(10) The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.

(q) Information marking:

Note: Guidance on information marking is contained in EAC 139-12.

(1) **Application**: Where an information sign would normally be installed and is impractical to install, as determined by the appropriate authority, an information marking shall be displayed on the surface of the pavement.

(2) Where operationally required an information sign should be supplemented by an information marking.

(3) An information (location/direction) marking should be displayed prior to and following complex taxiway intersections and where operational experience has indicated the addition of a taxiway location marking could assist flight crew ground navigation.

(4) An information (location) marking should be displayed on the pavement surface at regular intervals along taxiways of great length.

(5) **Location**: The information marking should be displayed across the surface of the taxiway or apron where necessary and positioned so as to be legible from the cockpit of an approaching aircraft.

(6) **Characteristics**: An information marking shall consist of:
   (i) An inscription in yellow upon a black background, when it replaces or supplements a location sign; and
   (ii) An inscription in black upon a yellow background, when it replaces or supplements a direction or destination sign.

(7) Where there is insufficient contrast between the marking background and the pavement surface, the marking shall include:
   (i) A black border where the inscriptions are in black; and
   (ii) A yellow border where the inscriptions are in yellow.

(8) The character height should be 4 m. The inscriptions should be in the form and proportions shown in Appendix 3.

139.323 Lights

(a) General:

(1) Lights which may endanger the safety of aircraft: A non-aeronautical ground light near an aerodrome which might endanger the safety of aircraft shall be extinguished, screened or otherwise modified so as to eliminate the source of danger.

(2) Laser emissions which may endanger the safety of aircraft: To protect the safety of aircraft against the hazardous effects of laser emitters, the following protected zones should be established around aerodromes:
   (i) A laser-beam free flight zone (LFFZ).
   (ii) A laser-beam critical flight zone (LCFZ)
   (iii) A laser-beam sensitive flight zone (LSFZ).

Note 1: Figures 5-11, 5-12 and 5-13 may be used to determine the exposure levels and distances that adequately protect flight operations.

Note 2: The restrictions on the use of laser beams in the three protected flight zones, LFFZ, LCFZ and LSFZ, refer to visible laser beams only. Laser emitters operated by the authorities in a manner compatible with flight safety are excluded. In all navigable air space, the irradiance level of any laser beam, visible or invisible, is expected to be less than or equal to the maximum permissible exposure (MPE) unless such emission has been notified to the authority and permission obtained.

Note 3: The protected flight zones are established in order to mitigate the risk of perating laser emitters in the vicinity of aerodromes.

Note 4: Further guidance on how to protect flight operations from the hazardous effects of laser emitters is contained in the Egyptian Advisory Circular (EAC:00-23) "LASER EMISSIONS WHICH MAY ENDANGER THE SAFETY OF AIRCRAFT"

.Note 5: See also ECAR Part 172: Air Traffic Services.

(3) **Lights which may cause confusion:** A non-aeronautical ground light which, by reason of its intensity, configuration or colour, might prevent, or cause confusion in, the clear interpretation of aeronautical ground lights should be extinguished, screened or otherwise modified so as to eliminate such a possibility. In particular, attention should be directed to a non-aeronautical ground light visible from the air within the areas described hereunder:
   (i) Instrument runway-code number 4: within the areas before the threshold and beyond the end of the runway extending at least 4 500 m in length from the threshold and runway end and 750 m either side of the extended runway centre line in width.
   (ii) Instrument runway-code number 2 or 3: as in (i), except that the length should be at least 3 000 m.
   (iii) Instrument runway-code number 1; and non-instrument runway:
   within the approach area.

Note 1: Aeronautical ground lights which may cause confusion to mariners; In the case of aeronautical ground lights near navigable waters, consideration needs to be given to ensuring that the lights do not cause confusion to mariners.

Note 2: Light fixtures and supporting structures, See 139.335(i) for information regarding sitting of equipment and installations on operational areas, and EAC 139-14 for guidance on frangibility of light fixtures and supporting structures

(4) **Elevated approach lights**: Elevated approach lights and their supporting structures shall be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold:
   (i) Where the height of a supporting structure exceeds 12 m, the frangibility requirement shall apply to the top 12 m only; and
   (ii) Where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects shall be frangible.

(5) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it shall be suitably marked.

(6) **Elevated lights:** Elevated runway, stopway and taxiway lights shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.

(7) **Surface lights**: Light fixtures inset in the surface of runways, stopways, taxiways and aprons shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves.

(8) The temperature produced by conduction or radiation at the interface between an installed inset light and an aircraft tire should not exceed 160°C during a 10-minute period of exposure.

Note: Guidance on measuring the temperature of inset lights is given in EAC 139-12.

(9) **Light intensity and control:** The intensity of runway lighting shall be adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided.

Note 1: In dusk or poor visibility conditions by day, lighting can be more effective than marking. For lights to be effective in such conditions or in poor visibility by night, they must be of adequate intensity. To obtain the required intensity, it will usually be necessary to make the light directional, in which case the arcs over which the light shows will have to be adequate and so orientated as to meet the operational requirements. The runway lighting system will have to be considered as a whole, to ensure that the relative light intensities are suitably matched to the same end. (See EAC 139-54and EAC 139-12).

Note 2: While the lights of an approach lighting system may be of higher intensity than the runway lighting, it is good practice to avoid abrupt changes in intensity as these could give a pilot a false impression that the visibility is changing during approach.

(10) Where a high-intensity lighting system is provided, a suitable intensity control shall be incorporated to allow for adjustment of the light intensity to meet the prevailing conditions. Separate intensity controls or other suitable methods shall be provided to ensure that the following systems, when installed, can be operated at compatible intensities:
   (i) Approach lighting system;
   (ii) Runway edge lights;
   (iii) Runway threshold lights;
   (iv) Runway end lights;
   (v) Runway centre line lights;

(vi) Runway touchdown zone lights; and
(vii) Taxiway centre line lights.

(11) On the perimeter of and within the ellipse defining the main beam in Appendix 2, Figures A2.1 to A2.10, the maximum light intensity value shall not be greater than three times the minimum light intensity value measured in accordance with Appendix 2, collective notes for Figures A2.1 to A2.11, Note 2.

(12) On the perimeter of and within the rectangle defining the main beam in Appendix 2, Figures A2.12 to A2.20, the maximum light intensity value shall not be greater than three times the minimum light intensity value measured in accordance with Appendix 2, collective notes for Figures A2.12 to A2.21, Note 2.

(b) Emergency lighting:

(1) **Application**: At an aerodrome provided with runway lighting and without a secondary power supply, sufficient emergency lights should be conveniently available for installation on at least the primary runway in the event of failure of the normal lighting system

Note: Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas.

(2) **Location**: When installed on a runway the emergency lights should, as a minimum, conform to the configuration required for a non-instrument runway.

(3) **Characteristics**: The colour of the emergency lights should conform to the colour requirements for runway lighting, except that, where the provision of coloured lights at the threshold and the runway end is not practicable, all lights may be variable white or as close to variable white as practicable.

(c) Aeronautical beacons:

(1) Application: Where operationally necessary an aerodrome beacon or an identification beacon shall be provided at each aerodrome intended for use at night.

(2) The operational requirement shall be determined having regard to the requirements of the air traffic using the aerodrome, the conspicuity of the aerodrome features in relation to its surroundings and the installation of other visual and non-visual aids useful in locating the aerodrome.

(3) **Aerodrome beacon**: An aerodrome beacon shall be provided at an aerodrome intended for use at night if one or more of the following conditions exist:
(i) Aircraft navigate predominantly by visual means;
(ii) Reduced visibilities are frequent; or
(iii) It is difficult to locate the aerodrome from the air due to surrounding lights or terrain.

(4) **Location**: The aerodrome beacon shall be located on or adjacent to the aerodrome in an area of low ambient background lighting.

(5) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.

(6) **Characteristics**: The aerodrome beacon shall show either coloured flashes alternating with white flashes, or white flashes only. The frequency of total flashes shall be from 20 to 30 per minute. Where used, the coloured flashes emitted by beacons at land aerodromes shall be green and coloured flashes emitted by beacons at water aerodromes shall be yellow. In the case of a combined water and land aerodrome, coloured flashes, if used, shall have the colour characteristics of whichever section of the aerodrome is designated as the principal facility.

(7) The light from the beacon shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an elevation of not more than 1° to an elevation determined by the appropriate authority to be sufficient to provide

guidance at the maximum elevation at which the beacon is intended to be used and the effective intensity of the flash shall be not less than 2 000 cd.

Note: At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.

(8) **Identification beacon:** Application: An identification beacon shall be provided at an aerodrome which is intended for use at night and cannot be easily identified from the air by other means.

(9) **Location**: The identification beacon shall be located on the aerodrome in an area of low ambient background lighting.

(10) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.

(11) **Characteristics**: An identification beacon at a land aerodrome shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an elevation of not more than 1° to an elevation determined by the appropriate authority to be sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used and the effective intensity of the flash shall be not less than 2 000 cd.

Note: At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.

(12) An identification beacon shall show flashing green at a land aerodrome and flashing yellow at a water aerodrome.

(13) The identification characters shall be transmitted in the International Morse Code.

(14) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot.

(d) Approach lighting systems:

(1) **Application**:

(i) Non-instrument runway: Where physically practicable, a simple approach lighting system as specified in .323(d)(2) to .323(d)(9) should be provided to serve a non-instrument runway where the code number is 3 or 4 and intended for use at night, except when the runway is used only in conditions of good visibility, and sufficient guidance is provided by other visual aids.

Note: A simple approach lighting system can also provide visual guidance by day.

(ii) Non-precision approach runway: Where physically practicable, a simple approach lighting system as specified in .323(d)(2) to .323(d)(9) shall be provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids.

Note: It is advisable to give consideration to the installation of a precision approach category I lighting system or to the addition of a runway lead-in lighting system.

(iii) Precision approach runway category I: Where physically practicable, a precision approach category I lighting system as specified in .323(d)(10) to .323(d)(21) shall be provided to serve a precision approach runway category I.

(iv) Precision approach runway categories II and III: A precision approach category II and III lighting system as specified in .323(d)(22) to .323(d)(39) shall be provided to serve a precision approach runway category II or III.

(2) **Simple approach lighting system:location**: A simple approach lighting system shall consist of a row of lights on the extended centre line of the runway extending, whenever possible, over a distance of not less than 420 m from the threshold with a row of lights forming a crossbar 18 m or 30 m in length at a distance of 300 m from the threshold.

(3) The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights of the crossbar shall be spaced so as to produce a linear effect, except that, when a crossbar of 30 m is used, gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.

Note 1: Spacings for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and fire fighting vehicles.

Note 2: See EAC 139-51 for guidance on installation tolerances.

(4) The lights forming the centre line shall be placed at longitudinal intervals of 60m, except that, when it is desired to improve the guidance, an interval of 30m may be used. The innermost light shall be located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centre line lights.

(5) If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, it should be extended to 300 m so as to include the crossbar. If this is not possible, the centre line lights should be extended as far as practicable, and each centre line light should then consist of a barrette at least 3 m in length. Subject to the approach system having a crossbar at 300 m from the threshold, an additional crossbar may be provided at 150 m from the threshold.

(6) The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that:

(i) No object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and

(ii) No light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft.

Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.

(7) **Characteristics**: The lights of a simple approach lighting system shall be fixed lights and the colour of the lights shall be such as to ensure that the system is readily distinguishable from other aeronautical ground lights, and from extraneous lighting if present. Each centre line light shall consist of either:

(i) A single source; or

(ii) A barrette at least 3 m in length.

Note 1: When the barrette as in (ii) is composed of lights approximating to point sources, a spacing of 1.5 m between adjacent lights in the barrette has been found satisfactory.

Note 2: It may be advisable to use barrettes 4 m in length if it is anticipated that the simple approach lighting system will be developed into a precision approach lighting system.

Note 3: At locations where identification of the simple approach lighting system is difficult at night due to surrounding lights, sequence flashing lights installed in the outer portion of the system may resolve this problem.

(8) Where provided for a non-instrument runway, the lights should show at all angles in azimuth necessary to a pilot on base leg and final approach. The intensity of the lights should be adequate for all conditions of visibility and ambient light for which the system has been provided.

(9) Where provided for a non-precision approach runway, the lights should show at all angles in azimuth necessary to the pilot of an aircraft which on final approach does not deviate by an abnormal amount from the path defined by the non-visual aid. The lights should be designed to provide guidance during both day and night in the most adverse conditions of visibility and ambient light for which it is intended that the system should remain usable.

(10) **Precision approach category I lighting system:location**: A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m from the runway threshold with a row of lights forming a crossbar 30 m in length at a distance of 300 m from the runway threshold.

Note: The installation of an approach lighting system of less than 900 m in length may result in operational limitations on the use of the runway. See EAC 139-51.

(11) The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights of the crossbar shall be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.

Note 1: Spacings for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and fire fighting vehicles.

Note 2: See EAC 139-51 for guidance on installation tolerances.

(12) The lights forming the centre line shall be placed at longitudinal intervals of 30m with the innermost light located 30 m from the threshold.

(13) The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that:

(i) No object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and

(ii) No light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft.

Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.

(14) **Characteristics**: The centre line and crossbar lights of a precision approach category I lighting system shall be fixed lights showing variable white. Each centre line light position shall consist of either:

(i) A single light source in the innermost 300 m of the centre line, two light sources in the central 300 m of the centre line and three light sources in the outer 300 m of the centre line to provide distance information; or

(ii) A barrette.

(15) Where the serviceability level of the approach lights specified as a maintenance objective in ECAR139.349.(e).10 can be demonstrated, each centre line light position may consist of either:

(i) A single light source; or

(ii) A barrette.

(16) The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.

(17) If the centre line consists of barrettes as described in .323(d)(14)(ii) or .323(d)(15)(ii), each barrette should be supplemented by a flashinglight, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.

(18) Each flashinglight as described in .323(d)(17) shall be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit shall be such that these lights can be operated independently of the other lights of the approach lighting system.

(19) If the centre line consists of lights as described in .323(d)(14)(i) or .323(d)(15)(i), additional crossbars of lights to the crossbar provided at 300 m from the threshold shall be provided at 150 m, 450 m, 600 m and 750 m from the threshold. The lights forming each crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights shall be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.

Note: See EAC 139-51 for detailed configuration.

(20) Where the additional crossbars described in .323(d)(19) are incorporated in the system, the outer ends of the crossbars shall lie on two straight lines that either are parallel to the line of the centre line lights or converge to meet the runway centre line 300 m from threshold.

(21) The lights shall be in accordance with the specifications of Appendix 2, Figure A2.1.

Note: The flight path envelopes used in the design of these lights are given in EAC 139-51, Figure A-6.

(22) **Precision approach category II and III lighting system:location** The approach lighting system shall consist of a row of lights on the extended centre line of the runway, extending, wherever possible, over a distance of 900m from the runway threshold. In addition, the system shall have two side rows of lights, extending 270 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in Figure 5-14. Where the serviceability level of the approach lights specified as maintenance objectives in ECAR139.349.(e).(7) can be demonstrated, the system may have two side rows of lights, extending 240 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in Figure 5-15.

Note: The length of 900 m is based on providing guidance for operations under category I, II and III conditions. Reduced lengths may support category II and III operations but may impose limitations on category I operations. See EAC 139-51.

(23) The lights forming the centre line shall be placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold.

(24) The lights forming the side rows shall be placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold. Where the serviceability level of the approach lights specified as maintenance objectives in ECAR139.349.(e).(7) can be demonstrated, lights forming the side rows may be placed on each side of the centre line, at a longitudinal spacing of 60 m with the first light located 60 m from the threshold. The lateral spacing (or gauge) between the innermost lights

of the side rows shall be not less than 18 m nor more than 22.5m, and preferably 18 m, but in any event shall be equal to that of the touchdown zone lights.

(25) The crossbar provided at 150 m from the threshold shall fill in the gaps between the centre line and side row lights.

(26) The crossbar provided at 300 m from the threshold shall extend on both sides of the centre line lights to a distance of 15 m from the centre line.

(27) If the centre line beyond a distance of 300 m from the threshold consists of lights as described in .323(d)(31)(ii) or .323(d)(32)(ii), additional crossbars of lights shall be provided at 450 m, 600 m and 750 m from the threshold.

(28) Where the additional crossbars described in .323(d)(27) are incorporated in the system, the outer ends of these crossbars shall lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold.

(29) The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that:

(i) No object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and

(ii) No light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft.

Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.

(30) **Characteristics**: The centre line of a precision approach category II and III lighting system for the first 300 m from the threshold shall consist of barrettes showing variable white, except that, where the threshold is displaced 300 m or more, the centre line may consist of single light sources showing variable white. Where the serviceability level of the approach lights specified as maintenance objectives in 139.349(d)(7) can be demonstrated, the centre line of a precision approach category II and III lighting system for the first 300 m from the threshold may consist of either:

(i) Barrettes, where the centre line beyond 300 m from the threshold consists of barrettes as described in .323(d)(32)(i); or

(ii) Alternate single light sources and barrettes, where the centre line beyond 300 m from the threshold consists of single light sources as described in .323(d)(32)(ii), with the innermost single light source located 30 m and the innermost barrette located 60 m from the threshold; or

(iii) Single light sources where the threshold is displaced 300 m or more;

All of which shall show variable white.

(31) Beyond 300 m from the threshold each centre line light position shall consist of either:

(i) A barrette as used on the inner 300 m; or

(ii) Two light sources in the central 300 m of the centre line and three light sources in the outer 300 m of the centre line;

All of which shall show variable white.

(32) Where the serviceability level of the approach lights specified as maintenance objectives in 139.349(e)(7) can be demonstrated, beyond 300 m from the threshold each centre line light position may consist of either:

(i) A barrette; or

(ii) A single light source;

All of which shall show variable white.

(33) The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.

(34) If the centre line beyond 300 m from the threshold consists of barrettes as described in .323(d)(31)(i) or .323(d)(32)(i), each barrette beyond 300 m should be supplemented by a flashinglight, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.

(35) Each flashinglightas described in 139.323.d.34shall be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit shall be such that these lights can be operated independently of the other lights of the approach lighting system.

(36) The side row shall consist of barrettes showing red. The length of a side row barrette and the spacing of its lights shall be equal to those of the touchdown zone light barrettes.

(37) The lights forming the crossbars shall be fixed lights showing variable white. The lights shall be uniformly spaced at intervals of not more than 2.7 m.

(38) The intensity of the red lights shall be compatible with the intensity of the white lights.

(39) The lights shall be in accordance with the specifications of Appendix 2, Figures A2.1 and A2.2.

Note: The flight path envelopes used in the design of these lights are given in EAC 139-51, Figure A-6

(e) Visual approach slope indicator systems:

(1) Application: A visual approach slope indicator system shall be provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids, where one or more of the following conditions exist:

(i) The runway is used by turbojet or other aeroplanes with similar approach guidance requirements;

(ii) The pilot of any type of aeroplane may have difficulty in judging the approach due to:

(A) Inadequate visual guidance such as is experienced during an approach over water or featureless terrain by day or in the absence of sufficient extraneous lights in the approach area by night, or

(B) Misleading information such as is produced by deceptive surrounding terrain or runway slopes;

(iii) The presence of objects in the approach area may involve serious hazard if an aeroplane descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects;

(iv) Physical conditions at either end of the runway present a serious hazard in the event of an aeroplane undershooting or overrunning the runway; and

(v) Terrain or prevalent meteorological conditions are such that the aeroplane may be subjected to unusual turbulence during approach.

Note: Guidance on the priority of installation of visual approach slope indicator systems is contained in EAC 139-52.

(2) The standard visual approach slope indicator systems shall consist of the following:

(i) T-VASIS and AT-VASIS conforming to the specifications contained in 139.323.(e).(7) to 323.(e).(23)inclusive;

(ii) PAPI and APAPI systems conforming to the specifications contained in 139.323.(e).(24) to 323.(e).(41) inclusive; as shown in Figure 5-16.

(3) PAPI, T-VASIS or AT-VASIS shall be provided where the code number is 3 or 4 when one or more of the conditions specified in .323(e)(1) exist.

(4) As of 1 January 2020, the use of T-VASIS and AT-VASIS as standard visual approach slope indicator systems should be discontinued.

(5) PAPI or APAPI shall be provided where the code number is 1 or 2 when one or more of the conditions specified in .323(e)(1) exist.

(6) Where a runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in .323(e)(1) exist, a PAPI should be provided except that where the code number is 1 or 2 an APAPI may be provided.

(7) **T-VASIS and AT-VASIS:Description**: The T-VASIS shall consist of twenty light units symmetrically disposed about the runway centre line in the form of two wing bars of four light units each, with bisecting longitudinal lines of six lights, as shown in Figure 5-17.

(8) The AT-VASIS shall consist of ten light units arranged on one side of the runway in the form of a single wing bar of four light units with a bisecting longitudinal line of six lights.

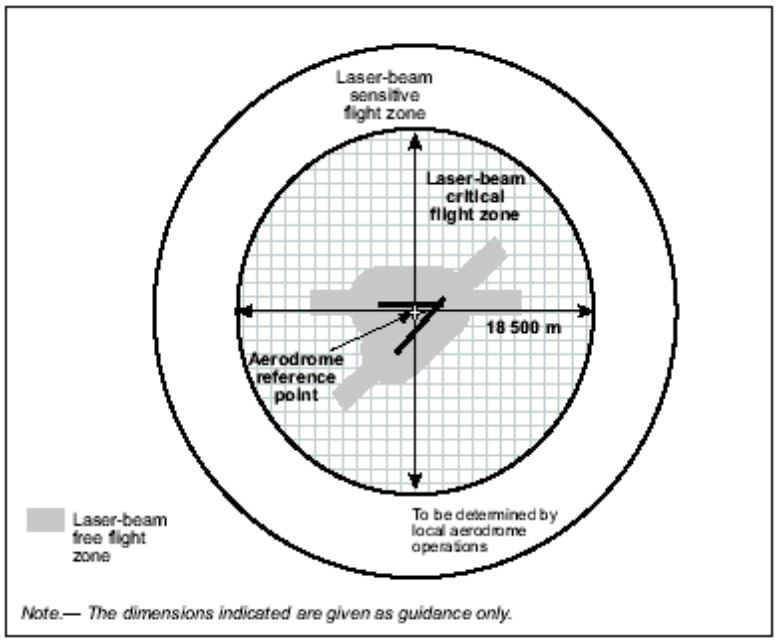


Figure 5-11: Protected flight zones

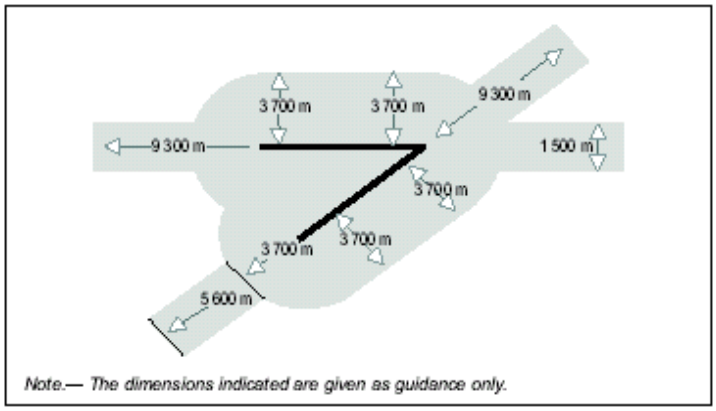


Figure 5-12: Multiple runway laser-beam free flight zone

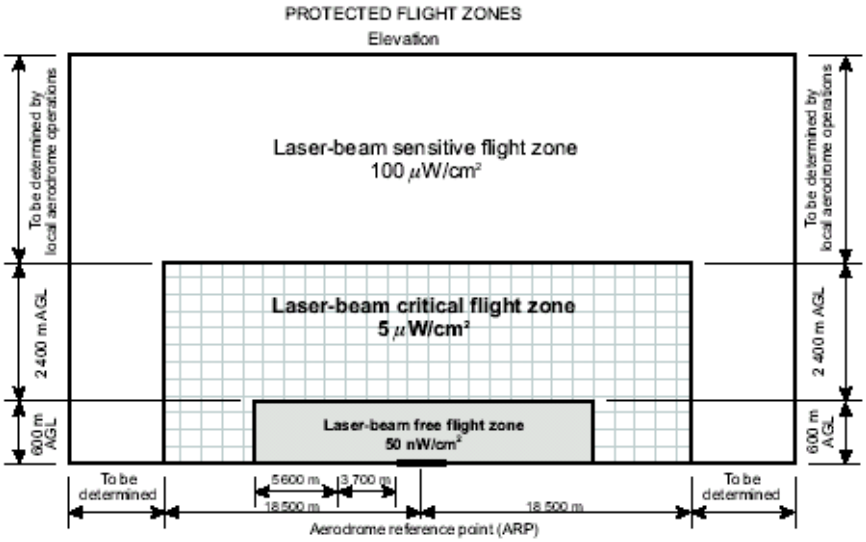


Figure 5-13: Protected flight zones with indication of maximum Irradiance levels for visible laser beams

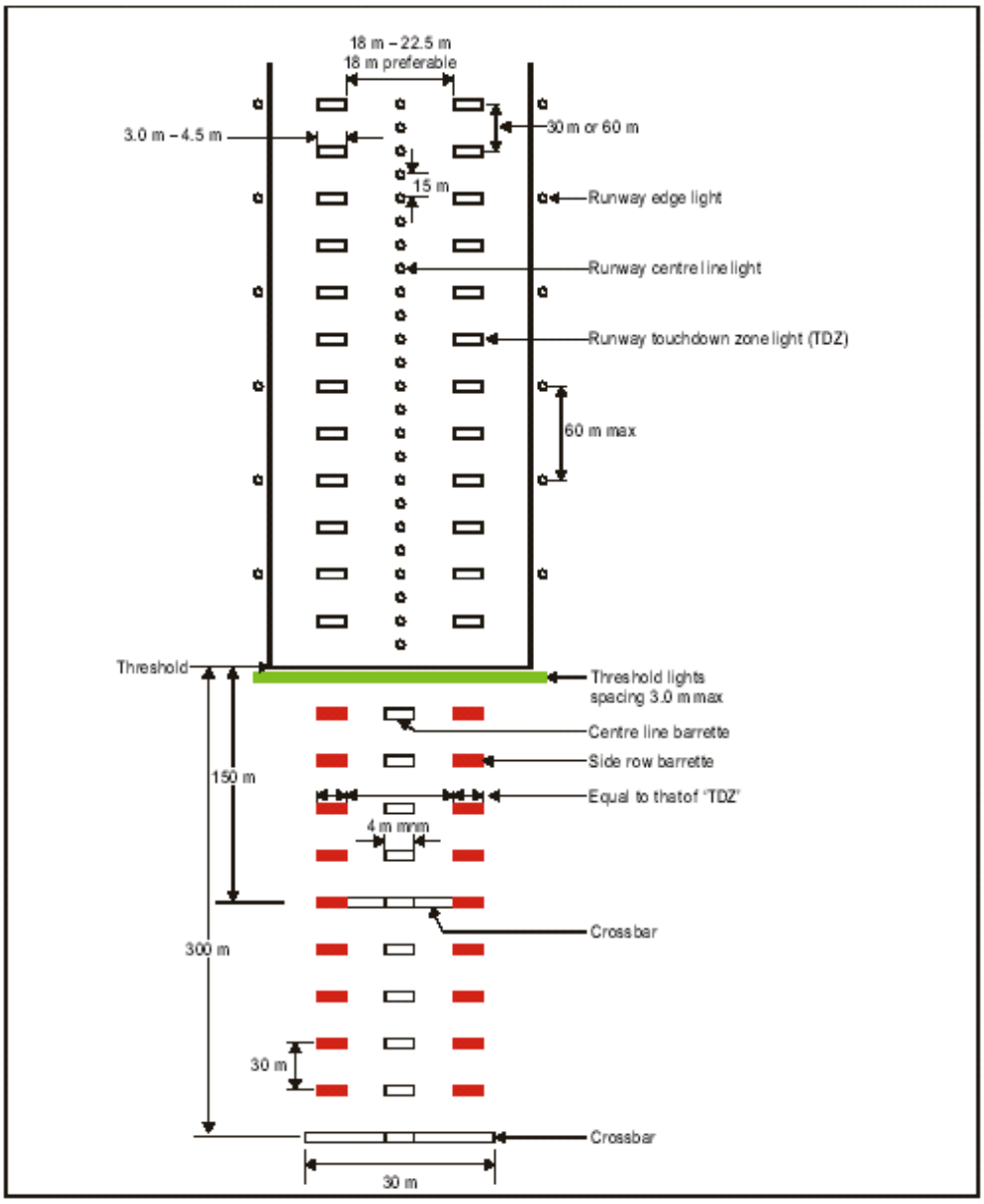


Figure 5-14: Inner 300 m approach and runway lighting for precision approach runways categories II and III

(9) The light units shall be constructed and arranged in such a manner that the pilot of an aeroplane during an approach will:
   (i) When above the approach slope, see the wing bar(s) white, and one, two or three fly-down lights, the more fly-down lights being visible the higher the pilot is above the approach slope;
   (ii) When on the approach slope, see the wing bar(s) white; and
   (iii) When below the approach slope, see the wing bar(s) and one, two or three fly-up lights white, the more fly-up lights being visible the lower the pilot is below the approach slope; and when well below the approach slope, see the wing bar(s) and the three fly-up lights red.

   When on or above the approach slope, no light shall be visible from the fly-up light units; when on or below the approach slope, no light shall be visible from the fly-down light units.

(10) Siting: The light units shall be located as shown in Figure 5-17, subject to the installation tolerances given therein.

Note: The siting of T-VASIS will provide, for a 3° slope and a nominal eye height over the threshold of 15 m (see .323(e)(7) and .323(e)(20)), a pilot's eye height over threshold of 13 m to 17 m when only the wing bar lights are visible. If increased eye height at the threshold is required (to provide adequate wheel clearance), then the approaches may be flown with one or more fly-down lights visible. The pilot's eye height over the threshold is then of the following order:

Wing bar lights and one fly-down light visible	17 m to 22 m
Wing bar lights and two fly-down lights visible	22 m to 28 m
Wing bar lights and three fly-down lights visible	28 m to 54 m

(11) Characteristics of the light units: The systems shall be suitable for both day and night operations.

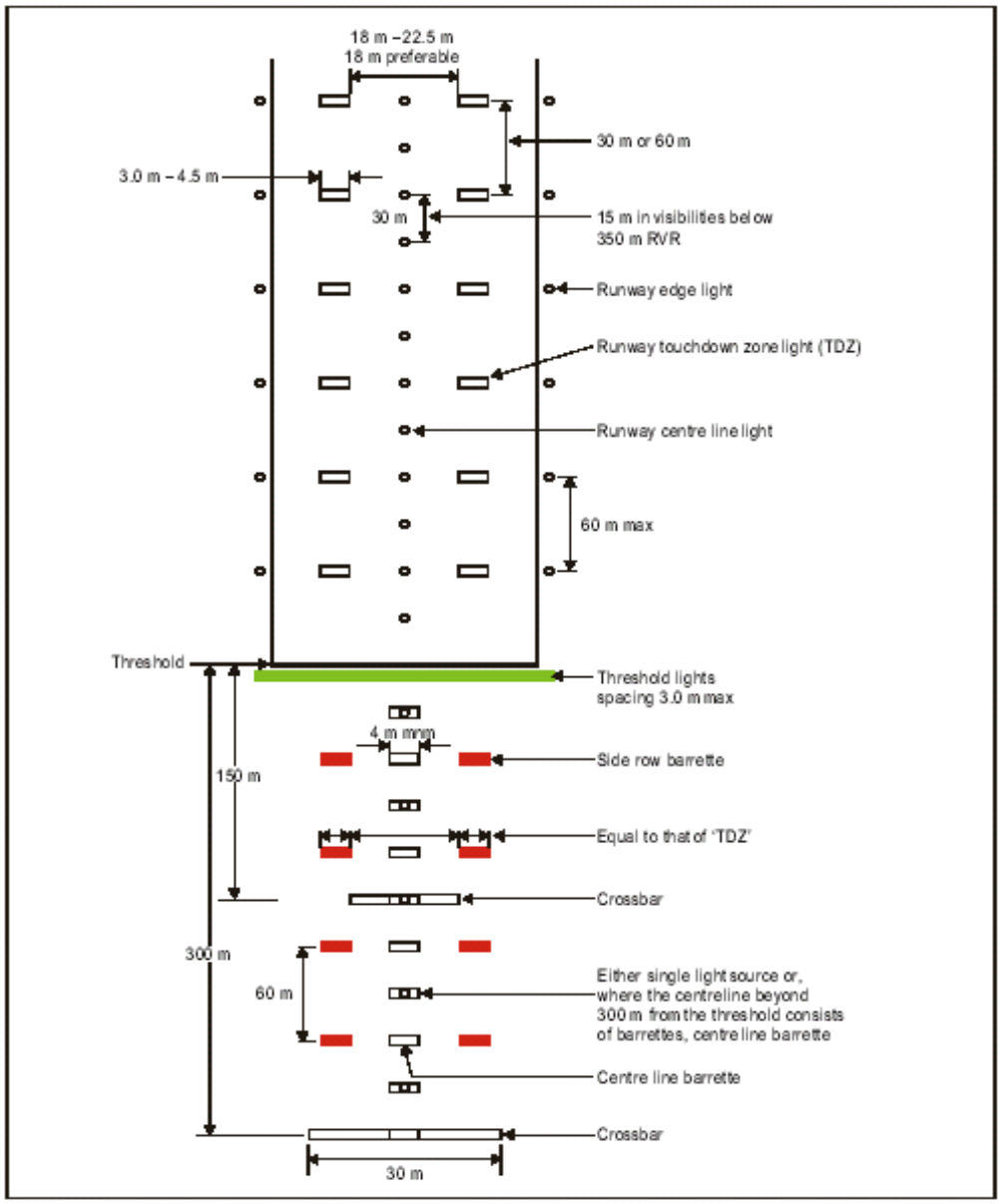


Figure 5-15:Inner 300 m approach and runway lighting for precision approach runways categories II and III where the serviceability levels of the lights specified as maintenance objectives in Subpart M can be demonstrated

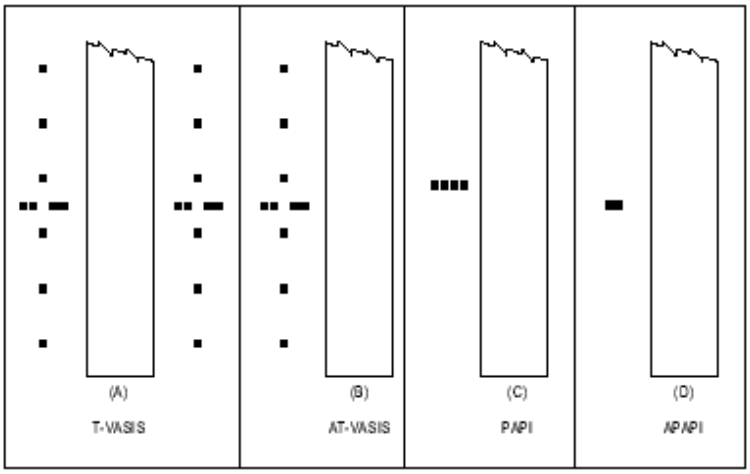


Figure 5-16: Visual approach slope indicator systems

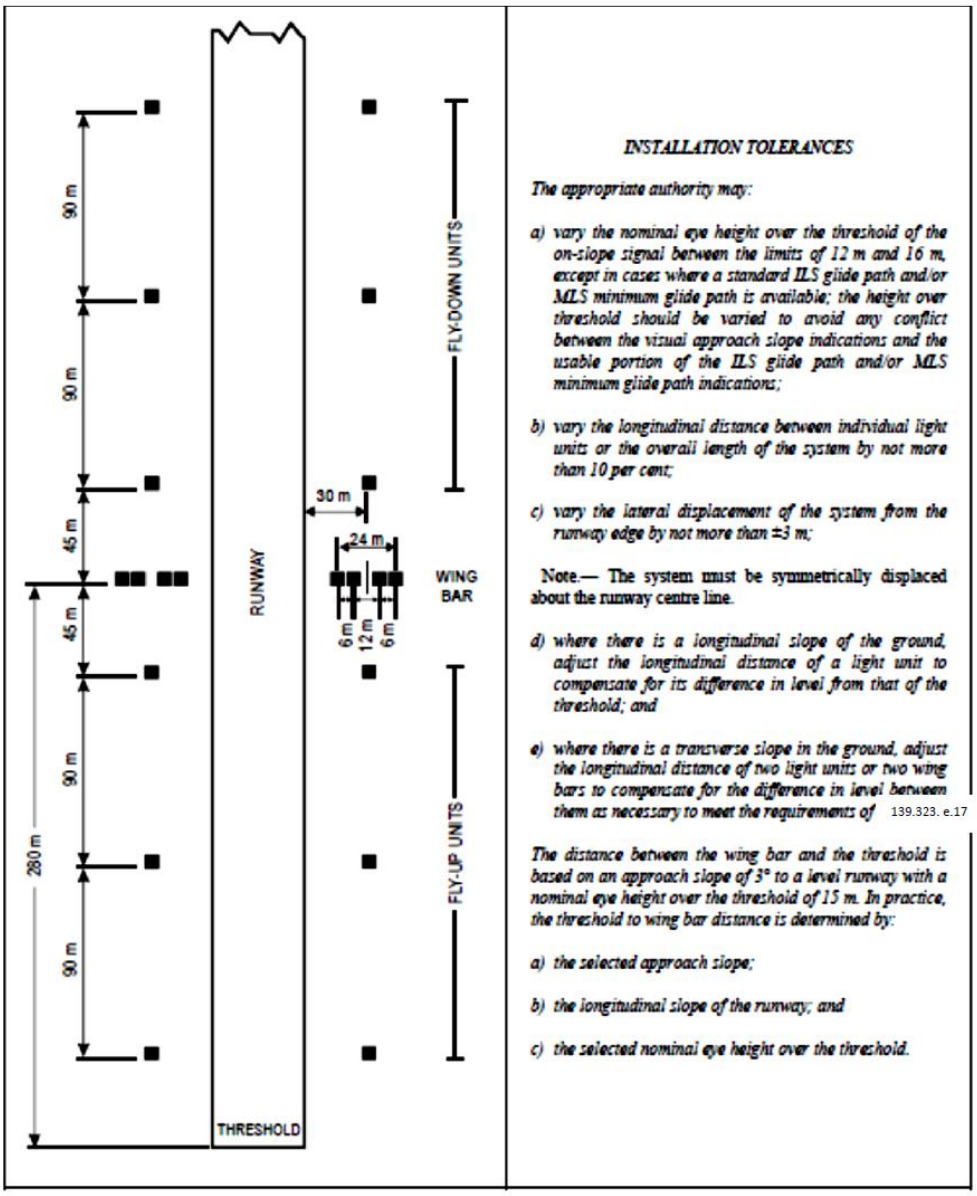


Figure 5-17: Siting of light units for T-VASE

(12) The light distribution of the beam of each light unit shall be of fan shape showing over a wide arc in azimuth in the approach direction. The wing bar light units shall produce a beam of white light from 1°54` vertical angle up to 6° vertical angle and a beam of red light from 0° to 1°54` vertical angle. The fly-down light units shall produce a white beam extending from an elevation of 6° down to approximately the approach slope, where it shall have a sharp cut-off. The fly-up light units shall produce a white beam from approximately the approach slope down to 1°54` vertical angle and a red beam below a 1°54` vertical angle. The angle of the top of the red beam in the wing bar units and fly-up units may be increased to comply with .323(e)(22).

(13) The light intensity distribution of the fly-down, wing bar and fly-up light units shall be as shown in Appendix 2, Figure A2-22.

(14) The colour transition from red to white in the vertical plane shall be such as to appear to an observer, at a distance of not less than 300 m, to occur over a vertical angle of not more than 15`

(15) At full intensity the red light shall have a Y coordinate not exceeding 0.320.

(16) A suitable intensity control shall be provided to allow adjustments to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.

(17) The light units forming the wing bars, or the light units forming a fly-down or a fly-up matched pair, shall be mounted so as to appear to the pilot of an approaching aeroplane to be substantially in a horizontal line. The light units shall be mounted as low as possible and shall be frangible.

(18) The light units shall be so designed that deposits of condensation, dirt, etc., on optically transmitting or reflecting surfaces shall interfere to the least possible extent with the light signals and shall in no way affect the elevation of the beams or the contrast between the red and white signals. The construction of the light units shall be such as to minimize the probability of the slots being wholly or partially blocked by snow or ice where these conditions are likely to be encountered.

(19) **Approach slope and elevation setting of light beams:** The approach slope shall be appropriate for use by the aeroplanes using the approach.

(20) When the runway on which a T-VASIS is provided is equipped with an ILS and/or MLS, the siting and elevations of the light units shall be such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate.

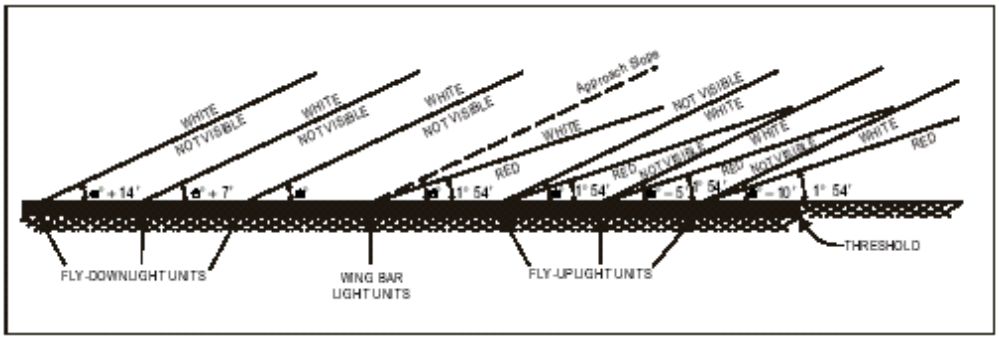


Figure 5-18: Light beams and elevation settings of T-VASE and AT-VASIS

(21) The elevation of the beams of the wing bar light units on both sides of the runway shall be the same. The elevation of the top of the beam of the fly-up light unit nearest to each wing bar, and that of the bottom of the beam of the fly-down light unit nearest to each wing bar, shall be equal and shall correspond to the approach slope. The cut-off angle of the top of the beams of successive fly-up light units shall decrease by 5` of arc in angle of elevation at each successive unit away from the wing bar. The cut-in angle of the bottom of the beam of the fly-down light units shall increase by 7`of arc at each successive unit away from the wing bar (see Figure 5-18).

(22) The elevation setting of the top of the red light beams of the wing bar and fly-up light units shall be such that, during an approach, the pilot of an aeroplane to whom the wing bar and three fly-up light units are visible would clear all objects in the approach area by a safe margin if any such light did not appear red.

(23) The azimuth spread of the light beam shall be suitably restricted where an object located outside the obstacle protection surface of the system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations. The extent of the restriction shall be such that the object remains outside the confines of the light beam.

Note: See .323(e)(42) to .323(e)(46) concerning the related obstacle protection surface.

(24) **PAPI and APAPl**:Description: The PAP1 system shall consist of a wing bar of 4 sharp transition multi-lamp (or paired single lamp) units equally spaced. The system shall be located on the left side of the runway unless it is physically impracticable to do so.

Note: Where a runway is used by aircraft requiring visual roll guidance which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway.

(25) The APAPI system shall consist of a wing bar of 2 sharp transition multi-lamp (or paired single lamp) units. The system shall be located on the left side of the runway unless it is physically impracticable to do so.

Note: Where a runway is used by aircrafr requiring visual roll guidance which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway.

(26) The wing bar of a PAP1 shall be constructed and arranged in such a manner that a pilot making an approach will:

(i) When on or close to the approach slope, see the two units nearest the runway as red and the two units farthest from the runway as white;

(ii) When above the approach slope, see the one unit nearest the runway as red and the three units farthest from the runway as white; and when further above the approach slope, see all the units as white; and

(iii) When below the approach slope, see the three units nearest the runway as red and the unit farthest from the runway as white; and when further below the approach slope, see all the units as red.

(27) The wing bar of an APAPI shall be constructed and arranged in such a manner that a pilot making an approach will:

(i) When on or close to the approach slope, see the unit nearer the runway as red and the unit farther from the runway as white;

(ii) When above the approach slope, see both the units as white; and

(iii) When below the approach slope, see both the units as red.

(28) **Siting**: The light units shall be located as in the basic configuration illustrated in Figure 5-19, subject to the installation tolerances given therein. The units forming a wing bar shall be mounted so as to appear to the pilot of an approaching aeroplane to be substantially in a horizontal line. The light units shall be mounted as low as possible and shall be frangible.

(29) **Characteristics of the light units**: The system shall be suitable for both day and night operations.

(30) The colour transition from red to white in the vertical plane shall be such as to appear to an observer, at a distance of not less than 300 m, to occur within a vertical angle of not more than 3´.

(31) At full intensity the red light shall have a Y coordinate not exceeding 0.320.

(32) The light intensity distribution of the light units shall be as shown in Appendix 2, Figure A2.23.

Note: See EAC 139-12 for additional guidance on the characteristics of light units.

(33) Suitable intensity control shall be provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.

(34) Each light unit shall be capable of adjustment in elevation so that the lower limit of the white part of the beam may be fixed at any desired angle of elevation between lº30` and at least 4º30` above the horizontal.

(35) The light units shall be so designed that deposits of condensation, snow, ice, dirt, etc., on optically transmitting or reflecting surfaces shall interfere to the least possible extent with the light signals and shall not affect the contrast between the red and white signals and the elevation of the transition sector.

(36) Approach slope and elevation setting of light units: The approach slope as defined in Figure 5-20 shall be appropriate for use by the aeroplanes using the approach.

(37) When the runway is equipped with an ILS and/or MLS, the sitting and the angle of elevation of the light units shall be such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate.

(38) The angle of elevation settings of the light units in a PAP1 wing bar shall be such that, during an approach, the pilot of an aeroplane observing a signal of one white and three reds will clear all objects in the approach area by a safe margin.(see Table 5-2).

(39) The angle of elevation settings of the light units in an APAPI wing bar shall be such that, during an approach, the pilot of an aeroplane observing the lowest on slope signal, i.e. one white and one red, will clear all objects in the approach area by a safe margin (see Table 5-2).

(40) The azimuth spread of the light beam shall be suitably restricted where an object located outside the obstacle protection surface of the PAP1 or APAPI system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations. The extent of the restriction shall be such that the object remains outside the confines of the light beam.

Note: See .323(e)(42) to .323(e)(46) concerning the related obstacle protection surface.

(41) Where wing bars are installed on each side of the runway to provide roll guidance, corresponding units shall be set at the same angle so that the signals of each wing bar change symmetrically at the same time.

Note: The following specifications of obstacle protection surface apply to T-VASIS, AT-VASIS, PAPI and APAPI.

(42) **Obstacle protection surface** :An obstacle protection surface shall be established when it is intended to provide a visual approach slope indicator system.

(43) The characteristics of the obstacle protection surface, i.e. origin, divergence, length and slope shall correspond to those specified in the relevant column of Table 5-3 and in Figure 5-21.

(44) New objects or extensions of existing objects shall not be permitted above an obstacle protection surface except when, in the opinion of the ECAA, the new object or extension would be shielded by an existing immovable object.

Note: Circumstances in which the shielding principle may reasonably be applied are described in EAC 139-23.

(45) Existing objects above an obstacle protection surface shall be removed except when, in the opinion of the ECAA, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety of operations of aeroplanes.

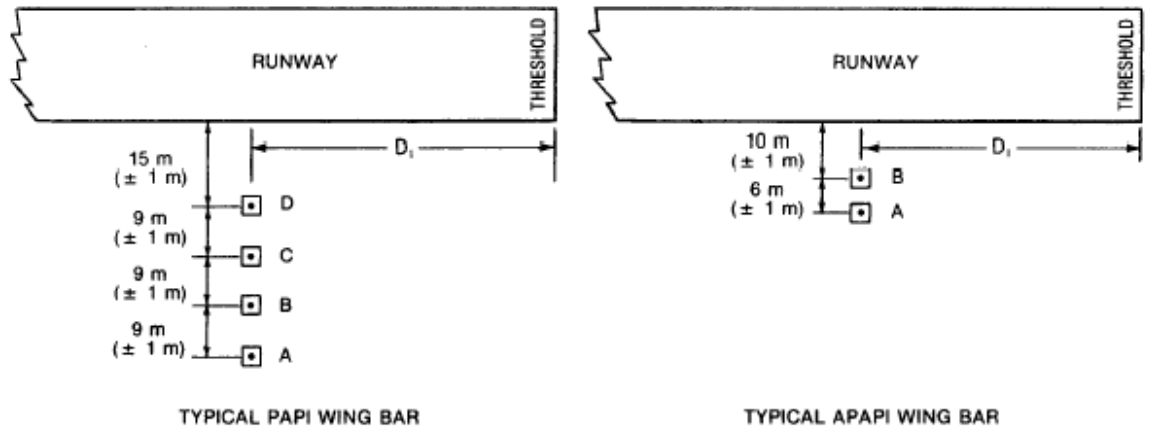


Figure 5-19: Siting of PAP1 and APAPI
Installation Tolerances

(a) Where a PAPI or APAPI is installed on a runway not equipped with an ILS or MLS, the distance D1 shall be calculated to ensure that the lowest height at which a pilot will see a correct approach path indication (Figure 5-19, angle B for a PAPI and angle A for an APAPI) provides the wheel clearance over the threshold specified in Table 5-2 for the most demanding amongst aero planes regularly using the runway.

(b) Where a PAPI or APAPI is installed on a runway equipped with an ILS and/or MLS, the distance D1 shall be calculated to provide the optimum compatibility between the visual and non- visual aids for the range of eye-to-antenna heights of the aero planes regularly using the runway. The distance shall be equal to that between the threshold and the effective origin of the ILS glide path or MLS minimum glide path, as appropriate, plus a correction factor for the variation of eye-to-antenna heights of the aero planes concerned. The correction factor is obtained by multiplying the average eye-to-antenna height of those aero planes by the cotangent of the approach angle. However, the distance shall be such that in no case will the wheel clearance over the threshold be lower than that specified in column (3) of Table 5-2.

Note: See Section .321(e) for specifications on aiming point marking. Guidance on the harmonization of PAPI, ILS and/or MLS signals is contained in EAC 139-12.

(c) If a wheel clearance, greater than that specified in a) above is required for specific aircraft, this can be achieved by increasing D1.

(d) Distance D1 shall be adjusted to compensate for differences in elevation between the lens centers of the light units and the threshold.

(e) To ensure that units are mounted as low as possible and to allow for any transverse slope, small height adjustments of up to 5 cm between units are acceptable. A lateral gradient not greater that 1.25 per cent can be accepted provided it is uniformly applied across the units.

(f) A spacing of 6 m (± 1 m) between PAPI units should be used on code numbers 1 and 2. In such an event, the inner PAPI unit shall be located not less than 10 m (± 1 m) from the runway edge.

Note: Reducing the spacing between light units results in a reduction in usable range of the system.

(g)The lateral spacing between APAPI units may be increased to 9 m (± 1 m) if greater range is required or later conversion to a full PAPI is anticipated. In

the latter case, the inner APAPI unit shall be located 15 m (± 1 m) from the runway edge.

(46) Where an aeronautical study indicates that an existing object extending above anobstacle protection surface (OPS) could adversely affect the safety of operations of aeroplanes one or more ofthe following measures shall betaken:

(i) Remove the object

(ii) Suitably raise the approach slope of the system;

(iii) Reduce the azimuth spread of the system so that the object is outside the confines of thebeam;

(iv) Displace the axis of the system and its associated obstacle protection surface by no more than5°;

(v) Suitably displace the system upwind of the threshold ~~to~~ such that the object no longer penetrates the OPS.

Note.1 — Guidance on this issue is contained in the Aerodrome Design Manual EAC 139-12.

Note 2.— The displacement of the system upwind of the threshold reduces the operational landing distance.

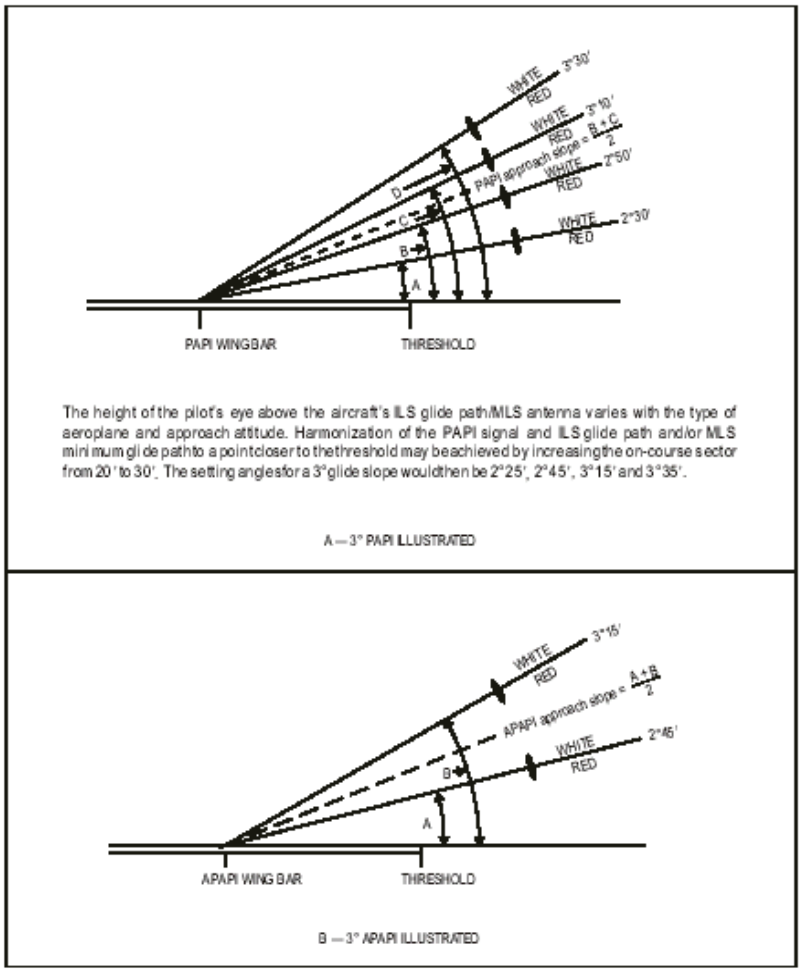


Figure 5-20: Light beams and angle of elevation setting of PAP1 and APAPI

Table 5-2: Wheel clearance over threshold for PAPI and APAPI

Eye-to-wheel height of aeroplane in the approach configuration[a]	Desired wheel clearance (metres)[b,c]	Minimum wheel clearance (metres)[d]
(1)	(2)	(3)
up to but not including 3 m	6	3[e]
3 m up to but not including 5 m	9	4
5 m up to but not including 8 m	9	5
8 m up to but not including 14 m	9	6

a. In selecting the eye-to-wheel height group, only aero planes meant to use the system on a regular basis shall be considered. The most demanding amongst such aero planes shall determine the eye-to-wheel height group.
b. Where practicable the desired wheel clearances shown in column (2) shall be provided.
c. The wheel clearances in column (2) may be reduced to no less than those in column (3) where an aeronautical study indicates that such reduced wheel clearances are acceptable.
d. When a reduced wheel clearance is provided at a displaced threshold it shall be ensured that the corresponding desired wheel clearance specified in column (2) will be available when an aero plane at the top end of the eye-to-wheel height group chosen overlies the extremity of the runway.
e. This wheel clearance may be reduced to 1.5 m on runways used mainly by light-weight non-turbo-jet aero planes.

Table 5-3: Dimensions and slopes of the obstacle protection surface

	Runway type/codenumber								
	Non-instrument Codenumber					Instrument Codenumber			
Surfacedimensions	1	2	3	4		1	2	3	4
Length of inneredge	60m	80m[(a)]	150m	150m		150m	150m	300m	300m
Distance the visual approach slope indicator system[(e)]	D1+30 m	D1+60 m	D1+60 m	D1+60 m		D1+60 m	D1+60 m	D1+60 m	D1+60 m
Divergence (eachside)	10%	10%	10%	10%		15%	15%	15%	15%
Totallength	7500m	7500m[(b)]	15000m	15000m		7500m	7500m[(b)]	15000m	15000m
Slope a) T-VASISand AT-VASIS	– [(c)]	1.9°	1.9°	1.9°		–	1.9°	1.9°	1.9°
b) PAPI[(d)]	–	A–0.57°	A–0.57°	A–0.57°		A–0.57°	A–0.57°	A–0.57°	A–0.57°
c) APAPI[(d)]	A–0.9°	A–0.9°	–	–		A–0.9°	A–0.9°	–	–

a. This length is to be increased to 150 m for a T-VASIS orAT-VASIS.
b. This length is to be increased to 15 000 m for a T-VASIS orAT-VASIS.
c. No slope has been specified if a system is unlikely to be used on runway type/code numberindicated.
d. Angles as indicated in Figure 5-20.
e. D1 is the distance of the visual approach slope indicator system from threshold prior to any displacement to remedy objectpenetration of the OPS (refer Figure 5-19). The start of the OPS is fixed to the visual approach slope indicator system location, such that displacement of the PAPI results in an equal displacement of the start of the OPS. See 323.e.46

(f) Circling guidance lights:

(1) **Application**: Circling guidance lights should be provided when existing approach and runway lighting systems do not satisfactorily permit identification of the runway and/or approach area to a circling aircraft in the conditions for which it is intended the runway be used for circling approaches.

(2) **Location**: The location and number of circling guidance lights should be adequate to enable a pilot, as appropriate, to:

(i) Join the downwind leg or align and adjust the aircraft's track to the runway at a required distance from it and to distinguish the threshold in passing; and

(ii) Keep in sight the runway threshold and/or other features which will make it possible to judge the turn on to base leg and final approach, taking into account the guidance provided by other visual aids.

(3) Circling guidance lights should consist of:

(i) Lights indicating the extended centre line of the runway and/or parts of any approach lighting system; or

(ii) Lights indicating the position of the runway threshold; or

(iii) Lights indicating the direction or location of the runway;

Or a combination of such lights as is appropriate to the runway under consideration.

Note: Guidance on installation of circling guidance lights is given in EAC 139-12.

(4) **Characteristics**: Circling guidance lights should be fixed or flashing lights of an intensity and beam spread adequate for the conditions of visibility and ambient light in which it is intended to make visual circling approaches. The flashing lights should be white, and the steady lights either white or gaseous discharge lights.

(5) The lights should be designed and be installed in such a manner that they will not dazzle or confuse a pilot when approaching to land, taking off or taxiing.

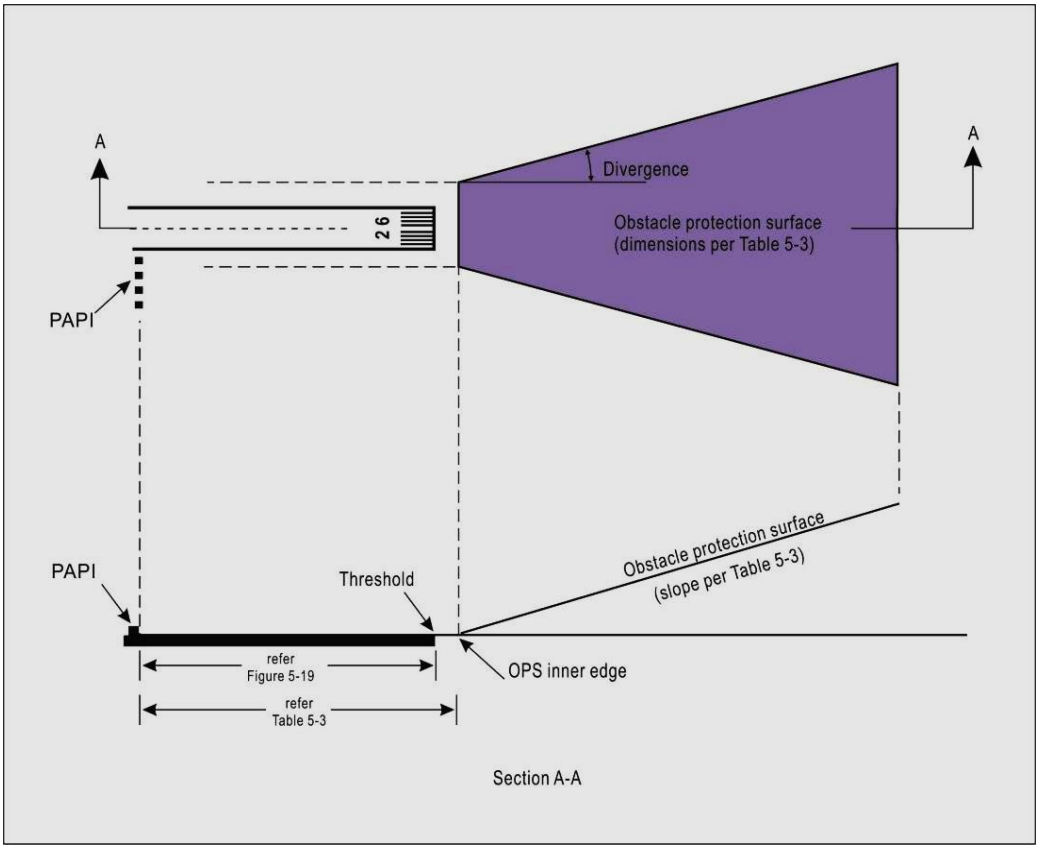


Figure 5-21. Obstacle protection surface for visual approach slope indicator systems

(g) Runway lead-in lightingsystem :characterstic.

(1) **Application**: A runway lead-in lighting system should be provided where it is desired to provide visual guidance along a specific approach path, for reasons such as avoiding hazardous terrain or for purposes of noise abatement.

Note: Guidance on providing lead-in lighting systems is given in EAC 139-12.

(2) **Location**: A runway lead-in lighting system should consist of groups of lights positioned so as to define the desired approach path and so that one group may be sighted from the preceding group. The interval between adjacent groups should not exceed approximately 1600 m.

Note: Runway lead-in lighting systems may be curved, straight or a combination thereof.

(3) A runway lead-in lighting system should extend from a point as determined by the ECAA, up to a point where the approach lighting system, if provided, or the runway or the runway lighting system is in view.

(4) **Characteristics**: Each group of lights of a runway lead-in lighting system should consist of at least three flashing lights in a linear or cluster configuration. The system may be augmented by steady burning lights where such lights would assist in identifying the system.

(5) The flashing lights, and the steady burning lights should be white.

(6) Where practicable, the flashing lights in each group should flash in sequence towards the runway.

(h) Runway threshold identification lights:

(1) **Application**: Runway threshold identification lights should be installed:

(i) At the threshold of a non-precision approach runway when additional threshold conspicuity is necessary or where it is not practicable to provide other approach lighting aids; and

(ii) Where a runway threshold is permanently displaced from the runway extremity or temporarily displaced from the normal position and additional threshold conspicuity is necessary.

(2) **Location**: Runway threshold identification lights shall be located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights.

(3) **Characteristics**: Runway threshold identification lights should be flashing white lights with a flash frequency between 60 and 120 per minute.

(4) The lights shall be visible only in the direction of approach to the runway.

(i) Runway edge lights:

(1) **Application**: Runway edge lights shall be provided for a runway intended for use at night or for a precision approach runway intended for use by day or night.

(2) Runway edge lights should be provided on a runway intended for take-off with an operating minimum below an RVR of the order of 800 m by day.

(3) **Location**: Runway edge lights shall be placed along the full length of the runway and shall be in two parallel rows equidistant from the centre line.

(4) Runway edge lights shall be placed along the edges of the area declared for use as the runway or outside the edges of the area at a distance of not more than 3m.

(5) Where the width of the area which could be declared as runway exceeds 60 m, the distance between the rows of lights should be determined taking into account the nature of the operations, the light distribution characteristics of the runway edge lights, and other visual aids serving the runway.

(6) The lights shall be uniformly spaced in rows at intervals of not more than 60 m for an instrument runway, and at intervals of not more than 100 m for a non-instrument runway. The lights on opposite sides of the runway axis shall be on lines at right angles to that axis. At intersections of runways, lights may be spaced irregularly or omitted, provided that adequate guidance remains available to the pilot.

(7) **Characteristics**: Runway edge lights shall be fixed lights showing variable white, except that:

(i) In the case of a displaced threshold, the lights between the beginning of the runway and the displaced threshold shall show red in the approach direction; and

(ii) A section of the lights 600 m or one-third of the runway length, whichever is the less, at the remote end of the runway from the end at which the take-off run is started, may show yellow.

(8) The runway edge lights shall show at all angles in azimuth necessary to provide guidance to a pilot landing or taking off in either direction. When the runway edge lights are intended to provide circling guidance, they shall show at all angles in azimuth (see .323(f)(1).

(9) In all angles of azimuth required in .323(i)(8), runway edge lights shall show at angles up to 15º above the horizontal with an intensity adequate for the conditions of visibility and ambient light in which use of the runway for take-off or landing is intended. In any case, the intensity shall be at least 50 cd except that at an aerodrome without extraneous lighting the intensity of the lights may be reduced to not less than 25 cd to avoid dazzling the pilot.

(10) Runway edge lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-9 or A2-10.

(j) Runway threshold and wing bar lights:

(See Figure 5-22)

(1) **Application of runway threshold lights**: Runway threshold lights shall be provided for a runway equipped with runway edge lights except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided

(2) **Location of runway threshold lights**: When a threshold is at the extremity of a runway, the threshold lights shall be placed in a row at right angles to the runway axis as near to the extremity of the runway as possible and, in any case, not more than 3 m outside the extremity.

(3) When a threshold is displaced from the extremity of a runway, threshold lights shall be placed in a row at right angles to the runway axis at the displaced threshold.

(4) Threshold lighting shall consist of:

(i) On a non-instrument or non-precision approach runway, at least six lights;

(ii) On a precision approach runway category I, at least the number of lights that would be required if the lights were uniformly spaced at intervals of 3 m between the rows of runway edge lights; and

(iii) On a precision approach runway category II or III, lights uniformly spaced between the rows of runway edge lights at intervals of not more than 3 m.

(5) The lights prescribed in .323(j)(4)(i) and (ii) should be either:

(i) Equally spaced between the rows of runway edge lights, or

(ii) Symmetrically disposed about the runway centre line in two groups, with the lights uniformly spaced in each group and with a gap between the groups equal to the gauge of the touchdown zone marking or lighting, where such is provided, or otherwise not more than half the distance between the rows of runway edge lights.

(6) **Application of wing bar lights**: Wing bar lights should be provided on a precision approach runway when additional conspicuity is considered desirable.

(7) Wing bar lights shall be provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but are not provided.

(8) **Location of wing bar lights**: Wing bar lights shall be symmetrically disposed about the runway centre line at the threshold in two groups, i.e. wing bars. Each wing bar shall be formed by at least five lights extending at least 10 m outward

from, and at right angles to, the line of the runway edge lights, with the innermost light of each wing bar in the line of the runway edge lights.

(9) **Characteristics of runway threshold and wing bar lights:** Runway threshold and wing bar lights shall be fixed unidirectional lights showing green in the direction of approach to the runway. The intensity and beam spread of the lights shall be adequate for the conditions of visibility and ambient light in which use of the runway is intended.

(10) Runway threshold lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2.3.

(11) Threshold wing bar lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2.4.

(k) Runway end lights:

(See Figure 5-22)

(1) **Application**: Runway end lights shall be provided for a runway equipped with runway edge lights.

Note: When the threshold is at the runway extremity, fittings serving as threshold lights may be used as runway end lights.

(2) **Location**: Runway end lights shall be placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end.

(3) Runway end lighting should consist of at least six lights. The lights should be either:

(i) Equally spaced between the rows of runway edge lights, or

(ii) Symmetrically disposed about the runway centre line in two groups with the lights uniformly spaced in each group and with a gap between the groups of not more than half the distance between the rows of runway edge lights.

For a precision approach runway category III, the spacing between runway end lights, except between the two innermost lights if a gap is used, should not exceed 6 m.

(4) **Characteristics**: Runway end lights shall be fixed unidirectional lights showing red in the direction of the runway. The intensity and beam spread of the lights shall be adequate for the conditions of visibility and ambient light in which use of the runway is intended.

(5) Runway end lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-8.

(l) Runway centre line lights:

(1) **Application**: Runway centre line lights shall be provided on a precision approach runway category II or III.

(2) Runway centre line lights should be provided on a precision approach runway category I, particularly when the runway is used by aircraft with high landing speeds or where the width between the runway edge lights is greater than 50 m.

(3) Runway centre line lights shall be provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m.

(4) Runway centre line lights should be provided on a runway intended to be used for take-off with an operating minimum of an RVR of the order of 400 m or higher when used by aero planes with a very high take-off speed, particularly where the width between the runway edge lights is greater than 50 m.

(5) **Location**: Runway centre line lights shall be located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm where it is not practicable to locate them along the centre line. The lights shall be located from the threshold to the end at longitudinal spacing of approximately 15 m. Where the serviceability level of the runway centre line lights specified as maintenance objectives in

139.349(d)(7) or 139.349(d)(11), as appropriate, can be demonstrated and the runway is intended for use in runway visual range conditions of 350 m or greater, the longitudinal spacing may be approximately 30 m.

Note: Existing centre line lighting where lights are spaced at 7.5 m need not be replaced.

(6) Centre line guidance for take-off from the beginning of a runway to a displaced threshold should be provided by:

(i) An approach lighting system if its characteristics and intensity settings afford the guidance required during take-off and it does not dazzle the pilot of an aircraft taking off; or

(ii) Runway centre line lights; or

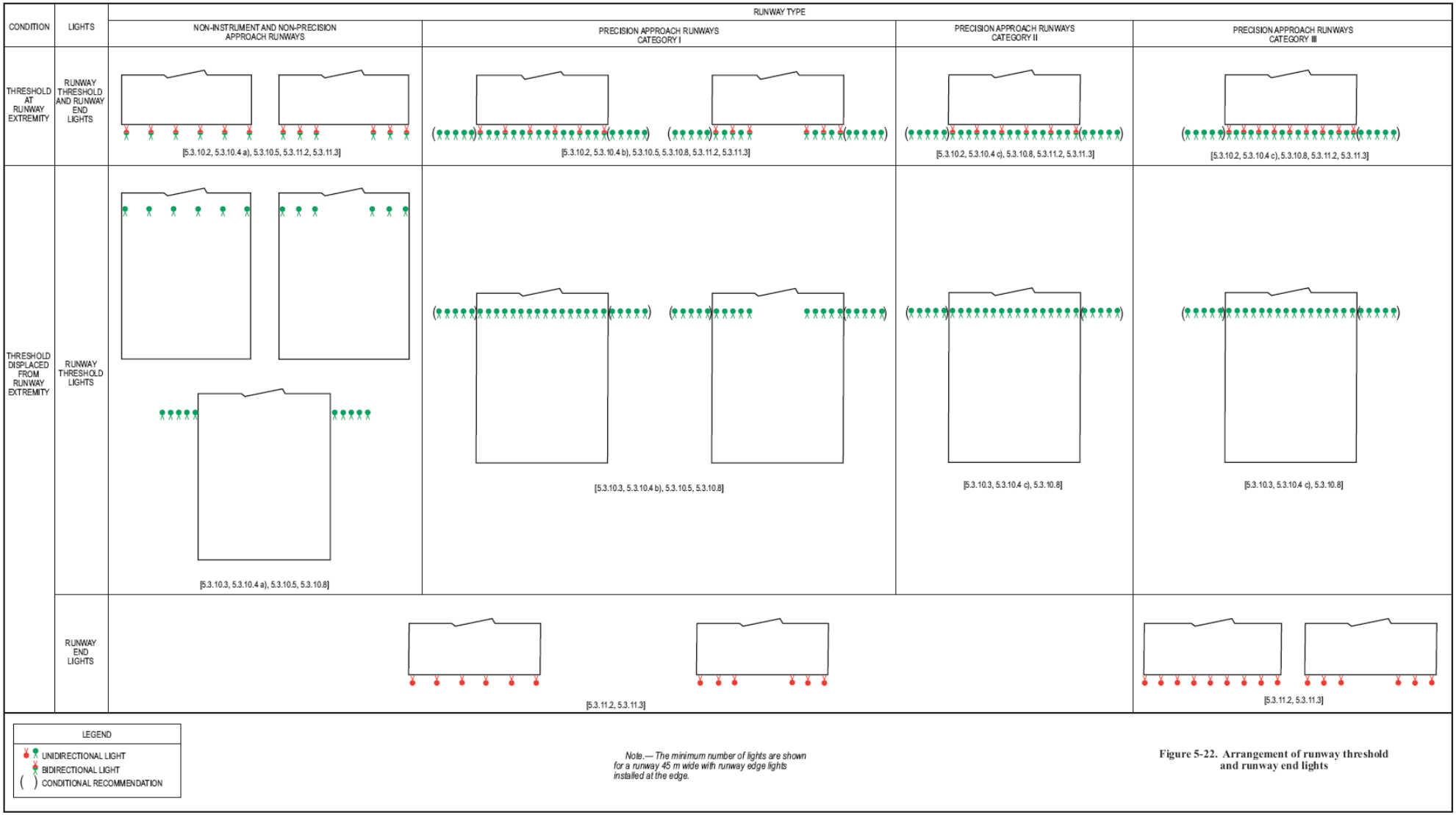
(iii) Barrettes of at least 3 m length and spaced at uniform intervals of 30 m, as shown in Figure 5-23, designed so that their photometric characteristics and intensity setting afford the guidance required during take-off without dazzling the pilot of an aircraft taking off.

Where necessary, provision should be made to extinguish those centre line lights specified in (ii) or reset the intensity of the approach lighting system or barrettes when the runway is being used for landing. In no case should only the single source runway centre line lights show from the beginning of the runway to a displaced threshold when the runway is being used for landing.

(7) **Characteristics**: Runway centre line lights shall be fixed lights showing variable white from the threshold to the point 900 m from the runway end; alternate red and variable white from 900 m to 300 m from the runway end; and red from 300 m to the runway end, except that for runways less than 1 800 m in length, the alternate red and variable white lights shall extend from the mid-point of the runway usable for landing to 300 m from the runway end.

Note: Care is required in the design of the electrical system to ensure that failure of part of the electrical system will not result in a false indication of the runway distance remaining.

(8) Runway centre line lights shall be in accordance with the specifications of Appendix 2, Figure A2.6 or A2.7.



Note.— The minimum number of lights are shown for a runway 45 m wide with runway edge lights installed at the edge.

Figure 5-22. Arrangement of runway threshold and runway end lights

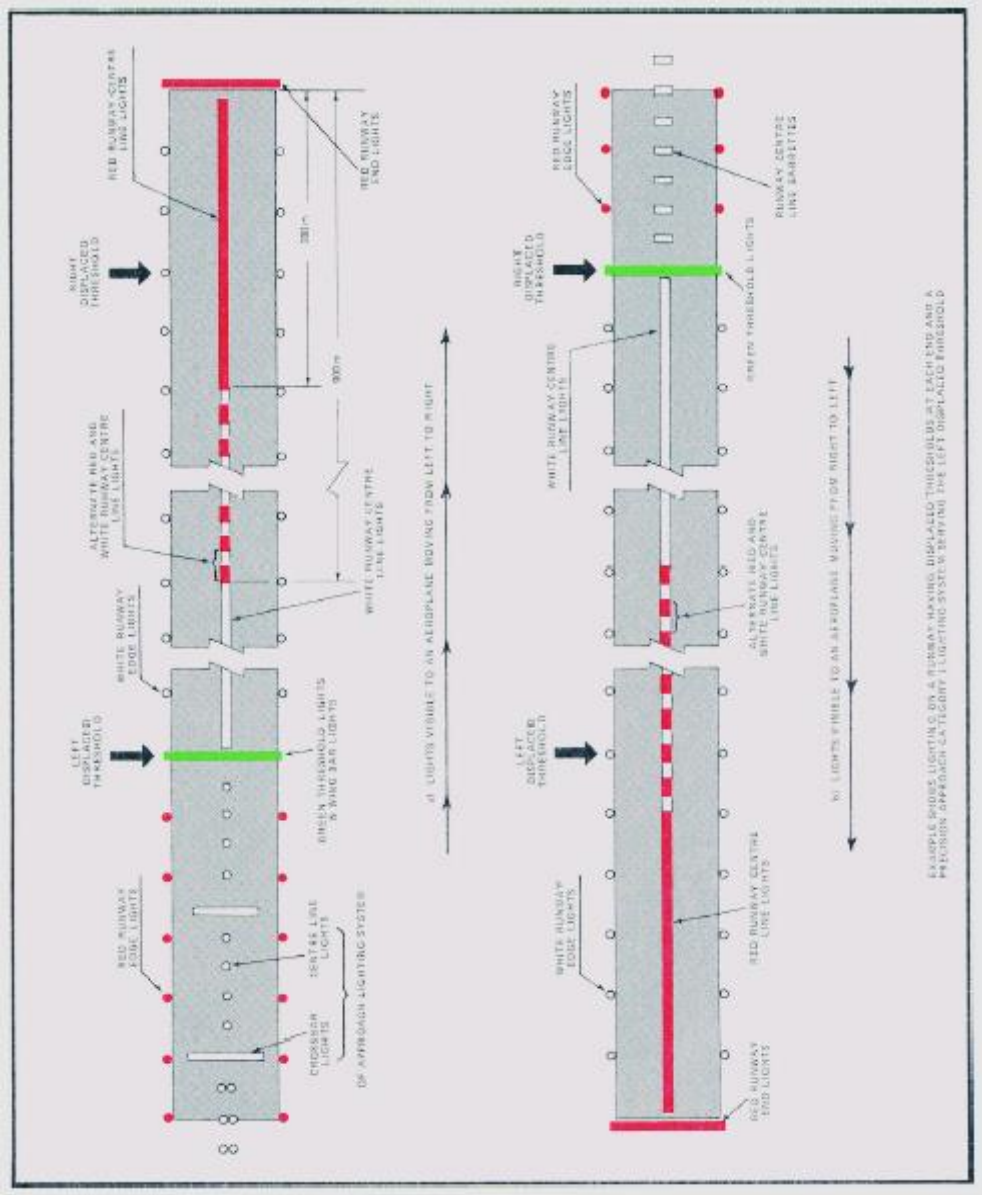


Figure 5-23: Example of approach and runway lighting
for runway with displaced thresholds

(m)Runway touchdown zone lights:

(1) **Application**: Touchdown zone lights shall be provided in the touchdown zone of a precision approach runway category II or III.

(2) **Location**: Touchdown zone lights shall extend from the threshold for a longitudinal distance of 900 m, except that, on runways less than 1 800 m in length, the system shall be shortened so that it does not extend beyond the midpoint of the runway. The pattern shall be formed by pairs of barrettes symmetrically located about the runway centre line. The lateral spacing between the innermost lights of a pair of barrettes shall be equal to the lateral spacing selected for the touchdown zone marking. The longitudinal spacing between pairs of barrettes shall be either 30 m or 60 m.

Note: To allow for operations at lower visibility minima, it may be advisable to use a 30 m longitudinal spacing between barrettes.

(3) **Characteristics**: A barrette shall be composed of at least three lights with a spacing between the lights of not more than 1.5 m.

(4) A barrette should be not less than 3 m nor more than 4.5 m in length.

(5) Touchdown zone lights shall be fixed uni-directional lights showing variable white.

(6) Touchdown zone lights shall be in accordance with the specifications of Appendix 2, Figure A2.5.

(n) Simple Touchdown Zone Lights

Note.— The purpose of Simple Touchdown Zone Lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go around if the aircraft has not landed by a certain point on the runway. It is essential that pilots operating at aerodromes with Simple Touchdown Zone Lights be familiar with the purpose of these lights.

(1) **Application** : Except where TDZ lights are provided in accordance with 323(m) , at an aerodrome where the approach angle is greater than 3.5 degrees and/or the Landing Distance Available combined with other factors increases the risk of an overrun, Simple Touchdown Zone Lights should be provided.

(2) **Location** : Simple Touchdown Zone Lights shall be a pair of lights located on each side of the runway centreline 0.3 metres beyond the upwind edge of the final Touchdown Zone Marking. The lateral spacing between the inner lights of the two pairs of lights shall be equal to the lateral spacing selected for the Touchdown Zone Marking. The spacing between the lights of the same pair shall not be more than 1.5 m or half the width of the touchdown zone marking, whichever is greater. (see Figure 5-24)

(3) Where provided on a runway without TDZ markings, Simple Touchdown Zone lights should be installed in such a position that provides the equivalent TDZ information.

(4) **Characteristics** : Simple Touchdown Zone Lights shall be fixed unidirectional lights showing variable white, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway.

(5) Simple Touchdown Zone Lights shall be in accordance with the specifications in Appendix 2, Figure A2-5.

Note.— As a good operating practice, Simple Touchdown Zone Lights are supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off.

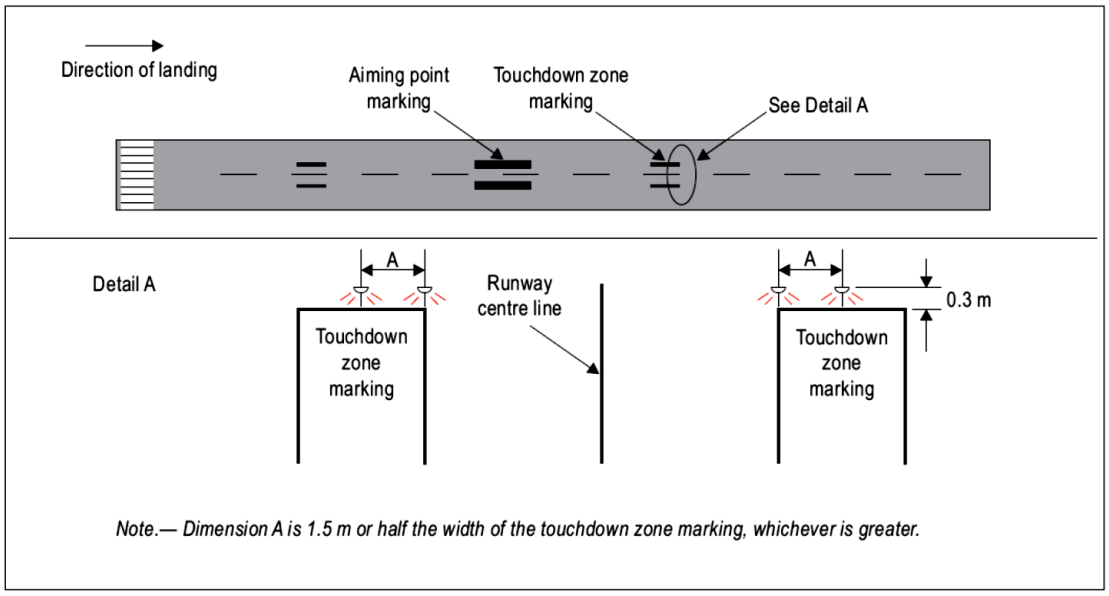


Figure 5-24. Simple touchdown zone lighting

(o) Rapid exit taxiway indicator lights

Note.— The purpose of rapid exit taxiway indicator lights (RETILs) is to provide pilots with distance-to-go information to the nearest rapid exit taxiway on the

runway, to enhance situational awareness in low visibility conditions and enable pilots to apply braking action for more efficient roll-out and runway exit speeds. It is essential that pilots operating at aerodromes with runway(s) displaying rapid exit taxiway indicator lights be familiar with the purpose of these lights.

(1) **Application** Rapid exit taxiway indicator lights should be provided on a runway intended for use in runway visual range conditions less than a value of 350 m and/or where the traffic density is heavy.

Note.— See EAC139-63

(2) Rapid exit taxiway indicator lights shall not be displayed in the event of any lamp failure or other failure that prevents the display of the light pattern depicted in Figure 5-25, in full.

(3) **Location** A set of rapid exit taxiway indicator lights shall be located on the runway on the same side of the runway centre line as the associated rapid exit taxiway, in the configuration shown in Figure 5-25. In each set, the lights shall be located 2 m apart and the light nearest to the runway centre line shall be displaced 2 m from the runway centre line.

(4) Where more than one rapid exit taxiway exists on a runway, the set of rapid exit taxiway indicator lights for each exit shall not overlap when displayed.

(5) **Characteristics** : Rapid exit taxiway indicator lights shall be fixed unidirectional

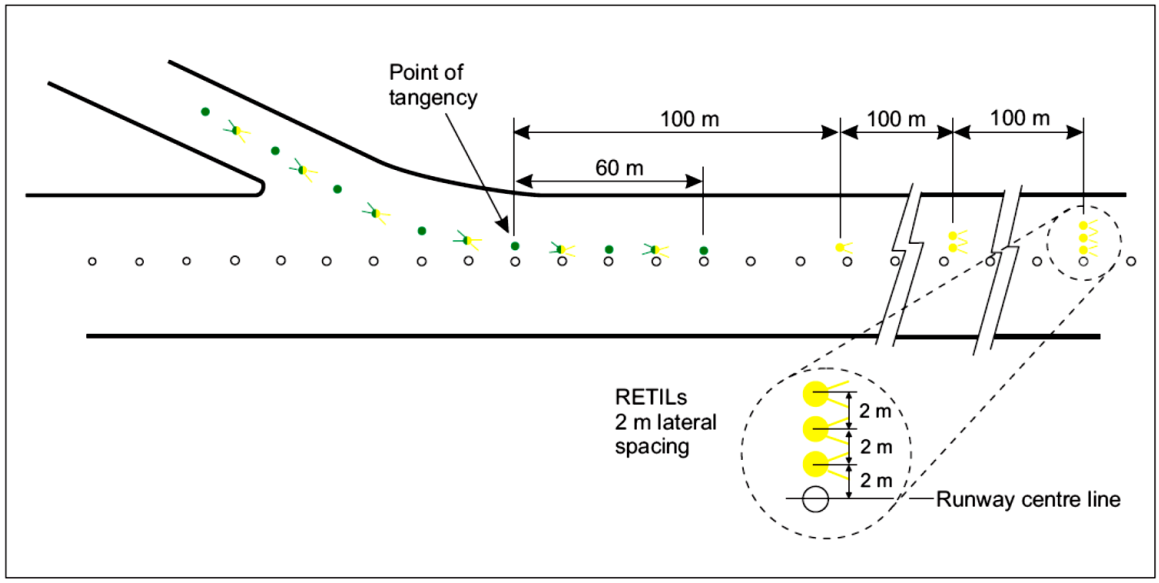


Figure 5-25. Rapid exit taxiway indicator lights (RETILS)

yellow lights, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway.

(6) Rapid exit taxiway indicator lights shall be in accordance with the specifications in Appendix 2, Figure A2-6 or Figure A2-7, as appropriate.

(7) Rapid exit taxiway indicator lights should be supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off.

(p) Stopway lights:

(1) **Application**: Stopway lights shall be provided for a stopway intended for use at night.

(2) **Location**: Stopway lights shall be placed along the full length of the stopway and shall be in two parallel rows that are equidistant from the centre line and coincident with the rows of the runway edge lights. Stopway lights shall also be provided across the end of a stopway on a line at right angles to the stopwayaxis

as near to the end of the stopway as possible and, in any case, not more than 3 m outside the end.

(3) **Characteristics**: Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway.

(q) Taxiway centre line lights:

(1) **Application**: Taxiway centre line lights shall be provided on an exit taxiway, taxiway, and apron intended for use in runway visual range conditions less than a value of 350 m in such a manner as to provide continuous guidance between the runway centre line and aircraft stands, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance.

(2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater, and particularly on complex taxiway intersections and exit taxiways, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance.

Note: Where there may be a need to delineate the edges of a taxiway, e.g. on a rapid exit taxiway, narrow taxiway, this may be done with taxiway edge lights or markers.

(3) Taxiway centre line lights should be provided on an exit taxiway, taxiway, and apron in all visibility conditions where specified as components of an advanced surface movement guidance and control system in such a manner as to provide continuous guidance between the runway centre line and aircraft stands.

(4) Taxiway centre line lights shall be provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance.

Note: See .333(b)(3) for provisions concerning the interlocking of runway and taxiway lighting systems.

(5) Taxiway centre line lights should be provided in all visibility conditions on a runway forming part of a standard taxi-route where specified as components of an advanced surface movement guidance and control system.

(6) **Characteristics**: Except as provided for in 323(p)(8) ,taxiway centre line lights on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi-route shall be fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or in the vicinity of the taxiway.

(7) Taxiway centre line lights on an exit taxiway shall be fixed lights. Alternate taxiway centre line lights shall show green and yellow from their beginning near the runway centre line to the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway; and thereafter all lights shall show green (Figure 5-26). The first light in the exit centre line shall always show green andthe light nearest to the perimeter shall always show yellow.

Note 1: Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.

Note 2: For yellow filter characteristics see Appendix 1, 139 a1.2.2).

Note 3: The size of the ILS/MLS critical/sensitive area depends on the characteristics of the associated ILS/MLS and other factors. Guidance is provided in ECAR Part 171.

Note 4: See .325(c) for specifications on runway vacated signs.

(8) Where it is necessary to denote the proximity to a runway, taxiway centre line lights should be fixed lights showing alternating green and yellow from the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway, to the runway and continue alternating green and yellow until:

(i) their end point near the runway centre line; or

(ii) in the case of the taxiway centre line lights crossing the runway, to the opposite perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway.

Note 1.— Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.

Note 2.— The provisions of 139.323 (p)(8) can form part of effective runway incursion prevention measures.

(9)Taxiway centre line lights shall be in accordance with the specifications of:

(i) Appendix 2, Figure A2-12, A2-13, or A2-14 for taxiways intended for use in runway visual range conditions of less than a value of 350 m; and

(ii) Appendix 2, Figure A2-15 or A2-16 for other taxiways.

(10) Where higher intensities are required, from an operational point of view, taxiway center line lights on rapid exit taxiways intended for use in runway visual range conditions less than a value of 350 m should be in accordance with the specifications of Appendix 2, Figure A2-12. The number of levels of brilliancy settings for these lights should be the same as that for the runway center line lights.

(11) Where taxiway centre line lights are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, taxiway centre line lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.

Note: High-intensity centre line lights should only be used in case of an absolute necessity and following a specific study.

(12) **Location**: Taxiway centre line lights should normally be located on the taxiway centre line marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.

(13) Taxiway centre line lights on taxiways Location: Taxiway centre line lights on a straight section of a taxiway should be spaced at longitudinal intervals of not more than 30 m, except that:

(i) Larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions, adequate guidance is provided by such spacing;

(ii) Intervals less than 30 m should be provided on short straight sections; and

(iii) On a taxiway intended for use in RVR conditions of less than a value of 350 m, the longitudinal spacing should not exceed 15 m.

(14) Taxiway centre line lights on a taxiway curve should continue from the straight portion of the taxiway at a constant distance from the outside edge of the taxiway curve. The lights should be spaced at intervals such that a clear indication of the curve is provided.

(15) On a taxiway intended for use in RVR conditions of less than a value of 350 m, the lights on a curve should not exceed a spacing of 15 m and on a curve of less than 400 m radius the lights should be spaced at intervals of not greater than 7.5 m. This spacing should extend for 60 m before and after the curve.

Note 1: Spacings on curves that have been found suitable for a taxiway intended for use in RVR conditions of 350 m or greater are:

Light spacing	Curve radius
7.5 m	up to 400 m
15 m	401 m to 899 m
30 m	900 m or greater

Note 2: See .311(a)(5) and Figure 3-2.

(16) **Taxiway centre line lights on rapid exit taxiways:** Location : Taxiway centre line lights on a rapid exit taxiway should commence at a point at least 60 m before the beginning of the taxiway centre line curve and continue beyond the end of the curve to a point on the centre line of the taxiway where an aero plane can be expected to reach normal taxiing speed. The lights on that portion parallel to the runway centre line should always be at least 60 cm from any row of runway centre line lights, as shown in Figure 5-27

(17) The lights should be spaced at longitudinal intervals of not more than 15 m, except that, where runway centre line lights are not provided, a greater interval not exceeding 30 m may be used.

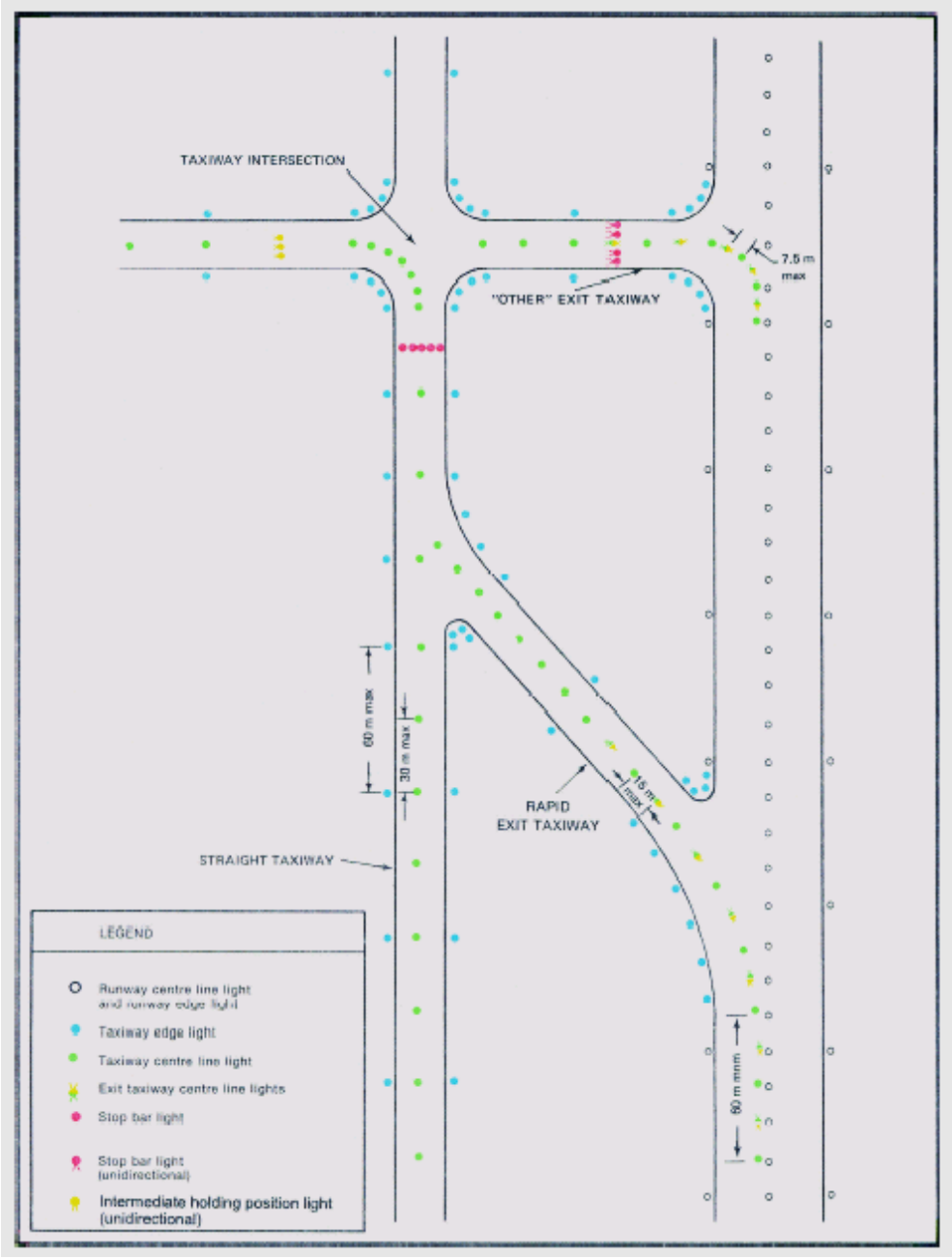


Figure 5-26: Taxiway lighting

(18) **Taxiway centre line lights on other exit taxiways:** Location : Taxiway centre line lights on exit taxiways other than rapid exit taxiways should commence at

the point where the taxiway centre line marking begins to curve from the runway centre line, and follow the curved taxiway centre line marking at least to the point where the marking leaves the runway. The first light should be at least 60 cm from any row of runway centre line lights, as shown in Figure 5-27.

(19) The lights should be spaced at longitudinal intervals of not more than 7.5 m.

(20) **Taxiway centre line lights on runways:** Location : Taxiway centre line lights on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m should be spaced at longitudinal intervals not exceeding 15 m.

(r) Taxiway edge lights:

(1) **Application**: Taxiway edge lights shall be provided at the edges of a runway turn pad, holding bay, apron, etc. intended for use at night and on a taxiway not provided with taxiway centre line lights and intended for use at night, except that taxiway edge lights need not be provided where, considering the nature of the operations, adequate guidance can be achieved by surface illumination or other means.

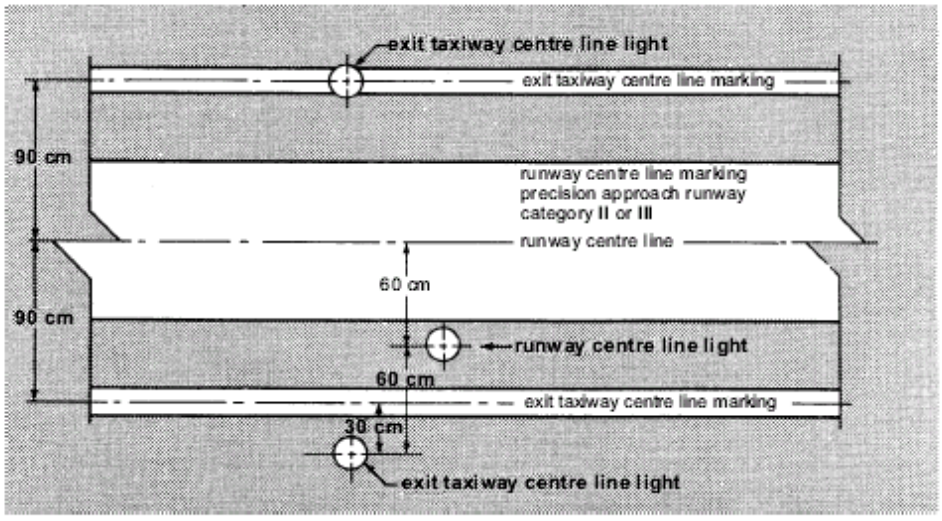
Note: See .327(e) for taxiway edge markers.

(2) Taxiway edge lights shall be provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights.

Note: See .333(b)(3) for provisions concerning the inter-locking of runway and taxiway lighting systems.

(3) **Location**: Taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route should be spaced at uniform longitudinal intervals of not more than 60 m. The lights on a curve should be spaced at intervals less than 60 m so that a clear indication of the curve is provided.

Note: Guidance on the spacing of taxiway edge lights on curves is given in the EAC 139-12.



Tolerances for offset runway centre line lights and taxiway centre line lights to maintain 60 cm separation.

Figure 5-27: Offset runway and taxiway centre line lights

(4) Taxiway edge lights on a holding bay,apron, etc. should be spaced at uniform longitudinal intervals of not more than 60 m.

(5) Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.

(6) The lights should be located as near as practicable to the edges of the taxiway, runway turn pad, apron or runway, etc. or outside the edges at a distance of not more than 3 m.

(7) **Characteristics**: Taxiway edge lights shall be fixed lights showing blue. The lights shall show up to at least 75º above the horizontal and at all angles in azimuth necessary to provide guidance to a pilot taxiing in either direction. At an intersection, exit or curve the lights shall be shielded as far as practicable so that they cannot be seen in angles of azimuth in which they may be confused with other lights.

(8) The intensity of taxiway edge lights shall be at least 2 cd from 0° to 6° vertical, and 0.2 cd at any vertical angles between 6° and 75°.

(s) Runway turn pad lights:

(1) **Application**: Runway turn pad lights shall be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions less than a value of 350 m, to enable an aero plane to complete a 180-degree turn and align with the runway centre line.

(2) Runway turn pad lights should be provided on a runway turn pad intended for use at night.

(3) **Location**: Runway turn pad lights should normally be located on the runway turn pad marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.

(4) Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m.

(5) Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.

(6) **Characteristics**: Runway turn pad lights shall be unidirectional fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or approaching the runway turn pad.

(7) Runway turn pad lights shall be in accordance with the specifications of Appendix 2, Figure A2-13, A2-14 or A2-15, as appropriate.

(t) Stop bars:

Note 1: A stop bar is intended to be controlled either manually or automatically by air traffic services.

Note 2: Runway incursions may take place in all visibility or weather conditions. The provision of stop bars at runway holding positions and their use at night and in visibility conditions greater than 550 m runway visual range can form part of effective runway incursion prevention measures.

(1) Application: A stop bar shall be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 550 m, except where:

(i) Appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or

(ii) Operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of:

(A) Aircraft on the maneuvering area to one at a time; and

(B) Vehicles on the maneuvering area to the essential minimum.

(2) Where there is more than one stop bar associated with a taxiway/runway intersection, only one shall be illuminated at any given time.

(3) A stop bar should be provided at an intermediate holding position when it is desired to supplement markings with lights and to provide traffic control by visual means.

(4) **Location**: Stop bars shall be located across the taxiway at the point where it is desired that traffic stop. Where the additional lights specified in 139.323.t(6)are provided, these lights shall be located not less than 3 m from the taxiway edge.

(5) **Characteristics**: Stop bars shall consist of lights spaced at uniform intervals of no more than3 m across the taxiway, showing red in the intended direction(s) of approach to the intersection or runway-holding position.

Note - Where necessary to enhance conspicuity of an existing stop bar, extra lights are installed uniformly.

(6) A pair of elevated lights should be added to each end of the stop bar where the in-pavement stop bar lights might be obscured from a pilot's view,for example,by rain,or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft.

(7) Stop bars installed at a runway-holding position shall be unidirectional and shall show red in the direction of approach to the runway.

(8) Where the additional lights specified in 139.323.t(6)are provided, these lights shall have the same characteristics as the lights in the stop bar, but shall be visible to approaching aircraft up to the stop bar position.

(9) The intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications in Appendix 2, Figures A2-12 through A2-16, as appropriate.

(10) Where stop bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.

Note: High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.

(11) Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17 or A2-19.

(12) The lighting circuit shall be designed so that:

(i) Stop bars located across entrance taxiways are selectively switch able;

(ii) Stop bars located across taxiways intended to be used only as exit taxiways are switch able selectively or in groups;

(iii) When a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar shall be extinguished for a distance of at least 90 m; and

(iv) Stop bars are interlocked with the taxiway centre line lights so that when the centre line lights beyond the stop bar are illuminated the stop bar is extinguished and vice versa.

Note: Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will not fail at the same time. Guidance on this issue is given in EAC 139-13.

(u) Intermediate holding position lights:

Note: See .321(k)for specifications on intermediate holding position marking.

(1) Application: Except where a stop bar has been installed, intermediate holding position lights shall be provided at an intermediate holding position intended for use in runway visual range conditions less than a value of 350 m.

(2) Intermediate holding position lights should be provided at an intermediate holding position where there is no need for stop-and-go signals as provided by a stop bar.

(3) **Location**: Intermediate holding position lights shall be located along the intermediate holding position marking at a distance of 0.3 m prior to the marking.

(4) **Characteristics**: Intermediate holding position lights shall consist of three fixed unidirectional lights showing yellow in the direction of approach to the intermediate holding position with a light distribution similar to taxiway centre

line lights if provided. The lights shall be disposed symmetrically about and at right angle to the taxiway centre line, with individual lights spaced 1.5 m apart.

(v-A) De-icing/anti-icing facility exit lights (Not Applicable)

(v) Runway guard lights:

Note: The purpose of runway guard lights is to warn pilots, and drivers of vehicles when they are operating on taxiways, that they are about to enter runway. There are two standard configurations of runway guard lights as illustrated in Figure 5-28.

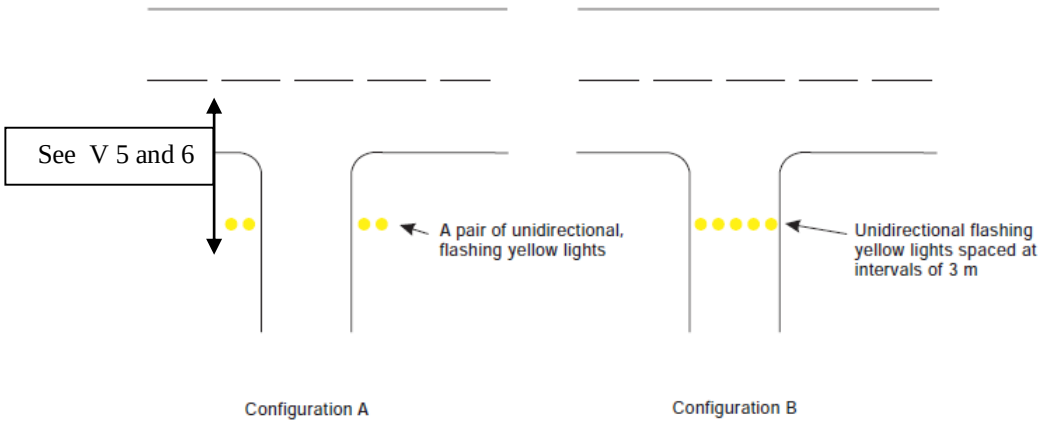


Figure 5-28. Runway guard lights

(1) Application: Runway guard lights, Configuration A, shall be provided at each taxiway/runway intersection associated with a runway intended for use in:
   (i) Runway visual range conditions less than a value of 550 m where a stop bar is not installed; and
   (ii) Runway visual range conditions of values between 550 m and 1 200 m where the traffic density is heavy.

Note 1.— Runway guard lights, Configuration B, may supplement runway guard lights, Configuration A, when deemed necessary.

Note 2.— Guidance on the design, operation and location of runway guard lights, Configuration B, is given in the EAC139-12

(2) As part of runway incursion prevention measures, runway guard lights, Configuration A or B , should be provided at each taxiway/runway intersection where runway incursion hot spots have been identified, and used under all weather conditions during day and night.

(3) Configuration B runway guard lights should not be collocated with a stop bar.

(4) Where more than one runway-holding positions exist at a runway/taxiway intersection, only the set of runway guard lights associated with the operational runway-holding position shall be illuminated.

(5) **Location**: Runway guard lights, Configuration A, shall be located at each side of the taxiway on the holding side of the runway-holding position marking.

(6) Runway guard lights, Configuration B, shall be located across the taxiway the holding side of the runway holding position marking.

(7) **Characteristics**: Runway guard lights, Configuration A, shall consist of two pairs of yellow lights.

(8) Where there is a need to enhance the contrast between the on and off state of runway guard lights, Configuration A, intended for use during the day, a visor of sufficient size to prevent sunlight from entering the lens without interfering with the function of the fixture should be located above each lamp.

Note: Some other device or design, e.g. specially designed optics, may be used in lieu of the visor.

(9) Runway guard lights, Configuration B, shall consist of yellow lights spaced at intervals of 3 m across the taxiway.

(10) The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aero plane taxiing to the holding position.

Note.— For guidance on orientation and aiming of runway guard lights, see the EAC139-12

(11) The intensity in yellow light and beam spreads of lights of Configuration A should he in accordance with the specifications in Appendix 2, Figure A2-24.

(12) Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-25.

(13) Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-25.
Note: Higher light intensities may be required to maintain ground movement at a certain speed in low visibilities.

(14) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-12.

(15) Where runway guard lights ure intended for use during the dup the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.

(16) Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.

(17) The lights in each unit of Configuration A shall be illuminated alternately.

(18) For Configuration B, adjacent lights shall be alternately illuminated and alternative lights shall be illuminated in unison.

(19) The lights shall be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods shall be equal and opposite in each light.
Note: The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.

(w) Apron floodlighting:

(See also .323(ɵ)(q)(1) and .323(ƥ)(r)(1))

(1) **Application**: Apron floodlighting should be provided on an apron, and on a designated isolated aircraft parking position intended to be used at night.
Note 1: The designation of an isolated aircraft parking position is specified in .313(b).
Note 2: Guidance on apron floodlighting is given in EAC 139-12.

(2) **Location**: Apron floodlights should be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron. The arrangement and aiming of floodlights should be such that an aircraft stand receives light from two or more directions to minimize shadows.

(3) **Characteristics**: The spectral distribution of apron floodlights shall be such that the colors used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified.

(4) The average luminance should be at least the following:

(i) Aircraft stand:

(A) horizontal luminance: 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and

(B) vertical luminance: 20 lux at a height of 2 m above the apron in relevant directions.

(ii) Other apron areas:

(A) horizontal luminance: 50 per cent of the average luminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.

(x) Visual docking guidance system:

(1) **Application**: A visual docking guidance system shall be 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 Marshallese, are not practicable.

Note: The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron and the precision required for maneuvering into the parking position due to aircraft servicing installation, passenger loading bridges, etc. See EAC 139-12 for guidance on the selection of suitable systems.

(2) **Characteristics**: The system shall provide both azimuth and stopping guidance.

(3) The azimuth guidance unit and the stopping position indicator shall be adequate for use in all weather, visibility, background lighting and pavement conditions for which the system is intended both by day and night, but shall not dazzle the pilot.

Note: Care is required in both the design and on-site installation of the system to ensure that reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.

(4) The azimuth guidance unit and the stopping position indicator shall be of a design such that:

(i) A clear indication of malfunction of either or both is available to the pilot; and

(ii) They can be turned off.

(5) The azimuth guidance unit and the stopping position indicator shall be located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand maneuvering guidance lights, if present, and the visual docking guidance system.

(6) The accuracy of the system shall be adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used.

(7) The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.

(8) If selective operation is required to prepare the system for use by a particular type of aircraft, then the system shall provide an identification of the selected aircraft type to both the pilot and the system operator as a means of ensuring that the system has been set properly.

(9) **Azimuth guidance unit**: **location**The azimuth guidance unit shall be 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 maneuver and aligned for use at least by the pilot occupying the left seat.

(10) The azimuth guidance unit should be aligned for use by the pilots occupying both the left and right seats.

(11) **Characteristics**: The azimuth guidance unit shall provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over controlling.

(12) When azimuth guidance is indicated by color change, green shall be used to identify the centre line and red for deviations from the centre line.

(13) **Stopping position indicator**: **location:** The stopping position indicator shall be 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.

(14) The stopping position indicator shall be usable at least by the pilot occupying the left seat.

(15) The stopping position indicator should be usable by the pilots occupying both the left and right seats.

(16) **Characteristics**: The stopping position information provided by the indicator for a particular aircraft type shall account for the anticipated range of variations in pilot eye height and/or viewing angle.

(17) The stopping position indicator shall show the stopping position for the aircraft for which guidance is being provided, and shall provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position.

(18) The stopping position indicator should provide closing rate information over a distance of at least 10 m.

(19) When stopping guidance is indicated by color change, green shall be 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 color may be used to warn that the stopping point is close.

(y) Advanced visual docking guidance system

Application: Note 1.— Advanced visual docking guidance systems (A-VDGS) include those systems that, in addition to basic and passive azimuth and stop position information, provide pilots with active (usually sensor-based) guidance information, such as aircraft type indication (in accordance with ICAO Document 8643 Aircraft Type Designators), distance-to-go information and closing speed. Docking guidance information is usually provided on a single display unit.

Note 2.— An A-VDGS may provide docking guidance information in three stages: the acquisition of the aircraft by the system, the azimuth alignment of the aircraft, and the stopping position information.

(1) An A-VDGS should be provided where it is operationally desirable to confirm the correct aircraft type for which guidance is being provided, and/or to indicate the stand centre line in use, where more than one is provided for.

(2) The A-VDGS shall be suitable for use by all types of aircraft for which the aircraft stand is intended.

(3) The A-VDGS shall be onlyused in conditions in which its operational performance is specified.

Note 1.— The use of the A-VDGS in conditions such as weather, visibility, and background lighting both by day and night would need to be specified.

Note 2.— Care is required in both the design and on-site installation of the system to ensure that glare, reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.

(4) The docking guidance information provided by an A-VDGS shall not conflict with that provided by a conventional visual docking guidance system on an aircraft

stand if both types are provided and are in operational use. A method of indicating that the A-VDGS is not in operational use or isunserviceable, shall be provided.

(5) **Location**: The A-VDGS shall be located such that unobstructed and unambiguous guidance is provided to the person responsible for, and persons assisting, the docking of the aircraft throughout the docking manoeuvre.

Note.— Usually the pilot-in-command is responsible for the docking of the aircraft. However, in some circumstances, another person could be responsible and this person may be the driver of a vehicle that is towing the aircraft.

(6) **Characteristics**: The A-VDGS shall provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre:

(i) An emergency stop indication;

(ii) The aircraft type and model for which the guidance is provided;

(iii) An indication of the lateral displacement of the aircraft relative to the stand centre line;

(iv) The direction of azimuth correction needed to correct a displacement from the stand centerline;

(v) An indication of the distance to the stop position;

(vi) An indication when the aircraft has reached the correct stopping position; and

(vii) A warning indication if the aircraft goes beyond the appropriate stop position.

(7) The A-VDGS shall be capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre.

Note.— See the EAC 139-12, for an indication of the maximum aircraft speeds relative to distance to the stopping position.

(8) The time taken from the determination of the lateral displacement to its display shall not result in a deviation of the aircraft, when operated in normal conditions, from the stand centreline greater than 1 m.

(9) The information on displacement of the aircraft relative to the stand centre line and distance to the stopping position, when displayed, should be provided with the accuracy specified in Table 5.4.

Guidance information	Maximum deviation at stop position (stop area)	Maximum deviation at 9 m from stop position	Maximum deviation at 15 m from stop position	Maximum deviation at 25 m from stop position
Azimuth	±250 mm	±340 mm	±400 mm	±500 mm
Distance	±500 mm	±1 000 mm	±1 300 mm	Not specified

Table 5.4 A-VDGS Recommended displacement accuracy

(10) Symbols and graphics used to depict guidance information shall be intuitively representative of the type of information provided.

Note.— The use of colour would need to be appropriate and need to follow signal convention, i.e. red, yellow and green mean hazard, caution and normal/correct conditions, respectively. The effects of colour contrasts would also need to be considered.

(11) Information on the lateral displacement of the aircraft relative to the stand centre line shall be provided at least 25m prior to the stop position.

Note.— The indication of the distance of the aircraft from the stop position may be colour-coded and presented at a rate and distance proportional to the actual closure rate and distance of the aircraft approaching the stop point.

(12) Continuous closure distance and closure rate shall be provided from at least 15 m prior to the stop position.

(13) Where provided, closure distance displayed in numerals should be provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position.

(14) Throughout the docking manoeuvre, an appropriate means shall be provided on the A-VDGS to indicate the need to bring the aircraft to an immediate halt. In such an event, which includes a failure of the A-VDGS, no other information shall be displayed.

(15) Provision to initiate an immediate halt to the docking procedure shall be made available to personnel responsible for the operational safety of the stand.

(16) The word "STOP" in red characters should be displayed when an immediate cessation of the docking manoeuvre is required.

(z) Aircraft stand maneuvering guidance lights

(1) **Application** : Aircraft stand manoeuvring guidance lights should be provided to facilitate the positioning of an aircraft on an aircraft stand on a paved apron intended for use in poor visibility conditions, unless adequate guidance is provided by other means

(2) **Location** : Aircraft stand manoeuvring guidance lights shall be collocated with the aircraft stand markings.

(3) **Characteristics** : Aircraft stand manoeuvring guidance lights, other than those indicating a stop position, shall be fixed yellow lights, visible throughout the segments within which they are intended to provide guidance.

(4) The lights used to delineate lead-in, turning and lead-out lines should be spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections.

(5) The lights indicating a stop position shall be fixed, unidirectional lights, showing red.

(6) The intensity of the lights should be adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended.

(7) The lighting circuit should be designed so that the lights may be switched on to indicate that an aircraft stand is to be used and switched off to indicate that it is not to be used.

(aa) Road-holding position light

(1) **Application** : A road-holding position light shall be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m.

(2) A road-holding position light should be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of values between 350 m and 550 m.

(3) **Location** : A road-holding position light shall be located adjacent to the holding position marking 1.5 m (± 0.5 m) from one edge of the road, i.e. left or right as appropriate to the local traffic regulations.

Note.— See 139.335.i for the mass and height limitations and frangibility requirements of navigation aids located on runway strips.

(4) **Characteristics** : The road –holding position light shall comprise :

i) a controllable red (stop)/green (go) traffic light ; or

ii) a flashing-red light.

Note.— It is intended that the lights specified in 139.323.aa4(i) be controlled by the air traffic services.

(5) The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.

(6) The intensity of the light beam shall be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended, but shall not dazzle the driver.

(7) The flash frequency of the flashing-red light shall be between 30 and 60flashes per minute.

Note.— The commonly used traffic lights are likely to meet the requirements in 139.323.aa.5 and 139.323.aa.6

(ab) No-entry bar

Note.— Runway incursions may take place in all visibility or weather conditions. The provision of no- entry bars at taxiway/runway intersections and their use at night and in all visibility conditions can form part of effective runway incursion prevention measures.

(1) **Application** : A no-entry bar should be provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.

(2) **Location** : A no-entry bar should be located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction.

(3)A no-entry bar should be collocated with a no-entry sign and/or a no-entry marking.

(4) **Characteristics** : A no-entry bar should consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway.

Note.- Where necessary to enhance conspicuity, extra lights are installed uniformly.

(5) A pair of elevated lights should be added to each end of the no-entry bar where the in-pavement no entry bar lights might be obscured from a pilot's view,forexample, by rain, or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft.

(6) The intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications in Appendix 2, Figures A2-12 through A2-16, as appropriate.

(7) Where no-entry bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.

Note.— High-intensity no-entry bars are typically usedonly in case of an absolute necessity and following a specific study.

(8) Where a wide beam fixture is required, the intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17 or A2-19.

(9) Taxiway centre line lights installed beyond the no-entry bar, looking in the direction of the runway, shall not
be visible when viewed from the taxiway.

(ac) Runway statuslights:

Introductory Note.— Runway status lights (RWSL) is a type of autonomous runway incursion warning system (ARIWS). The two basic visual components of RWSL are runway entrance lights (RELs) and take-off hold lights (THLs). Either may be installed by itself, but the two components are designed to be complementary to each other.

(1) **Location**: Where provided, RELs shall be offset 0.6 m from the taxiway centre line on the opposite side to the taxiway centre line lights and begin 0.6 m before the runway-holding position extending to the edge of the runway. An additional single light shall be placed on the runway 0.6 m from the runway centre line and aligned with the last two taxiway RELs.

Note.— Where two or more runway-holding positions are provided, the runway-holding position referred is that closest to the runway.

(2) RELs shall consist of at least five light units and shall be spaced at a minimum of 3.8 m and a maximum of 15.2 m longitudinally, depending upon the taxiway length involved, except for a single light installed near the runway centre line.

(3) Where provided, THLs shall be offset 1.8 m on each side of the runway centre

line lights and extend, in pairs, starting at a point 115 m from the beginning of the runway and, thereafter, every 30 m for at least 450 m.

Note.— Additional THLs may be similarly provided at the starting point of the take-off roll.

(4) **Characteristic**: Where provided, RELs shall consist of a single line of fixed in pavement lights showing red in the direction of aircraft approaching the runway.

(5) RELs shall illuminate as an array at each taxiway/runway intersection where they are installed less than 2 seconds after the system determines a warning is needed.

(6) Intensity and beam spread of RELs shall be in accordance with the specifications of Appendix 2, Figures A2-12 and A2-14.

Note.— Consideration for reduced beam width may be required for some REL lights at acute angled runway/taxiway intersections to ensure the RELs are not visible to aircraft on the runway.

(7) Where provided, THLs shall consist of two rows of fixed in pavement lights showing red facing the aircraft taking off.

(8) THLs shall illuminate as an array on the runway less than 2 seconds after the system determines a warning is needed.

(9) Intensity and beam spread of THLs shall be in accordance with the specifications of Appendix 2, Figure A2-26

(10) RELs and THLs should be automated to the extent that the only control over each system will be to disable one or both systems

139.325 Signs

(a) General:

Note: Signs shall be either fixed message signs or variable message signs. Guidance on signs is contained in EAC 139-12.

(1) Application: Signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information to meet the requirements of 139.335(h)(1).
Note: See .321(q) for specifications on information marking.

(2) A variable message sign should be provided where:
(i) The instruction or information displayed on the sign is relevant only during a certain period of time; and/or
(ii) There is a need for variable pre-determined information to be displayed on the sign to meet the requirements of 139.335(h)(1).

(3) Characteristics: Signs shall be frangible. Those located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft. The installed height of the sign shall not exceed the dimension shown in the appropriate column of Table 5-5.

(4) Signs shall be rectangular, as shown in Figures 5-29and 5-30 with the longer side horizontal.

(5) The only signs on the movement area utilizing red shall be mandatory instruction signs.

(6) The inscriptions on a sign shall be in accordance with the provisions of Appendix 4.

(7) Signs shall be illuminated in accordance with the provisions of Appendix 4 when intended for use:
(i) In runway visual range conditions less than a value of 800 m; or
(ii) At night in association with instrument runways; or
(iii) At night in association with non-instrument runways where the code number is 3 or 4.

(8) Signs shall be retro reflective and/or illuminated in accordance with the provisions of Appendix 4 when intended for use at night in association with non-instrument runways where the code number is 1 or 2.
(9) A variable message sign shall show a blank face when not in use.
(10) In case of failure, a variable message sign shall not provide information that could lead to unsafe action from a pilot or a vehicle driver.
(11) The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds.

(b) Mandatory instruction signs:

Note: See Figure 5-29 for pictorial representation of mandatory instruction signs and Figure 5-31 for examples of locating signs at taxiway/runway intersections.

(1) **Application**: A mandatory instruction sign shall be provided to identify a location beyond which an aircraft taxiing or vehicle shall not proceed unless authorized by the aerodrome control tower.
(2) Mandatory instruction signs shall include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and NO ENTRY signs.
Note: See .325(g) for specifications on road-holding position signs.
(3) A pattern "A" runway-holding position marking shall be supplemented at a taxiway/runway intersection or a runway/runway intersection with a runway designation sign.
(4) A pattern "B" runway-holding position marking shall be supplemented with a category I, II or III holding position sign.
(5) A pattern "A" runway-holding position marking at a runway-holding position established in accordance with .311(d)(3) shall be supplemented with a runway-holding position sign.
Note: See .321.j) for specifications on runway-holding position marking.
(6) A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position, as appropriate.
Note: See .325(c) for characteristics of location signs.
(7) A NO ENTRY sign shall be provided when entry into an area is prohibited.
(8) Location: A runway designation sign at a taxiway/runway intersection or a runway/runway intersection shall be located on each side of the runway-holding position marking facing the direction of approach to the runway.
(9) A category I, II or III holding position sign shall be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.
(10) A NO ENTRY sign shall be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot.
(11) A runway-holding position sign shall be located on each side of the runway-holding position established in accordance with .311(d)(3), facing the approach to the obstacle limitation surface or ILS/MLS critical/sensitive area, as appropriate.
(12) **Characteristics**: A mandatory instruction sign shall consist of an inscription in white on a red background.

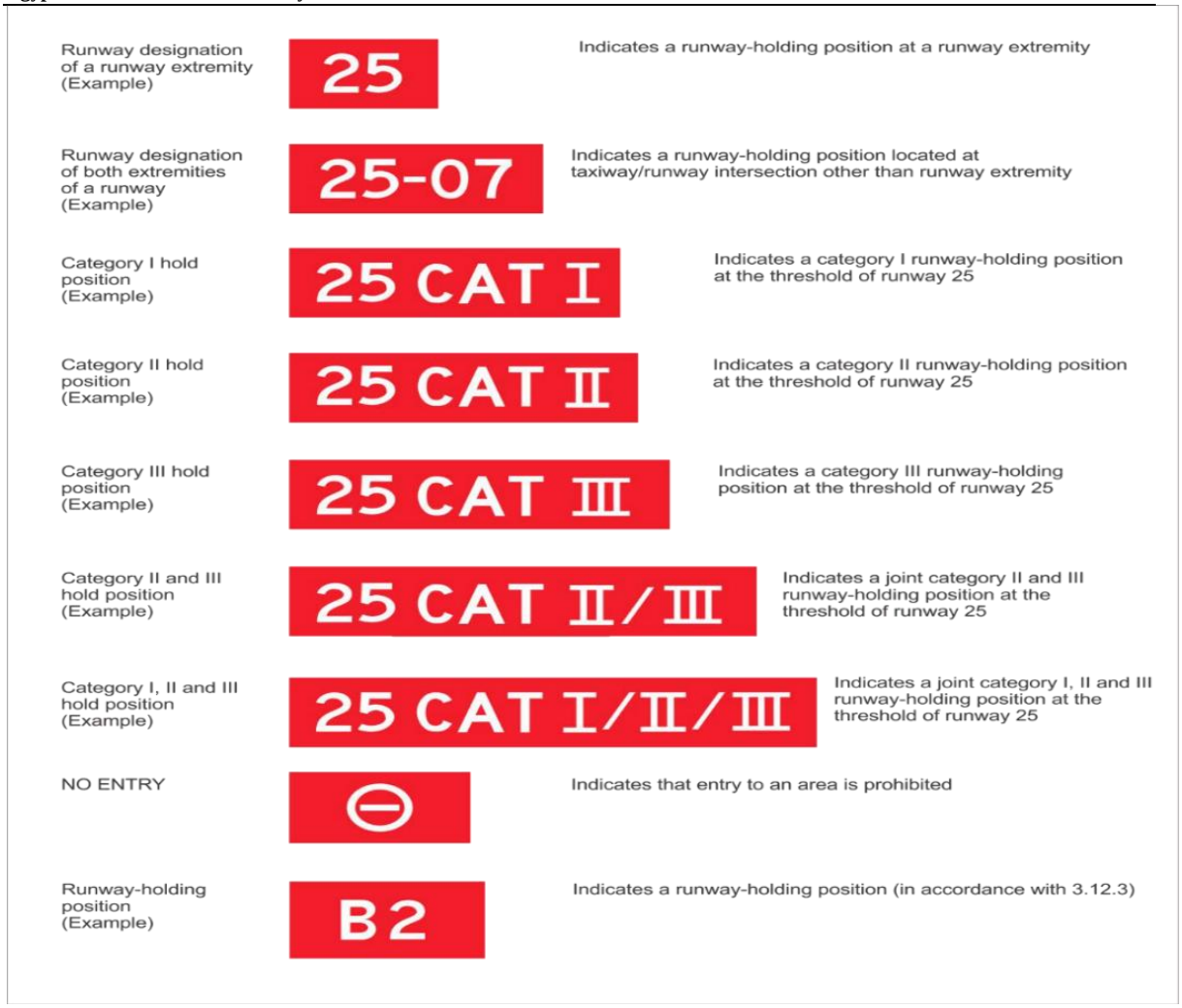


Figure 5-29: Mandatory instruction signs

(13) Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4

(14) The inscription on a runway designation sign shall consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only.

(15) The inscription on a category I, II, III ,jointII/IIIorjointI/II/IIIposition sign shall consist of the runway designator followed by CAT I, CAT II, CAT III,CAT II/III or CAT I/II/III , as appropriate.

(16) The inscription on a NO ENTRY sign shall be in accordance with Figure 5-29

(17) The inscription on a runway-holding position sign at a runway-holding position established in accordance with .311(d)(3) shall consist of the taxiway designation and a number.

(18) Where installed, the inscriptions/symbol of Figure 5-29 shall be used

(c) Information signs:

Note: See Figure 5-30 for pictorial representations of information signs.

(1) **Application**: An information sign shall be provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information.
(2) Information signs shall include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.
(3) A runway exit sign shall be provided where there is an operational need to identify a runway exit.
(4) A runway vacated sign shall be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface whichever is farther from the runway centre line.
Note: See .323(q) for specifications on colour coding taxiway centre line lights.
(5) An intersection take-off sign should be provided when there is an operational need to indicate the remaining take-off run available (TORA) for intersection take-offs.
(6) Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc.
(7) A combined location and direction sign shall be provided when it is intended to indicate routing information prior to a taxiway intersection.
(8) A direction sign shall be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.
(9) A location sign should be provided at an intermediate holding position.
(10) A location sign shall be provided in conjunction with a runway designation sign except at a runway/runway intersection.
(11) A location sign shall be provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not needed.
(12) Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection.
(13) Where a taxiway ends at an intersection such as a ‘‘T’’ and it is necessary to identify this, a barricade, direction sign and/or other appropriate visual aid should be used.
(14) Location: Except as specified in .325(c)(16) and .325(c)(24) information signs shall, wherever practicable, be located on the left-hand side of the taxiway in accordance with Table 5-5.
(15) At a taxiway intersection, information signs shall be located prior to the intersection and in linewith the intermediate holding position marking. Where there is no intermediate holding position marking, the signs shall be installed at least 60 m from thecentre line of the intersecting taxiway where the code number is 3 or 4, and at least 40 m where the codenumber is 1 or 2..

Note: A location sign installed beyond a taxiway intersection may be installed on either side of a taxiway.

(16) A runway exit sign shall be located on the same side of the runway as the exit is located (i.e. left or right) and positioned in accordance with Table 5-5.
(17) A runway exit sign shall be located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2.
(18) A runway vacated sign shall be located at least on one side of the taxiway. The distance between the sign and the centre line of a runway shall be not less than the greater of the following:
    (i) The distance between the centre line of the runway and the perimeter of the ILS/MLS critical/sensitive area; or

(ii) The distance between the centre line of the runway and the lower edge of the inner transitional surface.

(19) Where provided in conjunction with a runway vacated sign, the taxiway location sign shall be positioned outboard of the runway vacated sign.

(20) An intersection take-off sign shall be located at the left-hand side of the entry taxiway. The distance between the sign and the centre line of the runway shall be not less than 60 m where the code number is 3 or 4 and not less than 45 m where the code number is 1 or 2.

(21) A taxiway location sign installed in conjunction with a runway designation sign shall be positioned outboard of the runway designation sign.

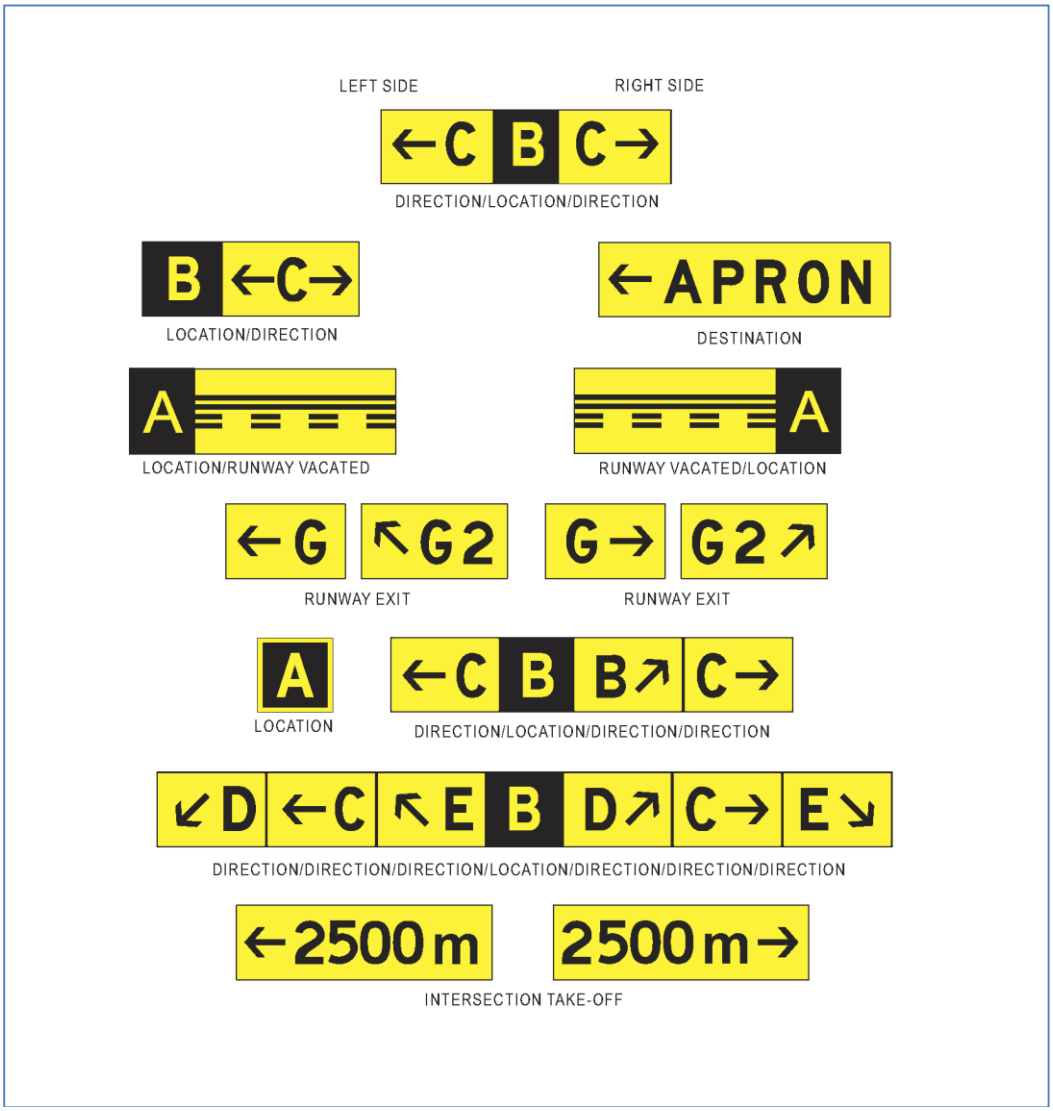
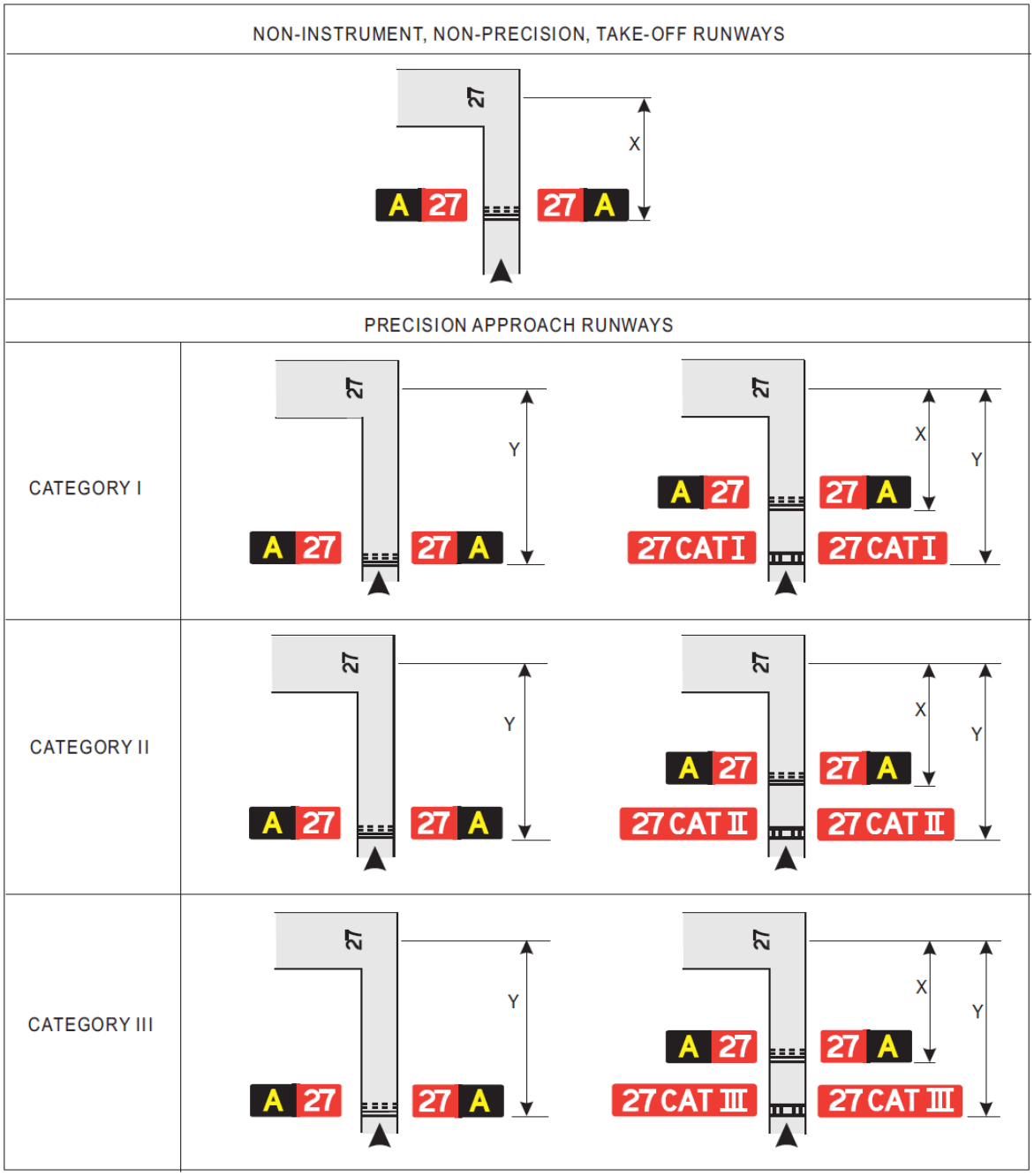


Figure 5-30: Information signs

Figure 5-31. Examples of sign positions at taxiway/runway intersections



Note.— Distance X is established in accordance with Table 3-2. Distance Y is established at the edge of the ILS/MLS critical/sensitive area.

Table 5-5: Location distances for taxiing guidance signs including runway exit signs

Sign height (mm)				Perpendicular distance from defined taxiway pavement edge to near side of sign	Perpendicular distance from defined runway pavement edge to near side of sign
Code number	Legend	Face (min.)	Installed (max.)		
1 or 2	200	400	700	5-11 m	3-10 m
1 or 2	300	600	900	5-11 m	3-10 m
3 or 4	300	600	900	11-21 m	8-15 m
3 or 4	400	800	1 100	11-21 m	8-15 m

(22) A destination sign should not normally be collocated with a location or direction sign.

(23) An information sign other than a location sign shall not be collocated with a mandatory instruction sign.

(24) A direction sign, barricade and/or other appropriate visual aid used to identify a ‘‘T’’ intersection should be located on the opposite side of the intersection facing the taxiway.

(25) **Characteristics**: An information sign other than a location sign shall consist of an inscription in black on a yellow background.

(26) A location sign shall consist of an inscription in yellow on a black background and where it is a stand-alone sign shall have a yellow border.

(27) The inscription on a runway exit sign shall consist of the designator of the exit taxiway and an arrow indicating the direction to follow.

(28) The inscription on a runway vacated sign shall depict the pattern A runway-holding position marking as shown in Figure 5-30

(29) The inscription on an intersection take-off sign shall consist of a numerical message indicating the remaining take-off run available in metres plus an arrow, appropriately located and oriented, indicating the direction of the take-off as shown in Figure 5-30

(30) The inscription on a destination sign shall comprise an alpha, alphanumerical or numerical message identifying the destination plus an arrow indicating the direction to proceed as shown in Figure 5-30

(31) The inscription on a direction sign shall comprise an alpha or alphanumerical message identifying the taxiway(s) plus an arrow or arrows appropriately oriented as shown in Figure 5-30

(32) The inscription on a location sign shall comprise the designation of the location taxiway, runway or other pavement the aircraft is on or is entering and shall not contain arrows.

(33) Where it is necessary to identify each of a series of intermediate holding positions on the same taxiway, the location sign should consist of the taxiway designation and a number.

(34) Where a location sign and direction signs are used in combination:

(i) All direction signs related to left turns shall be placed on the left side of the location sign and all direction signs related to right turns shall be placed on the right side of the location sign, except that where the junction consists of one intersecting taxiway, the location sign may alternatively be placed on the left hand side;

(ii) The direction signs shall be placed such that the direction of the arrows departs increasingly from the vertical with increasing deviation of the corresponding taxiway;

(iii) An appropriate direction sign shall be placed next to the location sign where the direction of the location taxiway changes significantly beyond the intersection; and

(iv) Adjacent direction signs shall be delineated by a vertical black line as shown in Figure 5-30

(35) A taxiway shall be identified by a designatorthat is used only once on an aerodrome comprising a single, twoletters or a combination of a letter or letters followed by a number.

(36) When designating taxiways the use of words such as inner and outer should be avoided wherever possible.

(37) When designating taxiways, the use of the letters I, O or X shall not be used to avoid confusion with the numerals 1, 0 and closed marking

(38) The use of numbers alone on the manoeuvring area shall be reserved for the designation of runways.

(39) Apron stand designators should not be the same as taxiway designators.

(d) VOR aerodrome check-point sign:

(1) **Application**: When a VOR aerodrome check-point is established, it shall be indicated by a VOR aerodrome check-point marking and sign.
Note: See .321(l) for VOR aerodrome check-point marking.

(2) **Location**: A VOR aerodrome check-point sign shall be located as near as possible to the check-point and so that the inscriptions are visible from the cockpit of an aircraft properly positioned on the VOR aerodrome check-point marking.

(3) **Characteristics**: A VOR aerodrome check-point sign shall consist of an inscription in black on a yellow background.

(4) The inscriptions on a VOR check-point sign should be in accordance with one of the alternatives shown in Figure 5-32 in which:
(i) VOR: is an abbreviation identifying this as a VOR check-point;
(ii) 116.3: is an example of the radio frequency of the VOR concerned;
(iii) 147°: is an example of the VOR bearing, to the nearest degree, which should be indicated at the VOR check-point; and
(iv) 4.3 NM: is an example of the distance in nautical miles to a DME collocated with the VOR concerned.

Note: Tolerances for the bearing value shown on the sign are given in ECAR Part 171. It will be noted that a check-point can only be used operationally when periodic checks show it to be consistently within ± 2 degrees of the stated bearing.

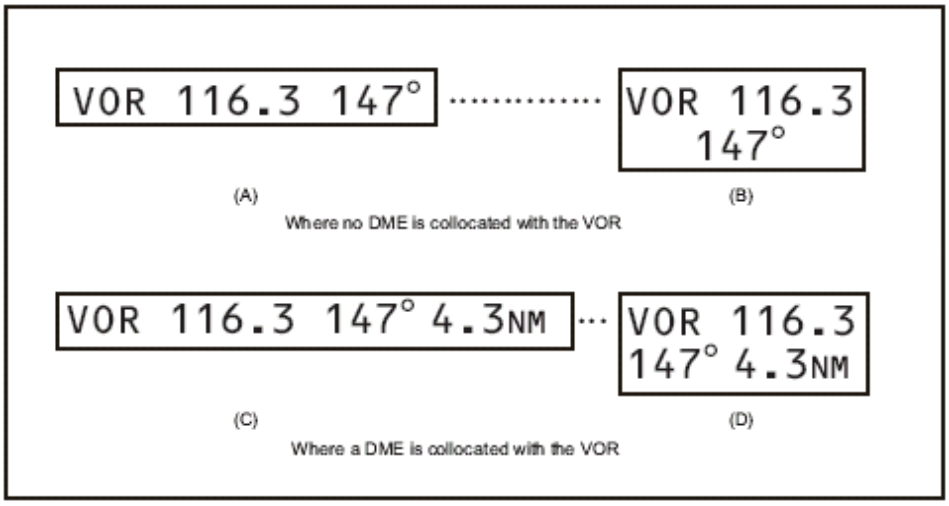


Figure 5-32: VOR aerodrome check-point sign

(e) Aerodrome identification sign:

(1) **Application**: An aerodrome identification sign should be provided at an aerodrome where there is insufficient alternative means of visual identification.

(2) **Location**: The aerodrome identification sign should be placed on the aerodrome so as to be legible, in so far as is practicable, at all angles above the horizontal.

(3) **Characteristics**: The aerodrome identification sign shall consist of the name of the aerodrome.

(4) The colour selected for the sign should give adequate conspicuity when viewed against its background.

(5) The characters should have a height of not less than 3 m.

(f) Aircraft stand identification signs:

(1) **Application**: An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.

(2) **Location**: An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.

(3) **Characteristics**: An aircraft stand identification sign should consist of an inscription in black on a yellow background.

(g) Road-holding position sign:

(1) A road-holding position sign shall be provided at all road entrances to a runway.

(2) **Location**: The road-holding position sign shall be located 1.5 m from one edge of the road (left or right as appropriate to the local traffic regulations) at the holding position.

(3) **Characteristics**: A road-holding position sign shall consist of an inscription in white on a red background.

(4) The inscription on a road-holding position sign shall be in the national language, be in conformity with the local traffic regulations and include the following:

(i) A requirement to stop; and

(ii) Where appropriate:

(A) A requirement to obtain ATC clearance; and

(B) Location designator.

Note: Examples of road-holding position signs are contained EAC 139-12.

(5) A road-holding position sign intended for night use shall be retro reflective or illuminated.

139.327 Markers

(a) **General**: Markers shall be frangible. Those located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.

Note 1: Anchors or chains, to prevent markers which have broken from their mounting from blowing away, are sometimes used.

Note 2: Guidance on frangibility of markers is given in EAC139-14.

(b) Unpaved runway edge markers:

(1) **Application**: Markers should be provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.

(2) **Location**: Where runway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of flat rectangular or conical shape should be placed so as to delimit the runway clearly.

(3) **Characteristics**: The flat rectangular markers should have a minimum size of 1 m by 3 m and should be placed with their long dimension parallel to the runway centre line. The conical markers should have a height not exceeding 50 cm.

(c) Stopway edge markers:

(1) Application: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated by its appearance compared with that of the surrounding ground.

(2) Characteristics: The stopway edge markers shall be sufficiently different from any runway edge markers used to ensure that the two types of markers cannot be confused.

Note: Markers consisting of small vertical boards camouflaged on the reverse side, as viewed from the runway, have proved operationally acceptable.

(d) Edge markers for snow-covered runways (not applicable)

(e) Taxiway edge markers:

(1) **Application**: Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway centre line markers are not provided.

(2) **Location**: Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights had they been used.

(3) **Characteristics**: A taxiway edge marker shall be retro reflective blue.

(4) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm^2.

(5) Taxiway edge markers shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.

(f) Taxiway centre line markers:

(1) **Application**: Taxiway centre line markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway edge markers are not provided.

(2) Taxiway centre line markers should be provided on a taxiway where the code number is 3 or 4 and taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.

(3) **Location**: Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used.
Note: See 139.323 (q)(12) for the spacing of taxiway centre line lights.

(4) Taxiway centre line markers should normally be located on the taxiway centre line marking except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.

(5) **Characteristics**: A taxiway centre line marker shall be retro-reflective green.

(6) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 20 cm^2.

(7) Taxiway centre line markers shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.

(g) Unpaved taxiway edge markers:

(1) **Application**: Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.

(2) **Location**: Where taxiway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of conical shape should be placed so as to delimit the taxiway clearly.

(h) Boundary markers:

(1) **Application**: Boundary markers shall be provided at an aerodrome where the landing area has no runway.

(2) **Location**: Boundary markers shall be spaced along the boundary of the landing area at intervals of not more than 200 m, if the type shown in Figure 5-33 is used, or approximately 90 m, if the conical type is used with a marker at any corner.

(3) **Characteristics**: Boundary markers should be of a form similar to that shown in Figure 5-33 , or in the form of a cone not less than 50 cm high and not less than 75 cm in diameter at the base. The markers should be coloured to contrast with the background against which they will be seen. A single colour, orange or red, or two contrasting colours, orange and white or alternatively red and white, should be used, except where such colours merge with the background.

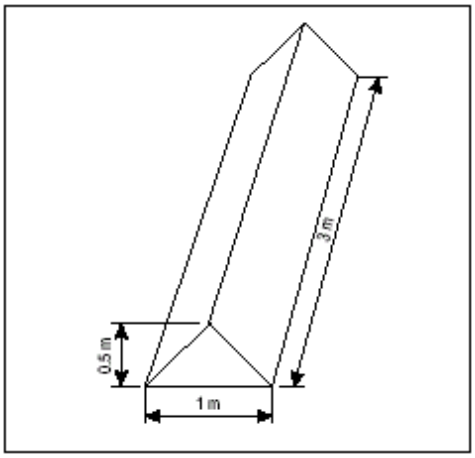


Figure 5-33: Boundary markers

SUBPART I
Visual Aids for Denoting Obstacles

139.329 Visual Aids for denoting obstacles

(a) Objects to be marked and/or lighted:

Note 1: The marking and/or lighting of obstacles is intended to reduce hazards to aircraft by indicating the presence of the obstacles. It does not necessarily reduce operating limitations which may be imposed by an obstacle.

Note 2.— An autonomous aircraft detection system may be installed on or near an obstacle (or group of obstacles such as wind farms), designed to operate the lighting only when the system detects an aircraft approaching the obstacle, in order to reduce light exposure to local residents. Guidance on the design and installation of an autonomous aircraft detection system is available in the EAC 139-12. The availability of such guidance is not intended to imply that such a system has to be provided.

(1) Objects within the lateral boundaries of the obstacle limitation surfaces:

(i)Vehicles and other mobile objects, excluding aircraft, on the movement area of an aerodrome are obstacles and shall be marked and, if the vehicles and aerodrome are used at night or in conditions of low visibility, lighted, except that aircraft servicing equipment and vehicles used only on aprons may be exempt.

(ii) Elevated aeronautical ground lights within the movement area shall be marked so as to be conspicuous by day. Obstacle lights shall not be installed on elevated ground lights or signs in the movement area.

(iii) All obstacles within the distance specified in Table 3-1, column 11 or 12, from the centre line of a taxiway, an apron taxiway or aircraft stand taxilane shall be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.

(iv)A fixed obstacle that extends above a take-off climb surface within 3000 m of the inner edge of the take-off climb surface should be marked and, if the runway is used at night, lighted, except that:

(A) Such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;

(B) The marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;

(C) The marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and

(D) The lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.

(v) A fixed object, other than an obstacle, adjacent to a take-off climb surface should be marked and, if the runway is used at night, lighted if such marking and lighting is considered necessary to ensure its avoidance, except that the marking may be omitted when:

(A) The object is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150m; or

(B) The object is lighted by high-intensity obstacle lights by day.

(vi) A fixed obstacle that extends above an approach or surface within 3000m of the inner edge or above a transitional surfaceshall be marked and, if the runway is used at night, lighted, except that:

(A) Such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;

(B) The marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;

(C) The marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and

(D) The lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.

(vii) A fixed obstacle above a horizontal surface should be marked and, if the aerodrome is used at night, lighted except that:

(A) Such marking and lighting may be omitted when:

(aa) The obstacle is shielded by another fixed obstacle; or

(bb) For a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or

(cc) An aeronautical study shows the obstacle not to be of operational significance;

(B) The marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;

(C) The marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and

(D) The lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.

(viii) A fixed object that extends above an obstacle protection surface shall be marked and, if the runway is used at night, lighted.

Note: See .323(e) for information on the obstacle protection surface.

(ix) Other objects inside the obstacle limitation surfaces should be marked and/or lighted if an aeronautical study indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway or highway).

Note.- See note below 317(d)(2)

(x) Overhead wires, cables, etc., crossing a river, waterway,valley or highway should be marked and their supporting towers marked and lighted if an aeronautical study indicates that the wires or cables could constitute a hazard to aircraft.

(2) Objects outside the lateral boundaries of the obstacle limitation surfaces :

(i) Obstacles in accordance with .317(c)(2) should be marked and lighted, except that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day.

(ii) Other objects outside the obstacle limitation surfaces should be marked and/or lighted if an aeronautical study indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway or highway).

(iii) Overhead wires, cables, etc., crossing a river,waterway, valley or highway should be marked and their supporting towers marked and lighted if an aeronautical study indicates that the wires or cables could constitute a hazard to aircraft.

(b) Marking and/or lighting of objects:

(1) General:

(i) The presence of objects which must be lighted, as specified in .329(a), shall be indicated by low-, medium- or high-intensity obstacle lights, or a combination of such lights.

(ii) Low-intensity obstacle light: Low-intensity obstacle lights Types A , B, C,Dand E medium-intensity obstacle lights, types A, B and C, high-intensity obstacle lights Type A and B, shall be in accordance with the specifications in Table 6-1 and Appendix 1.

(iii) The number and arrangement of low-, medium- or high-intensity obstacle lights at each level to be marked shall be such that the object is indicated from every angle in azimuth. Where a light is shielded in any direction by another part of the object, or by an adjacent object, additional lights shall be provided on that adjacent object or the part of the object that is shielding the light, in such a way as to retain the general definition of the object to be lighted. If the shielded light does not contribute to the definition of the object to be lighted, it may be omitted.

(2)Mobile objects:

(i)**Marking:** All mobile objects to be marked shall be coloured or display flags.

(ii) **Marking by color**: When mobile objects are marked by colour, a single conspicuous colour, preferably red or yellowish green for emergency vehicles and yellow for service vehicles should be used.

(iii) **Marking by flags:** Flags used to mark mobile objects shall be displayed around, on top of, or around the highest edge of, the object. Flags shall not increase the hazard presented by the object they mark.

(iv) Flags used to mark mobile objects shall not be less than 0.9 m on each side and shall consist of a chequered pattern, each square having sides of not less than 0.3 m. The colours of the pattern shall contrast each with the other and with the background against which they will be seen. Orange and white or alternatively red and white shall be used, except where such colours merge with the background.

(v)**Lighting** : Low intensity obstacle lights, Type C, shall be displayed on vehicles and other mobile objects excluding aircraft.

Note – See ICAO Annex 2 for lights to be displayed by aircraft.

(vi) Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security shall be flashing-blue and those displayed on other vehicles shall be flashing-yellow.

(vii) Low intensity obstacle lights, type D, shall be displayed on follow-me vehicles.

(viii) Low-intensity obstacle lights on objects with limited mobility such as aerobridges shall be fixed-red, and as a minimum be in accordance with the specifications for low-intensity obstacle lights, type A, in table 6-1. The intensity of the lights shall be sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general levels of illumination against which they would normally be viewed.

Table 6-1. Characteristics of obstacle lights

1	2	3	4	5	6	7
			Peak intensity (cd) at given Background Luminance (b)			
Light Type	Colour	Signal type/ (flash rate)	Day (Above 500 cd/m^2)	Twilight (50-500 cd/m^2)	Night (Below 50 cd/m^2)	Light Distribution Table
Low-intensity, Type A (fixed obstacle)	Red	Fixed	N/A	N/A	10	Table 6-2
Low-intensity, Type B (fixed obstacle)	Red	Fixed	N/A	N/A	32	Table 6-2
Low-intensity, Type C (mobile obstacle)	Yellow/Blue (a)	Flashing (60-90 fpm)	N/A	40	40	Table 6-2
Low-intensity, Type D (follow-me vehicle)	Yellow	Flashing (60–90 fpm)	N/A	200	200	Table 6-2
Low-intensity, Type E	Red	Flashing (c)	N/A	N/A	32	Table 6-2 (Type B)
Medium-intensity, Type A	White	Flashing (20–60 fpm)	20 000	20 000	2 000	Table 6-3
Medium-intensity, Type B	Red	Flashing (20–60 fpm)	N/A	N/A	2 000	Table 6-3
Medium-intensity, Type C	Red	Fixed	N/A	N/A	2 000	Table 6-3
High-intensity, Type A	White	Flashing (40–60 fpm)	200 000	20 000	2 000	Table 6-3
High-intensity, Type B	White	Flashing (40–60 fpm)	100 000	20 000	2 000	Table 6-3

(a) See §.329.b.2.vi
(b) For flashing lights, effective intensity as determined in accordance with the EAC 139-12.
(c) For wind turbine application, to flash at the same rate as the lighting on thenacelle.

Table 6-2Light distribution for low intensity obstacle lights

	Minimum intensity (a)	Maximum intensity (a)	Vertical beam spread (f)	
			Minimum beam spread	Intensity
Type A	10 cd (b)	N/A	10°	5 cd
Type B	32 cd (b)	N/A	10°	16 cd
Type C	40 cd (b)	400 cd	12° (d)	20 cd
Type D	200 cd (c)	400 cd	N/A (e)	N/A

Note.— This table does not include recommended horizontal beam spreads. 329.b.1.iii requires 360° coverage around an obstacle. Therefore, the number of lights needed to meet this requirement will depend on the horizontal beam spreads of each light as well as the shape of the obstacle. Thus, with narrower beam spreads, more lights will be required.

(a) 360° horizontal. For flashing lights, the intensity is read into effective intensity, as determined in accordance with the EAC139-12.
(b) Between 2 and 10° vertical. Elevation vertical angles are referenced to the horizontal when the light is leveled.
(c) Between 2 and 20° vertical. Elevation vertical angles are referenced to the horizontal when the light is leveled.
(d) Peak intensity should be located at approximately 2.5° vertical.
(e) Peak intensity should be located at approximately 17° vertical.
(f) Beam spread is defined as the angle between the horizontal plan and the directions for which the intensity exceeds that mentioned in the “intensity” column.

Table 6-3Light distribution for medium and high intensity obstacle lights according to benchmark intensities of table 6-1

Benchmark intensity	Minimum requirements					Recommendations				
	Vertical elevation angle (b)			Vertical beam spread (c)		Vertical elevation angle (b)			Vertical beam spread (c)	
	0°		-1°			0°	-1°	-10°		
	Minimum average intensity (a)	Minimum intensity (a)	Minimum intensity (a)	Minimum beam spread	Intensity (a)	Maximum intensity (a)	Maximum intensity (a)	Maximum intensity (a)	Maximum beam spread	Intensity (a)
200 000	200 000	150 000	75 000	3°	75 000	250 000	112 500	7 500	7°	75 000
100 000	100 000	75 000	37 500	3°	37 500	125 000	56 250	3 750	7°	37 500
20 000	20 000	15 000	7 500	3°	7 500	25 000	11 250	750	N/A	N/A
2 000	2 000	1 500	750	3°	750	2 500	1 125	75	N/A	N/A

Note. — This table does not include recommended horizontal beam spreads. 329.b.1.iii requires 360° coverage around an obstacle. Therefore, the number of lights needed to meet this requirement will depend on the horizontal beam spreads of each light as well as the shape of the obstacle. Thus, with narrower beam spreads, more lights will be required.

(a) 360° horizontal. All intensities are expressed in Candela. For flashing lights, the intensity is read into effective intensity, as determined in accordance with the EAC 139-12.

(b) Elevation vertical angles are referenced to the horizontal when the light unit is leveled.

(c) Beam spread is defined as the angle between the horizontal plan and the directions for which the intensity exceeds that mentioned in the “intensity” column.

Note.— an extended beam spread may be necessary under specific configuration and justified by an aeronautical study.

(3) Fixed objects

Note.— The fixed objects of wind turbines are addressed separately in 329.b.4 and the fixed objects of overhead wires, cables, etc. and supporting towers are addressed separately in .329.b.5

(i)**Marking:** All fixed objects to be marked shall, whenever practicable, be coloured, but if this is not practicable, markers or flags shall be displayed on or above them, except that objects that are sufficiently conspicuous by their shape, size or colour need to be otherwise marked.

(ii)**Marking by color :** An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces and its projection on any vertical plane equals or exceeds 4.5 m in both dimensions. The pattern should consist of rectangles not less than 1.5 m and not more than3 m on a side, the corners being of the darker colour. The colours of the pattern should contrast each with the other and with the background against which they will be seen. Orange and white or alternatively red and white should be used, except where such colours merge with the background. (see figure 6-1).

(iii) An object should be coloured to show alternating contrasting bands if:

(A) it has essentially unbroken surfaces and has one dimension, horizontal or vertical, greater than 1.5 m, and the other dimension, horizontal or vertical, less than 4.5 m; or

(B) it is of skeletal type with either a vertical or a horizontal dimension greater than 1.5 m.

The bands should be perpendicular to the longest dimension and have a width approximately 1/7 of the longest dimension or 30 m, whichever is less. The colours of the bands should contrast with the background against which they will be seen. Orange and white should be used, except where such

colours are not conspicuous when viewed against the background. The bands on the extremities of the object should be of the darker colour. (see figure 6-1 and 6-2).

Note –Table 6-4 shows a formula for determining band widths and for having an odd number of bands, thus permitting both the top and bottom bands to be of the darker colour.

(iv) An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m. Orange or red should be used, except where such colours merge with the background.

Note – Against some backgrounds it may be found necessary to use a different colour from orange or red to obtain sufficient contrast.

(v) **Marking by flags :** Flags used to mark fixed objects shall be displayed around, on top of, or around the highest edge of the object. When flags are used to mark extensive objects or a groupsof closely spaced objects, they shall be displayed at least every 15 m. Flags shall not increase the hazard presented by the object they mark.

(vi) Flags used to mark fixed objects shall not be less than 0.6 m on each side.

(vii) Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other white, orone red and the other white, except that where such colours merge with the background, other conspicuous colours should be used.

(viii) **Marking by markers:** Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least 1000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.

(ix) A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately. The colour selected should contrast with the background against which it will be seen.

(x) **Lighting** : In case of an object to be lighted one or more low-, medium- or high-intensity obstacle lights shall be located as close as practicable to the top of the object.

Note – Recommendations on how a combination of low-, medium-, and/or high-intensity lights on obstacles should be displayed are given in Appendix 5.

(xi) In the case of chimney or other structure of like function, the top lights should be placed sufficiently below the top so as to minimize contamination by smoke etc(see figure 6-2).

(xii) In the case of a tower or antenna structure indicated by high-intensity obstacle lights by day with an appurtenance, such as a rod or an antenna, greater than 12 m where it is not practicable to locate a high intensity obstacle light on top of the appurtenance, such a light shall be located at the highest practicable point and, if practicable, a medium-intensity obstacle light, type A, mounted on the top.

(xiii) In thecase of an extensive object or ofa group of closely spaced objects to be lighted that are:

(A) penetrating a horizontalobstacle limitation surface OLS or located outside an OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle

limitation surface or above the ground, and so as to indicate the general definition and the extent of the objects;

(B) penetrating a sloping OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle limitation surface, and so as to indicate the general definition and the extent of the objects. If two or more edges are of the same height, the edge nearest the landing area shall be marked.

(xiv) When the obstacle limitation surface concerned is sloping and the highest point above the obstacle limitation surface is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object.

(xv) Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and

(A) low-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 45 m,and.

(B) medium-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 900 m.

(xvi) High-intensity obstacle lights, Type A,andmedium-intensity obstacle lights, Types A and B, located on an object shall flash simultaneously.

(xvii) The installation setting angles for high-intensity obstacle lights, Type A should be in accordance with Table 6-5

Note – High intensity obstacle lights are intended for day use as well as night use. Care is needed to ensure that these lights do not create disconcerting dazzle. Guidance on the design, the location and operationof high-intensity obstacle lights is given in the EAC 139-12.

(xviii) Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type A, or medium-intensity obstacle lights, Type A at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high intensity obstacle lights, Type A or medium intensity obstacle lights, Type A, as appropriate, for daytime and twilight use and medium-intensity obstacle lights, Type B or C, for night-time use.

(xix) **Lighting of objects with a height less than 45m above ground level** : Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.

(xx) Where the use of low-intensity obstacle lights, Type A or B, would be inadequate or an early special warning is required, then medium- or high-intensity obstacle lights should be used.

(xxi) Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with 329.b.3.(xxii).

(xxii) Medium-intensity obstacle lights, Type A, B or C, should be used where the object is an extensive one Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.

Note – A group of buildings is regarded as an extensive object.

(xxiii) **Lighting of objects with a height 45 m to a height less than 150 m above ground level :**Medium-intensity obstacle lights, Type A, B or C, should be used. Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium intensity obstacle lights, Type B, should be

used either alone or in combination with low-intensity obstacle lights, Type B.

(xxiv) Where an object is indicated by medium-intensity obstacle lights, Type A, and the top of the object is more than 105 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 105 m.

(xxv) Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be alternately low-intensity obstacle lights, Type B, and medium-intensity obstacle lights, Type B, and shall be spaced as equally as practicable between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.

(xxvi) Where an object is indicated by medium-intensity obstacle lights, Type C, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.

(xxvii) Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in 139.329.b.3.x except that where an object to be marked is surrounded by buildings, the elevation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels.

(xxviii) **Lighting of objects with a height 150 m or more above ground level:** High-intensity obstacle lights, Type A, should be used to indicate the presence of an object if its height above the level of the surrounding ground exceeds 150 m and an aeronautical study indicates such lights to be essential for the recognition of the object by day.

(xxix) Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in 329.b.3.x except that where an object to be marked is surrounded by buildings, the elevation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels.

(xxx) Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type A, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, medium-intensity obstacle lights, Type C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.

(xxxi) Where an object is indicated by medium-intensity obstacle lights, Type A, additional lights shall be provided at intermediate levels. These additional

intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 105 m.

(xxxii) Where an object is indicated by medium-intensity obstacle lights, Type B, additional lights shall be provided at intermediate levels. These additional intermediate lights shall be alternately low-intensity obstacle lights, type B, and medium-intensity obstacle lights, type B, and shall be spaced as equally as practicable between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.

(xxxiii) Where an object is indicated by medium-intensity obstacle lights, Type C, additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.

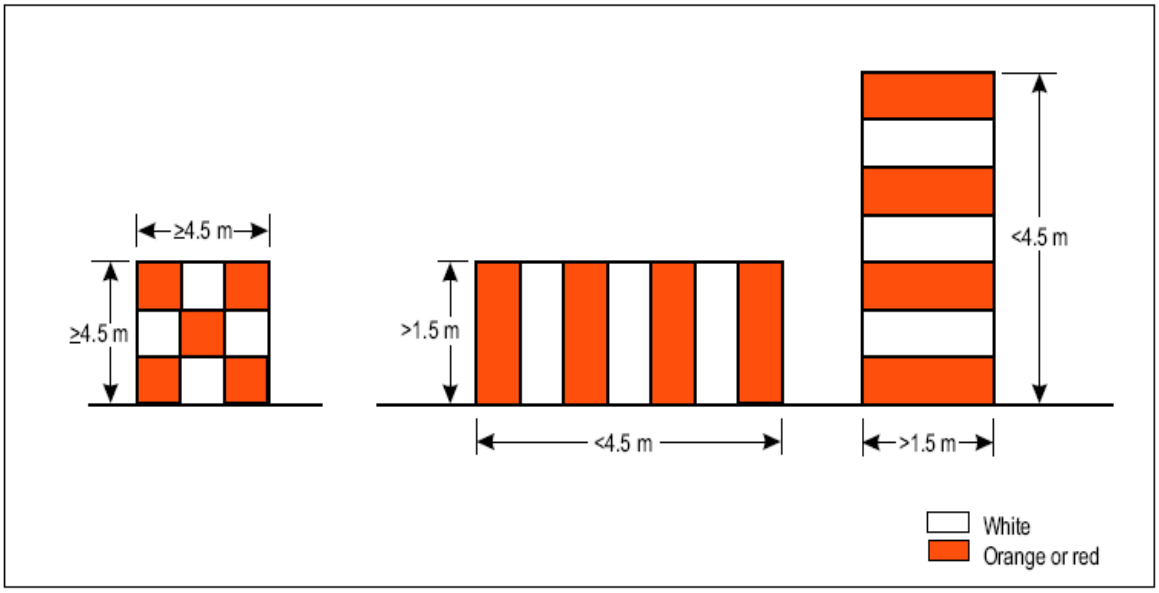


Figure 6-1. Basic marking patterns

Figure 6-2: Examples of marking and lighting of tall structures

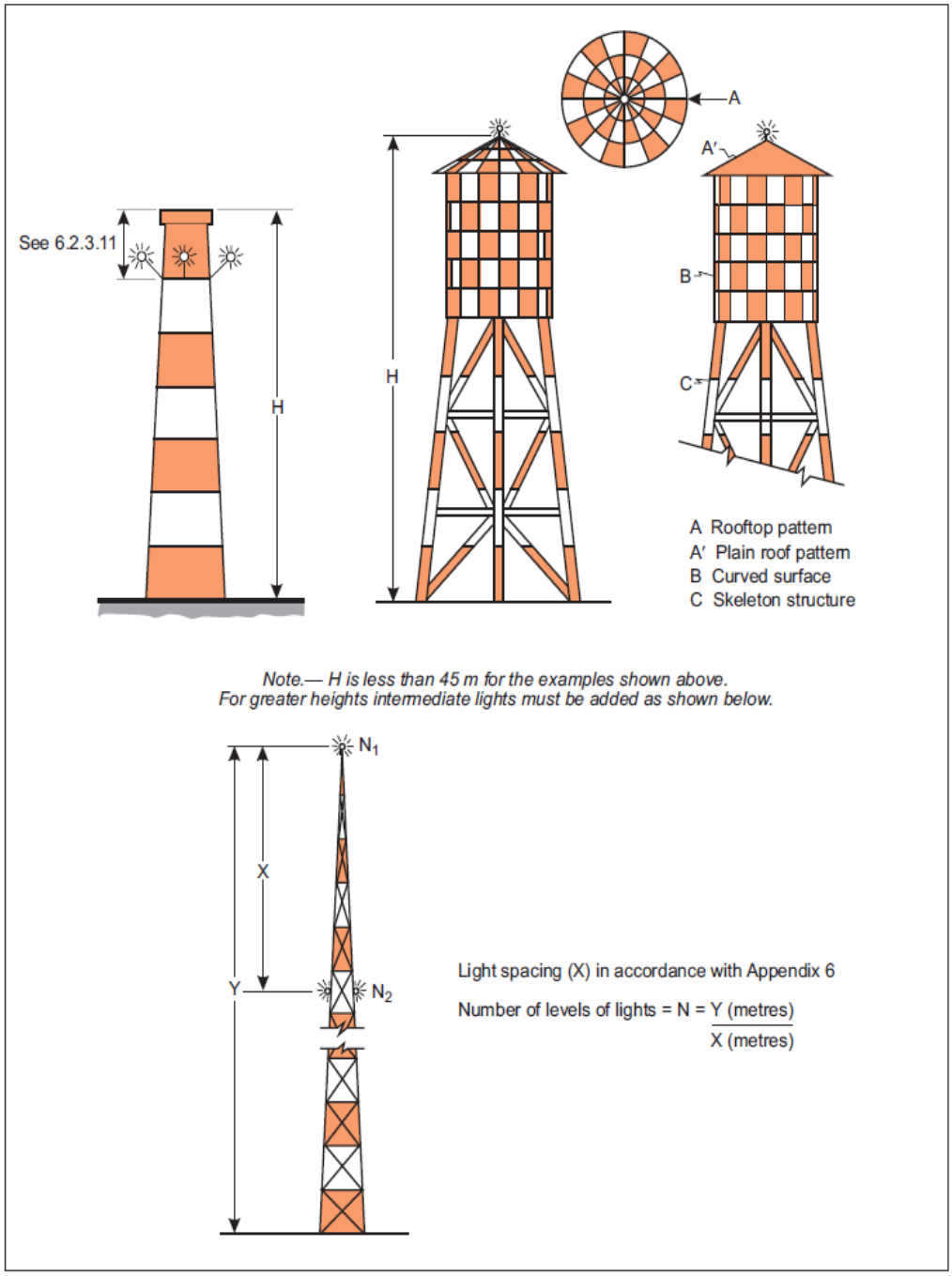


Table 6-4. Marking band widths

Longest dimension		
Greater than	Not exceeding	Band width
1.5 m	210 m	1/7 of longest dimension
210 m	270 m	1/9 " " "
270 m	330 m	1/11 " " "
330 m	390 m	1/13 " " "
390 m	450 m	1/15 " " "
450 m	510 m	1/17 " " "
510 m	570 m	1/19 " " "
570 m	630 m	1/21 " " "

(4) Wind turbines: A wind turbine shall be marked and/or lighted if it is determined to be an obstacle.

Note 1 — Additional lighting or markings may be provided where in the opinion of the State such lighting or markings are deemed necessary.

Note 2.— See 139.317.c.1 and 139.317.c.2

(i) **Marking**: The rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines should be painted white, unless otherwise indicated by an aeronautical study.

(ii)**Lighting**: When lighting is deemed necessaryshould be case of a wind farm, i.e. a group of two or more wind turbines, the wind farm should be regarded as an extensive object and the lights should be installed:

(A) To identify the perimeter of the wind farm;

(B) Respecting the maximum spacing, in accordance with 139.329.(b).(3).(xv), between the lights along the perimeter, unless a dedicated assessment shows that a greater spacing can be used;

(C) So that, where flashing lights are used, they flash simultaneously; throughout the wind farm.

(D) so that, within a wind farm, any wind turbines of significantly higher elevation are also identified wherever they are located.and

(E) At locations prescribed in a), b) and d):

(aa)For wind turbines of less than 150 m in overall height (hub height plus vertical blade height), medium intensity lighting on the nacelle.

(bb) For wind turbines from 150 m to 315 m in overall height, in addition to the medium intensity light installed on the nacelle, a second light serving as an alternate should be provided in case of failure of the operating light. The lights should be installed to assure that the output of either light is not blocked by the other.

(cc) In addition, for wind turbines from 150 m to 315 m in overall height, an intermediate level at half the nacelle height of at least 3 low intensity Type Elights, as specified in 329.b.1.iii,that are configured to flash at the same rate as the light on the nacelle. If an aeronautical study shows that low intensity type E lights are not suitable, low-intensity type A or B lights may be used.

Note.— The above 139.329.b.4.iii e) does not address wind turbines of more than 315 m of overall height. For such wind turbines, additional marking and lighting may be required as determined by an aeronautical study.

(iv) The obstacle lights should be installed on the nacelle in such a manneras to provide an unobstructed view for aircraft approaching from anydirection.

(v) Where lighting is deemed necessary for a single wind turbine or short line of wind turbines, the installation should be in accordance with 139.329.b.4.iii (e) or as determined byan aeronautical study.

(5) Overhead wires, cables, etc. and supporting towers:

(i) **Marking**: The wires, cables, etc. to be marked should be equipped with markers; the supporting tower should be coloured.

(ii) **Marking by colours** : The supporting towers of overhead wires, cables, etc. that require marking should be marked in accordance with .329.b.3.i to .329.b.3.iv, except that the marking of the supporting towers may be omitted when they are lighted by high-intensity obstacle lights by day.

(iii) **Marking by markers:** Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least

1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.

(iv) A marker displayed on an overhead wire, cable, etc. should be spherical and have a diameter of not less than 60 cm.

(v) The spacing between two consecutive markers or between a marker and a supporting tower should be appropriate to the diameter of the marker, but in no case should the spacing exceed:

(A) 30 m where the marker diameter is 60 cm progressively increasing with the diameter of the marker to

(B) 35 m where the marker diameter is 80 cm and further progressively increasing to a maximum of

(C) 40 m where the marker diameter is of at least 130 cm.

Where multiple wires, cables, etc. are involved, a marker should be located not lower than the level of the highest wire at the point marked.

(vi) A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately. The colour selected should contrast with the background against which it will be seen.

(vii) When it has been determined that an overhead wire, cable, etc., needs to be marked but it is not practicable to install markers on the wire, cable, etc., then high-intensity obstacle lights, Type B, should be provided on their supporting towers.

(viii) **Lighting**: High intensity obstacle lights, Type B, should be used to indicate the presence of the tower supporting overhead wires, cables, etc. where:

(A) An aeronautical study indicates such light to be essential for the recognition of the presence of wires, cables, etc.; or

(B) It has not been found practicable to install marker on the wires, cables, etc.

(ix) Where high-intensity obstacle lights, Type B, are used, they shall be located at three levels:

– at the top of the tower;
– at the lowest level of the catenary of the wires or cables; and
– at approximately midway between these two levels.

Note -In some cases, this may require locating the lights off the tower.

(x) High-intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc., should flash sequentially; first the middle light, second the top light and last, the bottom light. The intervals between flashes of the lights should be approximate the following ratios:

Flash interval between	Ratio of cycle time
middle and top light	1/13
top and bottom light	2/13
bottom and middle light	10/13.

Note – High intensity obstacle lights are intended for day use as well as night use. Care is needed to ensure that these lights do not create disconcerting dazzle. Guidance on the design, operation and the location of high-intensity obstacle lights is given in the EAC 139-12.

(xi) Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type B, at night may dazzle pilots in the vicinity of an

aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high-intensity obstacle lights, Type, for daytime and twilight use and medium-intensity obstacle lights, Type B or C, for night-time use. Where medium-intensity lights are used they should be installed at the same level as the high-intensity obstacle light Type B.

(xii) The installation setting angles for high-intensity obstacle lights, TypeB, should be in accordance with Table 6-5.

Table 6-5:**Installation setting angles for high-intensity obstacle lights**

Height of light unit above terrain (AGL)		Angle of the peak of the beam above the horizontal
Greater than	Not exceeding	
151 m		0°
122 m	151 m	1°
92 m	122 m	2°
	92 m	3°

SUBPART J
Visual Aids for Denoting Restricted Use Areas

139.331 Visual aids for denoting restricted use areas

(a) Closed runways and taxiways, or parts thereof:

(1) **Application**: A closed marking shall be displayed on a runway or taxiway, or portion thereof, which is permanently closed to the use of all aircraft.

(2) A closed marking should be displayed on a temporarily closed runway or taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided.

(3) **Location**: On a runway a closed marking shall be placed at each end of the runway, or portion thereof, declared closed, and additional markings shall be so placed that the maximum interval between markings does not exceed 300 m. On a taxiway a closed marking shall be placed at least at each end of the taxiway or portion thereof closed.

(4) **Characteristics**: The closed marking shall be of the form and proportions as detailed in Figure 7-1, Illustration a), when displayed on a runway, and shall be of the form and proportions as detailed in Figure 7-1, Illustration b), when displayed on a taxiway. The marking shall be white when displayed on a runway and shall be yellow when displayed on a taxiway.

Note 1: When an area is temporarily closed, frangible barriers or markings utilizing materials other than paint or other suitable means may be used to identify the closed area.

Note 2.— Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the EAC 139-66

(5) When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated.

(6) Lighting on a closed runway or taxiway or portion thereof shall not be operated, except as required for maintenance purposes.

(7) In addition to closed markings, when the runway or taxiway or portion thereof closed is intercepted by a usable runway or taxiway which is used at night, unserviceability lights shall be placed across the entrance to the closed area at intervals not exceeding 3 m (see .331(d)(4)).

(b) Non-load-bearing surfaces:

(1) **Application**: Shoulders for taxiways, runway turn pads, holding bays and aprons and other non load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft shall have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking.

Note: The marking of runway sides is specified in .321(g).

(2) **Location**: A taxi side stripe marking should be placed along the edge of the load-bearing pavement, with the outer edge of the marking approximately on the edge of the load-bearing pavement.

(3) **Characteristics**: A taxi side stripe marking should consist of a pair of solid lines, each 15 cm wide and spaced 15 cm apart and the same colour as the taxiway centre line marking.

Note: Guidance on providing additional transvers stripes at an intersection or a small area on the apron is given in EAC 139-12.

(c) Pre-threshold area:

(1) **Application**: When the surface before a threshold is paved and exceeds 60 m in length and is not suitable for normal use by aircraft, the entire length before the threshold should be marked with a chevron marking.

(2) **Location**: A chevron marking should point in the direction of the runway and be placed as shown in Figure 7-2

(3) **Characteristics**: A chevron marking should be of conspicuous colour and contrast with the colour used for the runway markings; it should preferably be yellow. It should have an overall width of at least 0.9 m.

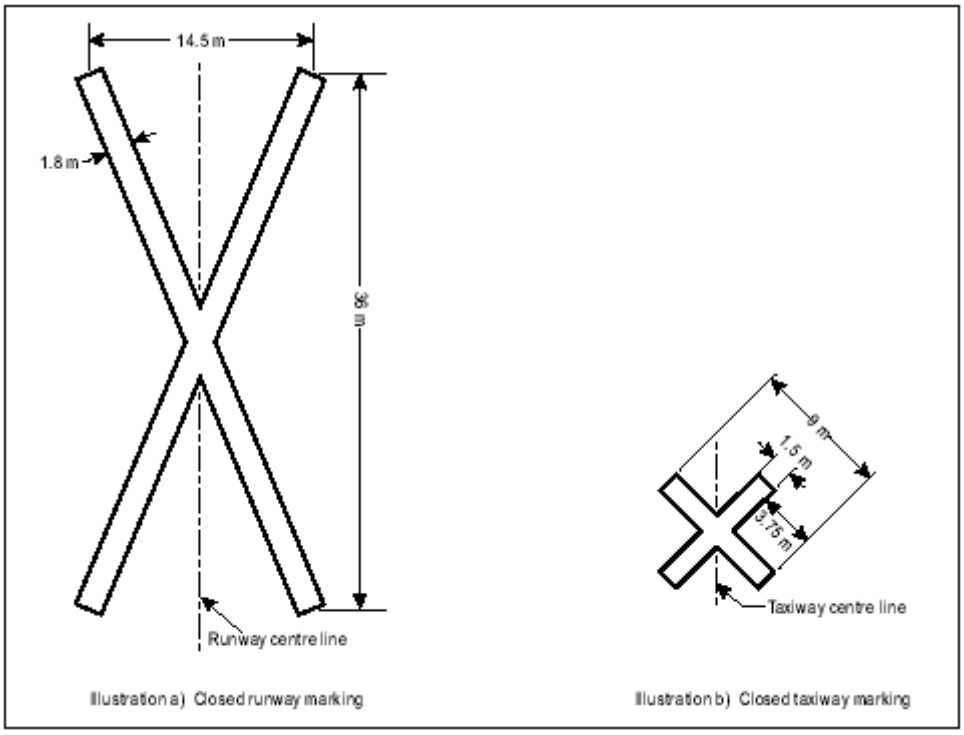


Figure 7-l: Closed runway and taxiway markings

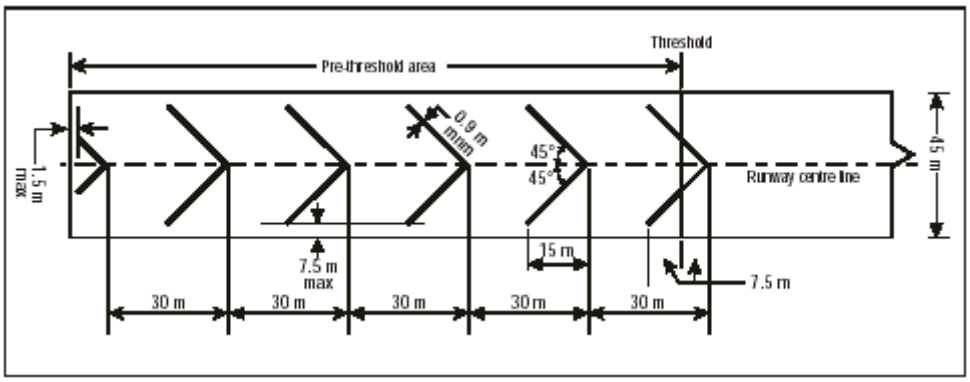


Figure 7-2: Pre-threshold marking

(d) Unserviceable areas:

(1) **Application**: Unserviceability markers shall be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area used at night, unserviceability lights shall be used.

Note 1: nserviceability markers and lights are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.

Note 2.— Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the EAC 139-66

(2) **Location**: Unserviceability markers and lights shall be placed at intervals sufficiently close so as to delineate the unserviceable area.

Note: Guidance on the location of unserviceability lights is given in EAC 139-53

(3) **Characteristics of unserviceability markers**: Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones or marker boards.

(4) **Characteristics of unserviceability lights:** An unserviceability light shall consist of a red fixed light. The light shall have an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case shall the intensity be less than 10 cd of red light.

(5) **Characteristics of unserviceability cones:** An unserviceability cone should be at least 0.5 m in height and red, orange or yellow or any one of these colours in combination with white.

(6) **Characteristics of unserviceability flags:** An unserviceability flag should be at least 0.5 m square and red, orange or yellow or any one of these colours in combination with white.

(7) **Characteristics of unserviceability marker boards:** An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with alternate red and white or orange and white vertical stripes.

SUBPART K
Electrical Systems

139.333 Electrical systems

(a) Electrical power supply systems for air navigation facilities:

Introductory Note: The safety of operations at aerodromes depends on the quality of the supplied power. The total electrical power supply system may include connections to one or more external sources of electric power supply, one or more local generating facilities and to a distribution network including transformers and switchgear. Many other aerodrome facilities supplied from the same system need to be taken into account while planning the electrical power system at aerodromes.

(1) Adequate primary power supply shall be available at aerodromes for the safe functioning of air navigation facilities.

(2) The design and provision of electrical power systems for aerodrome visual and radio navigation aids shall be such that an equipment failure will not leave the pilot with inadequate visual and non-visual guidance or misleading information.
Note: The design and installation of the electrical systems need to take into consideration factors that can lead to malfunction, such as electromagnetic disturbances, line losses, power quality, etc. Additional guidance is given in the EAC 139-13.

(3) Characteristics: Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.

(4) The time interval between failure of the primary source of power and the complete restoration of the services required by .333(a)(10) should be as short as practicable, except that for visual aids associated with non-precision, precision approach or take-off runways the requirements of Table 8-1 for maximum switch-over times should apply.
Note.— A definition of switch-over time is given in subpart A

(5) The provision of a definition of switch-over time shall not require the replacement of an existing secondary power supply before 1 January 2010. However, for a secondary power supply installed after 4 November 1999, the electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are capable of meeting the requirements of Table 8-1 for maximum switch-over times as defined in Subpart A.

(6) **Visual aids:Application:**For a precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 for the appropriate category of precision approach runway shall be provided. Electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.

(7) For a runway meant for take-off in runway visual range conditions less than a value of 800m, a secondary power supply capable of meeting the relevant requirements of Table 8-1 shall be provided.

(8) At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 should be provided except that a secondary power supply for visual aids need not be provided for more than one non-precision approach runway.

(9) Application of Visual aids: At an aerodrome where the primary runway is a non-instrument runway, a secondary power supply capable of meeting the requirements of .333(a)(4) should be provided, except that a secondary power supply for visual aids need not be provided when an emergency lighting system in accordance with the specification of .323(b) is provided and capable of being deployed in 15 minutes.

(10) The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply:

(i) The signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties;

Note: The requirement for minimum lighting may be met by other than electrical means.

(ii) All obstacle lights which, in the opinion of the ECAA, are essential to ensure the safe operation of aircraft;

(iii) Approach, runway and taxiway lighting as specified in .333(a)(6) to .333(a)(9);

(iv) Meteorological equipment;

(v) Essential security lighting, if provided in accordance with 139.335(k);

(vi) Essential equipment and facilities for the aerodrome responding emergency agencies;

(vii) Floodlighting on a designated isolated aircraft parking position if provided in accordance with ..323.(w)(1) and;

(viii) Illumination of apron areas over which passengers may walk.

Note: Specifications for secondary power supply for radio navigation aids and ground elements of communications systems are given in ECAR 171.

(11) Requirements for a secondary power supply should be met by either of the following:

(i) Independent public power, which is a source of power supplying the aerodrome service from a substation other than the normal substation through a transmission line following a route different from the normal power supply route and such that the possibility of a simultaneous failure of the normal and independent public power supplies is extremely remote; or

(ii) Standby power unit(s), which are engine generators, batteries, etc., from which electric power can be obtained.

Note: Guidance on secondary power supply is given in EAC 139-13.

(b) System design:

(1) For a runway meant for use in runway visual range conditions less than a value of 550 m, the electrical systems for the power supply, lighting and control of the lighting systems included in Table 8-1 shall be so designed that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information.

Note: Guidance on means of providing this protection is given in EAC 139-13.

(2) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies shall be physically and electrically separate so as to ensure the required level of availability and independence.

(3) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting systems shall be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.

(c) Monitoring:

Note: Guidance on this subject is given in EAC 139-13.

(1) A system of monitoring should be employed to indicate the operational status of the lighting systems.

(2) Where lighting systems are used for aircraft control purposes, such systems shall be monitored automatically so as to provide an indication of any fault which may affect the control functions. This information shall be automatically relayed to the air traffic service unit.

(3) Where a change in the operational status of lights has occurred, an indication should be provided within two seconds for a stop bar at a runway holding position and within five seconds for all other types of visual aids.

(4) For a runway meant for use in runway visual range conditions less than a value of 550m, the lighting systems detailed in Table 8-1 should be monitored automatically so as to provide an indication when the serviceability level of any element falls below the minimum serviceability level specified in 139.349.(e)(7) to 139.349.(e)(11), as appropriate. This information should be automatically relayed to the maintenance crew.

(5) For a runway meant for use in runway visual range conditions less than a value of 550m, the lighting systems detailed in Table 8-1 should be monitored automatically to provide an indication when the serviceability level of any element falls below the minimum level specified by the ECAA below which operations should not continue. This information should be automatically relayed to the air traffic services unit and displayed in a prominent position.

Note: Guidance on air traffic control interface and visual aids monitoring is included in EAC 139-13.

Table 8-1. Secondary power supply requirements

(See .333(a)(4))

Maximum switch-over time	Lighting aids requiring power	Runway
See .333(a)(4) and .333(a)(9)	Visual approach slope indicators[a]	Non-instrument
	Runway edge[b]	
	Runway threshold[b]	
	Runway end[b]	
	Obstacle[a]	
15 seconds	Approach lighting system	Non-precision approach
15 seconds	Visual approach slope indicators[a, d]	
15 seconds	Runway edge [d]	
15 seconds	Runway threshold [d]	
15 seconds	Runway end	
15 seconds	Obstacle[a]	
15 seconds	Approach lighting system	Precision approach category I
15 seconds	Runway edge [d]	
15 seconds	Visual approach slope indicators[a, d]	
15 seconds	Runway threshold [d]	
15 seconds	Runway end	
15 seconds	Essential taxiway[a]	
15 seconds	Obstacle[a]	
1 second	Inner 300 m of the approach lighting	Precision approach category II/III
15 seconds	system	
	Other parts of the approach lighting system	
15 seconds	Obstacle[a]	
15 seconds	Runway edge	
1 second	Runway threshold	
1 second	Runway end	
1 second	Runway centre line	
1 second	Runway touchdown zone	
1 second	All stop bars	
15 seconds	Essential taxiway	
15 seconds [c]	Runway edge	Runway meant for take-off in runway visual range conditions less than a value of 800 m.
1 second	Runway end	
1 second	Runway centre line	
1 second	All stop bars	
15 seconds	Essential taxiway[a]	
15 seconds	Obstacle[a]	

a. Supplied with secondary power when their operation is essential to the safety of flight operation.

b. See Subpart H, and .323(b) regarding the use of emergency lighting.

c. One second where no runway centre line lights are provided.

d. One second where approaches are over hazardous or precipitous terrain.

SUBPART L
Aerodrome Operational Services, Equipment and Installations

139.335 Aerodrome Operational Services, Equipment and Installations

(a) Aerodrome emergency planning:

Introductory Note: Aerodrome emergency planning is the process of preparing an aerodrome to cope with an emergency occurring at the aerodrome or in its vicinity. The objective of aerodrome emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations. The aerodrome emergency plan sets forth the procedures for coordinating the response of different aerodrome agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency. Guidance material to assist the ECAA in establishing aerodrome emergency planning is given in EAC139-24.

(1) General: An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome.

(2) The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.

Note1: Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires natural disasters and puplic health emergencies.

Note 2: Examples of public health emergencies are increased risk of travellers or cargo spreading a serious communicable disease internationally through air transport and severe outbreak of a communicable disease potentially affecting a large proportion of aerodrome staff.

(3) The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the ECAA, could be of assistance in responding to an emergency.

Note1: Examples of agencies are: On the aerodrome: air traffic control units, rescue and fire fighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police; and Off the aerodrome: fire departments, police, health authorities(including medical ambulance hospitals, and public health services) military, and harbour patrol or coast guard.

Note 2: Public health services include planning to minimize adverse effects to the community from health related events and deal with population health issues rather than provision of health services to individuals .

(4) The plan should provide for cooperation and coordination with the rescue coordination centre, as necessary.

(5) The aerodrome emergency plan document should include at least the following:

(i) Types of emergencies planned for;

(ii) Agencies involved in the plan;

(iii) Responsibility and role of each agency, the emergency operations centre and the command post, for each type of emergency;

(iv) Information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and

(v) A grid map of the aerodrome and its immediate vicinity.

(6) The plan shall observe Human Factors principles to ensure optimum response by all existing agencies participating in emergency operations.

Note1: Guidance material on Human Factors principles can be found in EAC 139-34

Note 2.— General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in the EAC 139-66.

(7) **Emergency operations centre and command post:** A fixed emergency operations centre and a mobile command post should be available for use during an emergency.

(8) The emergency operations centre should be a part of the aerodrome facilities and should be responsible for the overall coordination and general direction of the response to an emergency.

(9) The command post should be a facility capable of being moved rapidly to the site of an emergency, when required, and should undertake the local coordination of those agencies responding to the emergency.

(10) A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.

(11) **Communication system**: dequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome

(12) **Aerodrome emergency exercise**: The plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.

Note: The plan includes all participating agencies and associated equipment.

(13) The plan shall be tested by conducting:

(i) A full-scale aerodrome emergency exercise at intervals not exceeding two years; Partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; and

(ii) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years;

And Reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.

Note1: The purpose of a full-scale exercise is to ensure the adequacy of the plan to cope with different types of emergencies. The purpose of a partial exercise is to ensure the adequacy of the response to individual participating agencies and components of the plan, such as the communications system. The purpose of modular tests is to enable concentrated effort on specific components of established emergency plans.

Note 2.— Guidance material on airport emergency planning is available in the EAC 139-24.

(14) **Emergencies in difficult environments**: The plan shall include the ready availability of and coordination with appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of approach or departure operations takes place over these areas.

(15) At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing and assessment at regular intervals of a pre-determined response for the specialist rescue services.

(16) An assessment of the approach and departure areas within 1,000 m of the runway threshold should be carried out to determine the options available for intervention.

Note.- Guidance material on assessing approach and departure areas within 1,000 m of runway thresholds can be found in Chapter 13 of the EAC 139-18.

(b)Rescue and fire fighting:

General, Introductory Note.—The principal objective of a rescue and fire fighting service is to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity of, an aerodrome. The rescue and fire fighting service is provided to create and maintain survivable conditions, to provide egress routes for occupants and to initiate the rescue of those occupants unable to make their escape without direct aid. The rescue may require the use of equipment and personnel other than those assessed primarily for rescue and fire fighting purposes. The most important factors bearing on effective rescue in a survivable aircraft accident are: the training received, the effectiveness of the equipment and the speed with which personnel and equipment designated for rescue and fire fighting purposes can be put into use. Requirements to combat building and fuel farm fires, or to deal with foaming of runways, are not taken into account.

(1) **Application**: Rescue and fire fighting equipment and services shall be provided **at an aerodrome when serving commercial air transport operations**.

Note: Public or private organizations, suitably located and equipped, may be designated to provide the rescue and fire fighting service. It is intended that the fire station housing these organizations be normally located on the aerodrome, although an off-aerodrome location is not precluded provided the response time can be met.

(2) Where an aerodrome is located close to water/swampy areas, or difficult terrain, and where a significant portion of approach or departure operations takes place over these areas, specialist rescue services and fire fighting equipment appropriate to the hazard and risk shall be available.

Note 1: Special fire fighting equipment need not be provided for water areas; this does not prevent the provision of such equipment if it would be of practical use, such as when the areas concerned include reefs or islands.

Note 2: The objective is to plan and deploy the necessary life-saving flotation equipment as expeditiously as possible in a number commensurate with the largest aeroplane normally using the aerodrome.

Note 3: Additional guidance is available in EAC 139-18.

(3) **Level of protection to be provided**: The level of protection provided at an aerodrome for rescue and fire fighting shall be appropriate to the aerodrome category determined using the principles in 139 .337(e) and .337(f), except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.

Note: Either a take-off or a landing constitutes a movement.

(4) The level of protection provided at an aerodrome for rescue and fire fighting should be equal to the aerodrome category determined using the principles in .335(b)(5) and .335(b)(6).

(5) The aerodrome category shall be determined from Table 9-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width.

Note: To categorize the aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width.

(6) If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 9-1, column 3 for that category, then the category for that aeroplane shall actually be one category higher.

Note 1. — See guidance in the EAC 139-18 for categorizing aerodromes, including those for all-cargo aircraft operations, for rescue and fire fighting purposes.

Note 2. — Principles and procedures on training, including training programmes and competencechecks, are specified in the EAC 139-66 . Furtherguidance on the

training of personnel, rescue equipment for difficult environment and other facilities and services for rescue and fire fighting is given in EAC 139-56and in the EAC 139-18

(7) During anticipated periods of reduced activity, the level of protection available shall be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time irrespective of the number of movements.

(8) **Extinguishing agents**: Both principal and complementary agents should normally be provided at an aerodrome.

Note: Descriptions of the agents may be found in EAC 139-18.

(9) The principal extinguishing agent should be:

(i) A foam meeting the minimum performance level A; or

(ii) A foam meeting the minimum performance level B; or

(iii) A foam meeting the minimum performance Level C; or

(iv) A combination of these agents;

Except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet performance level B or C foam.

Note: Information on the required physical properties and fire extinguishing performance criteria needed for a foam to achieve an acceptable performance level A or B rating is given in EAC 139-18.

(10) The complementary extinguishing agent should be a dry chemical powder suitable for extinguishing hydrocarbon fires.

Note 1: When selecting dry chemical powders for use with foam, care must be exercised to ensure compatibility.

Note 2: Alternate complementary agents having equivalent fire fighting capability may be utilized. Additional information on extinguishing agents is given in EAC 139-18.

(11) The amounts of water for foam production and the complementary agents to be provided on the rescue and fire fighting vehicles shall be in accordance with the aerodrome category determined under .337(c), .337(d), .337(e), .337(f) and Table 9-2, except that for aerodrome categories 1 and 2 up to 100 per cent of the water may be substituted with complementary agent. for the purpose of agent substitution, 1 kg of complementary agent shall be taken as equivalent to 1.0L of water for production of a foam meeting performance level A.

Note 1: The amounts of water specified for foam production are predicated on an application rate of 8.2 L/min/m^2 for a foam meeting performance level A, and 5.5 L/min/m^2 for a foam meeting performance level B and 3.75L/min/m2 for a foam meeting performance Level C.

Note 2: When any other complementary agent is used, the substitution ratios need to be checked.

Table 9-1: Aerodrome category for rescue and fire fighting

(12) At aerodromes where operation by aeroplanes larger than the average size in a given category are planned, the quantities of water should be recalculated and the amount of water for foam production and the discharge rates for foam solution should be increased accordingly.

Note.— Guidance on the determination of quantities of water and discharge rates based on the largest overall length of aeroplane in a given category is available in Chapter 2 of the EAC 139-18.

(13) The quantity of foam concentrates separately provided on vehicles for foam production shall be in proportion to the quantity of water provided and the foam concentrate selected.

(14) The amount of foam concentrate provided on a vehicle should be sufficient to produce at least two loads of foam solution.

(15) Supplementary water supplies, for the expeditious replenishment of rescue and fire fighting vehicles at the scene of an aircraft accident, should be provided.

(16) When a combination of differentperformance level foams are providedat an aerodrome, the total amount of water to be provided forfoam production should be calculated for each foam and the distribution of these quantities should be documented for each vehicle and applied to the overall rescue and fire fighting requirement.

Table 9-2. Minimum usable amounts of extinguishing agents

	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
Aerodrome category	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Dry chemical powders (kg)	Discharge Rate (kg/second)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	350	350	230	230	160	160	145	2.25
2	1 000	800	670	550	460	360	190	2.25
3	1 800	1 300	1 200	900	820	630	135	2.25
4	3 600	2 600	2 400	1 800	1 700	1 100	135	2.25
5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25
6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25
7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25
8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5
9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5
10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5

Note.— The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category.

(17) The discharge rate of the foam solution shall not be less than the rates shown in Table 9-2.

(18) The complementary agents shall comply with the appropriate specifications of the International Organization for Standardization (ISO)*.

* See ISO Publication 5923 (Carbon Dioxide), 7201 (Halogenated Hydrocarbons) and 7202 (Powder).

(19) The discharge rate of complementary agents should be no less than the rates shown in Table 9-2.

(20) Dry chemical powders should only be substituted with an agent that has equivalent or better fire fighting capabilities, for all types of fires where complementary agent is expected to be used.

Note.— Guidance on the use of complementary agents can be found in the EAC 139-18.

(21) A reserve supply of foam concentrate, equivalent to 200 per cent of the quantities identified in Table9-2, should be maintained on the aerodrome for vehicle replenishment purposes.

Note.— Foam concentrate carried on fire vehicles in excess of the quantity identified in Table 9-2 can contribute to the reserve.

(22) A reserve supply of complementary agent, equivalent to 100 per cent of the quantity identified in Table 9-2, should be maintained on the aerodrome for vehicle replenishment purposes. Sufficient propellant gas should be included to utilize this reserve complementary agent.

(23) Category 1 and 2 aerodromes that have replaced up to 100 per cent of the water with complementary agent should hold a reserve supply of complementary agent of 200 per cent.

(24) Where a major delay in the replenishment of the supplies is anticipated, the amount of reserve supply in .335.b.22, .335.b.23 and .335.b.24 should be increased as determined by a risk assessment.

Note.— See EAC 139-18 for guidance on the conduct of a risk analysis to determine the quantities of reserve extinguishing agents.

(25) **Rescue equipment**: Rescue equipment commensurate with the level of aircraft operations should be provided on the rescue and fire fighting vehicle(s).

Note: Guidance on the rescue equipment to be provided at an aerodrome is given in EAC 139-18.

(26) **Response time**: The operational objective of the rescue and fire fighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions.

(27) The operational objective of the rescue and fire fighting service should be to achieve a response time not exceeding two minutes to any point of each operational runway, in optimum visibility and surface conditions.

(28) The operational objective of the rescue and fire fighting service should be to achieve a response time not exceeding three minutes to any other part of the movement area in optimum visibility and surface conditions.

Note 1: Response time is considered to be the time between the initial call to the rescue and fire fighting service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 9-2.

Note 2: Optimum visibility and surface conditions are defined as daytime, good visibility, no precipitation with normal response route free of surface contamination e.g. water.

(29) To meet the operational objective as nearly as possible in less than optimum conditions of visibility, especially during low visibility operations, suitable guidance, equipment and/or procedures for rescue and fire fighting services should be provided.

Note.— Additional guidance is available in the EAC 139-18.

(30) Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 shall ensure continuous agent application and shall arrive no more than arrive no more than four minutes from the initial call.

(31) Any vehicles, other than the first responding vehicles(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 should ensure continuous agent application and should arrive no more than three minutes from the initial call.

(32) A system of preventive maintenance of rescue and fire fighting vehicles should be employed to ensure effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle.

(33) Emergency access roads: Emergency access roads should be provided on an aerodrome where terrain conditions permit their construction, so as to facilitate achieving minimum response times. Particular attention should be given to the provision of ready access to approach areas up to 1000 m from the threshold, or at least within the aerodrome boundary. Where a fence is provided, the need for convenient access to outside areas should be taken into account.

Note: Aerodrome service roads may serve as emergency access roads when they are suitably located and constructed.

(34) Emergency access roads should be capable of supporting the heaviest vehicles which will use them, and be usable in all weather conditions. Roads within 90 m of a runway should be surfaced to prevent surface erosion and the transfer of debris to the runway. Sufficient vertical clearance should be provided from overhead obstructions for the largest vehicles.

(35) When the surface of the road is indistinguishable from the surrounding area, edge markers should be placed at intervals of about 10 m.

(36) Fire stations: All rescue and fire fighting vehicles should normally be housed in a fire station. Satellite fire stations should be provided whenever the response time cannot be achieved from a single fire station.

(37) The fire station should be located so that the access for rescue and fire fighting vehicles into the runway area is direct and clear, requiring a minimum number of turns.

(38) Communication and alerting systems: A discrete communication system should be provided linking a fire station with the control tower, any other fire station on the aerodrome and the rescue and fire fighting vehicles.

(39) An alerting system for rescue and fire fighting personnel, capable of being operated from that station, should be provided at a fire station, any other fire station on the aerodrome and the aerodrome control tower.

(40) Number of rescue and fire fighting vehicles: The minimum number of rescue and fire fighting vehicles provided at an aerodrome should be in accordance with the following tabulation:

Rescue and fire fighting vehicles	Aerodrome category
1	1
1	2
1	3
1	4
1	5
2	6
2	7
3	8
3	9
3	10

Note: Guidance on minimum characteristics of rescue and fire fighting vehicles is given in EAC 139-18.

(41) **Personnel**: All rescue and fire fighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of rescue and fire fighting equipment in use at the aerodrome, including pressure-fed fuel fires.

Note 1: Guidance to assist the aerodrome administrator in providing proper training is given in EAC 139-56; and EAC 139-18.

Note 2: Fires associated with fuel discharged under very high pressure from a ruptured fuel tank are known as “pressure-fed fuel fires”.

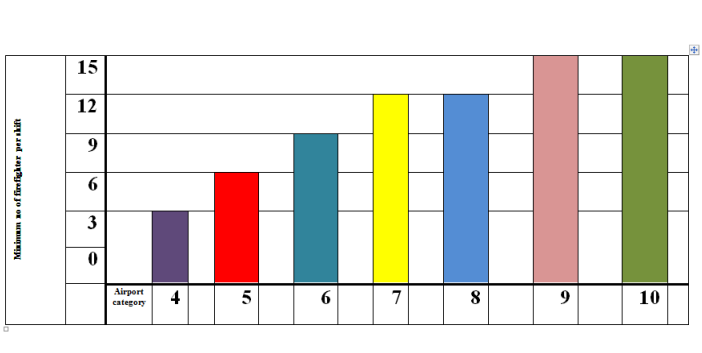
(42) The rescue and fire fighting personnel training programme shall include training in human performance, including team coordination.

Note.— Guidance material to design training programmes on human performance and team coordination can be found in the Human Factors Training Manual (ICAO Doc 9683)and Eac 139-34

(43) During flight operations, sufficient trained and competent personnel should be designated to be readily available to ride the rescue and fire fighting vehicles and to operate the equipment at maximum capacity. These personnel should be deployed in a way that ensures that minimum response times can be achieved and that continuous agent application at the appropriate rate can be fully maintained. Consideration should also be given for personnel to use hand lines, ladders and other rescue and fire fighting equipment normally associated with aircraft rescue and fire fighting operations.

(44) In determining the minimum number of rescue and fire fighting personnel required. a task resource analysis should be completed and the level of staffing documented in the Aerodrome Manual, the aerodorme operator should consider

the minmum number of rescue and firefighting personnel not less than the follwing tubulation:



Minimum no of firefighter per shift*

Airport category	Minimum no of firefighter per shift
1.	2
2.	2
3.	2
4.	3
5.	6
6.	9
7.	12
8.	12
9.	15
10.	15

Note1: - Guidance on the use of a task resource analysis can be found in the EAC 139-18.

Note2 :Task Resource Analysis Is Required In Case Of Complex Movement Area In Airport To Achieve Response Time Criteria (Area, Times And Number Of Fire Stations)Route To The Accident Site

* the data is referance to NFPA 403

(45) All responding rescue and fire fighting personnel shall be provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner.

(c) Disabled aircraft removal:

Note: Guidance on removal of a disabled aircraft, including recovery equipment, is given in EAC 139-22.and ECAR 801

(1) A plan for the removal of an aircraft disabled on, or adjacent to, the movement area should be established for an aerodrome, and a coordinator designated to implement the plan, when necessary.

(2) The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things:

(i) A list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose; and

(ii) Arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.

(d) Wildlife strike hazard reduction:

Note. The presence of wildlife (birds andother animals) on and in the airport vicinity poses a serious threat to aircraft operational safety.

(1) The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through:

(i) The establishment of a national procedure for recording and reporting wildlife strikes to aircraft;

(ii) The collection of information from aircraft operators, airport personnel, and other sources. on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and

(iii) An ongoing evaluation of the wildlife hazard by competent personnel.

Note: See ECAR Part 173.

(2) Wildlife strike reports shall be collected and forwarded to ECAA to forwerd to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) data base.

Note: The ICAO Bird Strike Information System (IBIS) is designed to collect and disseminate information on wildlifestrikes to aircraft. more Information refer is given in EAC 139-20.

(3) Action shall to taken decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.

Note : Procedures on the management of wildlife hazards on and within the vicinity of aerodromes, including the establishment of a wildlife hazard management programme (WHMP), wildlife risk assessment, land-use management and personnel training, are specified in the EAC139-66, Part II, Chapters 1 and 6. Further guidance is given in the EAC 139-20.

(4) Garbage disposal dumps or any such other source which may attracts wildlife to the aerodrome, or its vicinity shall be eliminated or their establishment prevented, unless an appropriate wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem.

Where the elimination of existing sites is not possible, the aerodrome operator shall ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable.

(5) Aerodrome operator with coordination with ECAA should give considerations to aviation safety concerns related to land development in the vicinity of the aerodrome that may attract wildlife.

(e) Apron management service:

(1) When warranted by the volume of traffic and operating conditions, an appropriate apron management service should be provided on an apron by an aerodrome ATS unit, by another aerodrome operating administration, or by a cooperative combination of these, in order to:

(i) Regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;

(ii) Regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and

(iii) Ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.

(2) When the aerodrome control tower does not participate in the apron management service, procedures should be established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower.

Note: Procedures on apron safety are specified in the PANS-AerodromesEAC 139-66Guidance on an apron management service is given in EAC 139-25 and in EAC 139-30.

(3) An apron management service shall be provided with radiotelephony communications facilities.

(4) Where low visibility procedures are in effect, persons and vehicles operating on an apron shall be restricted to the essential minimum.

Note: Guidance on related special procedures is given in EAC 139-30.

(5) An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic.

(6) A vehicle operating on an apron shall:
  (i) Give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and
  (ii) Give way to other vehicles in accordance with local regulations.

(7) An aircraft stand shall be visually monitored to ensure that the recommended clearance distances are provided to an aircraft using the stand.

Note.— Procedures on the training of operational personnel, and on apron safety and operations, are specified in the PANS-Aerodromes EAC-139-66), Part II, Chapters 1 and 7.

(f) Ground servicing of aircraft:

(1) Fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the rescue and fire fighting service in the event of a fire or major fuel spill.

(2) When aircraft refueling operations take place while passengers are embarking, on board or disembarking, ground equipment shall be positioned so as to allow:
  (i) The use of a sufficient number of exits for expeditious evacuation; and
  (ii) A ready escape route from each of the exits to be used in an emergency.

(g) Aerodrome vehicle operations:

Note 1.— Procedures on the establishment of an airside driver permit (ADP) scheme and vehicle/equipment safety requirements, including detailed personnel training, are specified in the EAC139-66 Part II, Chapter 9.

Note 2: Guidance on aerodrome vehicle operations is contained in EAC 139-58 and on traffic rules and regulations for vehicles is contained EAC 139-30.

Note 3: It is intended that roads located on the movement area be restricted to the exclusive use of aerodrome personnel and other authorized persons, and that access to the public buildings by an unauthorized person will not require use of such roads.

(1)A vehicle shall be operated:
  (i) On a manoeuvring area only as authorized by the aerodrome control tower; and
  (ii) On an apron only as authorized by the appropriate designated authority.

(2) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by:
  (i) The aerodrome control tower when on the manoeuvring area; or
  (ii) The appropriate designated authority when on the apron.

(3) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights.

(4) The driver of a vehicle on the movement area shall be appropriately trained for the tasks to be performed and shall comply with the instructions issued by:
  (i) The aerodrome control tower, when on the manoeuvring area; and
  (ii) The appropriate designated authority, when on the apron.

(5) The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communication with the aerodrome control tower before entering the maneuvering area and with the appropriate designated authority before entering the apron. The driver shall maintain a continuous listening watch on the assigned frequency when on the movement area.

(h) Surface movement guidance and control systems:

(1) **Application**: A surface movement guidance and control system shall be provided at an aerodrome.

Note: Guidance on surface movement guidance and control systems is contained in EAC 139-30.

(2) **Characteristics**: The design of a surface movement guidance and control system should take into account:
  (i) The density of air traffic;
  (ii) The visibility conditions under which operations are intended;
  (iii) The need for pilot orientation;
  (iv) The complexity of the aerodrome layout; and
  (v) Movements of vehicles.

(3) The visual aid components of a surface movement guidance and control system, i.e. markings, lights and signs should be designed to conform with the relevant specifications in .321, .323 and .325, respectively.

(4) A surface movement guidance and control system should be designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway.

(5) The system should be designed to assist in the prevention of collisions between aircraft, and between aircraft and vehicles or objects, on any part of the movement area.

Note: Guidance on control of stop bars through induction loops and on a visual taxiing guidance and control system is contained in EAC 139-12.

(6) Where a surface movement guidance and control system is provided by selective switching of stop bars and taxiway centre line lights, the following requirements shall be met:
  (i) Taxiway routes which are indicated by illuminated taxiway centre line lights shall be capable of being terminated by an illuminated stop bar;
  (ii) The control circuits shall be so arranged that when a stop bar located ahead of an aircraft is illuminated the appropriate section of taxiway centre line lights beyond it is suppressed; and
  (iii) The taxiway centre line lights are activated ahead of an aircraft when the stop bar is suppressed.

  Note 1: See Sections .323(o) and .323(q) for specifications on taxiway centre line lights and stop bars, respectively.

  Note 2: Guidance on installation of stop bars and taxiway centre line lights in surface movement guidance and control systems is given in EAC 139-12.

(7) Surface movement radar for the manoeuvring area should be provided at an aerodrome intended for use in runway visual range conditions less than a value of 350m.

(8) Surface movement radar for the manoeuvring area should be provided at an aerodrome other than that in 139.335(h)(7) when traffic density and operating conditions are such that regularity of traffic flow cannot be maintained by alternative procedures and facilities.

Note: Guidance on the use of surface movement radar is given in EAC 139-30 and ECAR Part 172.and in the Air Traffic Services Planning Manual (ICAO Doc 9426).

(i) Siting of equipment and installations on operational areas:

Note 1: Requirements for obstacle limitation surfaces are specified in .317(b).

Note 2: The design of light fixtures and their supporting structures, light units of visual approach slope indicators, signs, and markers, is specified in .323(a), .323(e), .325(a) and .327(a), respectively. Guidance on the frangible design of visual and non-visual aids for navigation is given in eca 139-14

(1) Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be:
  (i) On a runway strip, a runway end safety area, a taxiway strip or within the distances specified in Table 3-1, column 11, if it would endanger an aircraft; or

(ii) On a clearway if it would endanger an aircraft in the air.

(2) Any equipment or installation required for air navigation purposes or for aircraft safety which must be located:

(i) On that portion of a runway strip within:

(A) 75 m of the runway centre line where the code number is 3 or 4; or

(B) 45 m of the runway centre line where the code number is 1 or 2; or

(ii) On a runway end safety area, a taxiway strip or within the distances specified in Table 3-1; or

(iii) On a clearway and which would endanger an aircraft in the air.

Shall be frangible and mounted as low as possible.

(3) Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on the non-graded portion of a runway strip should be regarded as an obstacle and should be frangible and mounted as low as possible.

Note: Guidance on the siting of navigation aids is contained in EAC 139-14.

(4) Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be located within 240 m from the end of the strip and within:

(i) 60 m of the extended centre line where the code number is 3 or 4; or

(ii) 45 m of the extended centre line where the code number is 1 or 2;

Of a precision approach runway category I, II or III.

(5) Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on or near a strip of a precision approach runway category I, II or III and which:

(i) Is situated within 240 m from the end of the strip and within:

(A) 60 m of the extended runway centre line where the code number is 3 or 4; or

(B) 45 m of the extended runway centre line where the code number is 1 or 2; or

(ii) Penetrates the inner approach surface, the inner transitional surface or the balked landing surface;

Shall be frangible and mounted as low as possible.

(6) Any equipment or installation required for air navigation or for aircraft safety purposes which is an obstacle of operational significance in accordance with .317(b)(4), .317(b)(11), .317(b)(20) or .317(b)(27) should be frangible and mounted as low as possible.

(7) Aerodrome operator shall submit application before commencement of any change to the aerodrome physical characteristics, facilities or equipment is proposed attached by all supporting document with the aim to maintain highest level of safety during work in progress (wip). considerations is contained in EAC 139-33, EAC139-73

(j) **Fencing**:

(1) **Application**: A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft.

(2) A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.

Note 1: This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.

Note 2: Special measures may be required to prevent the access of an unauthorized person to runways or taxiways which overpass public roads.

(3) Suitable means of protection shall be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.

(4) **Location**: The fence or barrier shall be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.

(5) When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult. Consideration should be given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols.

(k) **Security lighting**: At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level. Consideration should be given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated

(l) Autonomous runway incursion warning system

Note 1. — The inclusion of detailed specification for an ARIWS in this section is not intended to imply that an ARIWS has to be provided at an aerodrome.

Note 2. — The implementation of an ARIWS is a complex issue deserving careful consideration by aerodrome operators, air traffic services, States and in coordination with the aircraft operators.

Note 3. — EAC 139-69 , provides a description of an autonomous runway incursion warning system (ARIWS) and information on its use.

(1) Characteristic: Where an ARIWS is installed at an aerodrome:

(i)It shall provide autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or vehicle operator;

(ii)It shall function and be controlled independently of any other visual system on the aerodrome;

(iii)Its visual aid components, i.e. lights, shall be designed to conform with the relevant specifications in 139.323; and

(iv)Failure of part or all of it shall not interfere with normal aerodrome operations. To this end, provision shall be made to allow the ATC unit to partially or entirely shut down the system.

Note 1.— An ARIWS may be installed in conjunction with enhanced taxiway centre line markings, stop bars or runway guard lights.

Note 2.— It is intended that the system(s) be operational under all weather conditions, including low visibility.

Note 3.— An ARIWS may share common sensory components of an SMGCS or A-SMGCS, however, it operates independently of either system.

(2) Where an ARIWS is installed at an aerodrome, information on its characteristics and status shall be provided to the appropriate aeronautical information services for promulgation in the AIP with the description of the aerodrome surface movement guidance and control system and markings as specified in ECAR 173

Note.— Detailed specifications concerning the AIP are contained in ECAR 173 and it's related documents and PANS-AIM (ICAO Doc 10066).

(M) Runway Safety

1. An aerodrome operator shall establish runway safety team for each aerodrome under its management
2. The runway safety team shall identify runway related hazards. These may include aerodrome design, markings, signs and lights, as well as relevant aerodrome operations and procedures to mitigate any hazards identified and, as appropriate,

reduce the safety risk of issues related to runway safety, including but not limited to the following:

a) runway incursion;
b) runway excursion;
c) runway confusion; and
d) suspension or closure of runway operations.

3. ***Note1:*** *Comprehensive guidance material concerning* runway safety team *is contained in the eac 139- 72A and eac 139 – 66 chapter 8*
4. ***Note2:*** *guidance material concerning* runway safety *is contained in the eac 00-19, EAC 139-72*

139.337 Handling and storing of hazardous substances and materials.

(a) Each certificate holder orAerodrome Operator which acts as a cargo handling agent shall establish and maintain procedures for the protection of persons and property on the airport during the handling and storing of any hazardous materials, that is, or is intended to be, transported by air. These procedures shall provide for at least the following:
   (1) Designated personnel to receive and handle hazardous substances and materials.
   (2) Assurance from the shipper that the cargo can be handled safely, including any special handling procedures required for safety.
   (3) Special areas for storage of hazardous materials while on the airport.

(b) Each certificate holder or Aerodrome Operator shall establish and maintain standards acceptable to the ECAA for protecting against fire and explosions in storing, dispensing, and otherwise handling fuel, lubricants, and oxygen (other than articles and materials that are, or are intended to be, aircraft cargo) on the airport. These standards shall cover facilities, procedures, and personnel training and shall address at least the following:
   (1) Grounding and bonding.
   (2) Public protection.
   (3) Control of access to storage areas.
   (4) Fire safety in fuel farm and storage areas.
   (5) Fire safety in mobile fuelers, fueling pits, and fueling cabinets.
   (6) The fire code of the public body having jurisdiction over the airport.

(c) Each certificate holder or Aerodrome Operator shall, as a fueling agent, comply with and, require all other fueling agents operating on the airport to comply with the standards established under paragraph (b) of this section and shall perform reasonable surveillance of all fueling activities on the airport with respect to those standards.

(d) Each certificate holder or Aerodrome Operator shall inspect the physical facilities of each airport tenant fueling agent at least once every 3 months for compliance with paragraph (b) of this section and maintain a record of that inspection for at least 12 months. The certificate holder or Aerodrome Operator may use an independent organization to perform this inspection if:
   (1) It is acceptable by the ECAA; and
   (2) It prepares a record of its inspection sufficiently detailed to assure the certificate holder or Aerodrome Operator and the ECAA that the inspection is adequate.

(e) The training of fueling personnel in fire safety shall include at least the following:
   (1) At least one supervisor with each fueling agent shall have completed an aviation fuel training course in fire safety which is acceptable to the ECAA.
   (2) All other employees who fuel aircraft, accept fuel shipments, or otherwise handle fuel shall receive at least on-the-job training in fire safety from the supervisor trained in accordance with paragraph (e)(1) of this section.

(f) Each certificate holder or Aerodrome Operator shall obtain certification once a year from each airport tenant fueling agent that the training required by paragraph (e) of this section has been accomplished.

(g) Unless otherwise authorized by the ECAA, each certificate holder or Aerodrome Operator shall require each tenant fueling agent to take immediate corrective action whenever the certificate holder or Aerodrome Operator becomes aware of noncompliance with a standard required by paragraph (b) of this section. The certificate holder or Aerodrome Operator shall notify the ECAA immediately when noncompliance is discovered and corrective action cannot be accomplished within a reasonable period of time.

(h) EAC121-5 contain standards and procedures for the handling and storage of hazardous substances and materials which are acceptable to the ECAA.

139.339 Self-inspection program

(a) Each certificate holder or Aerodrome Operator shall inspect the airport to assure compliance with this subpart:
  (1) Daily, except as otherwise required by the airport certification manual or airport certification specifications;
  (2) When required by any unusual condition such as construction activities or meteorological conditions that may affect safe air carrier operations; and
  (3) Immediately after an accident or incident.

(b) Each certificate holder or Aerodrome Operator shall provide the following:
  (1) Equipment for use in conducting safety inspections of the airport;
  (2) Procedures, facilities, and equipment for reliable and rapid dissemination of information between airport personnel and its air carriers;
  (3) Procedures to ensure that qualified inspection personnel perform the inspections; and
  (4) A reporting system to ensure prompt correction of unsafe airport conditions noted during the inspection.

(c) Each certificate holder or Aerodrome Operator shall prepare and keep for at least 6 months, and make available for inspection by the ECAA on request, a record of each inspection prescribed by this section, showing the conditions found and all corrective actions taken.

139.341 Protection of navaids.

Each certificate holder or Aerodrome Operator shall:

(a) Prevent the construction of facilities on its airport that, as determined by the ECAA, would derogate the operation of an electronic or visual navaid and air traffic control facilities on the airport;

(b) Protect, or if the owner is other than the certificate holder, assist in protecting, all navaids on its airport against vandalism and theft; and

(c) Prevent, insofar as it is within the airport's authority, interruption of visual and electronic signals of navaids.

139.343 Public protection

(a) Each certificate holder or Aerodrome Operator shall provide:
  (1) Safeguards acceptable to the ECAA to prevent inadvertent entry to the movement area by unauthorized persons or vehicles; and
  (2) Reasonable protection of persons and property from aircraft blast.

(b) Fencing meeting the requirements of ECAR Part 107 in areas subject to that part is acceptable for meeting the requirements of paragraph (a)(1) of this section.

139.345 Wildlife hazard management

(a) Each certificate holder or Aerodrome Operator should provide for the conduct of an ecological study, acceptable to the ECAA, when any of the following events occurs on or near the airport:
  (1) An air carrier aircraft experiences a multiple bird strike or engine ingestion.
  (2) An air carrier aircraft experiences a damaging collision with wildlife other than birds.
  (3) Wildlife of a size or in numbers capable of causing an event described in paragraph (a) (1) or (2) of this section is observed to have access to any airport flight pattern or movement area.

(b) The study required in paragraph (a) of this section should contain at least the following:
  (1) Analysis of the event which prompted the study.
  (2) Identification of the species, numbers, locations, local movements, and daily and seasonal occurrences of wildlife observed.
  (3) Identification and location of features on and near the airport that attract wildlife.
  (4) Description of the wildlife hazard to air carrier operations.

(c) The study required by paragraph (a) of this section should be submitted to the ECAA, who determines whether or not there is a need for a wildlife hazard management plan. In reaching this determination, the ECAA considers:
  (1) The ecological study;
  (2) The aeronautical activity at the airport;
  (3) The views of the certificate holder;
  (4) The views of the airport users; and
  (5) Any other factors bearing on the matter of which the ECAA is aware.

(d) When the ECAA determines that a wildlife hazard management plan is needed, the certificate holder or Aerodrome Operator should formulate and implement a plan using the ecological study as a basis. The plan should:
  (1) Be submitted to, and accepted by, the ECAA prior to implementation; and
  (2) Provide measures to alleviate or eliminate wildlife hazards to air carrier operations.

(e) The plan should include at least the following:
  (1) The persons who have authority and responsibility for implementing the plan.
  (2) Priorities for needed habitat modification and changes in land use identified in the ecological study, with target dates for completion.
  (3) Identification of resources to be provided by the certificate holder or Aerodrome Operatorfor implementation of the plan.
  (4) Procedures to be followed during air carrier operations, including at least:
    (i) Assignment of personnel responsibilities for implementing the procedures;
    (ii) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
    (iii) Wildlife control measures; and
    (iv) Communication between the wildlife control personnel and any air traffic control tower in operation at the airport.
  (5) Periodic evaluation and review of the wildlife hazard management plan for:
    (i) Effectiveness in dealing with the wildlife hazard; and
    (ii) Indications that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.
  (6) A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by paragraph (d) of this section.

(f) Notwithstanding the other requirements of this section, each certificate holder or Aerodrome Operator shall take immediate measures to alleviate wildlife hazards whenever they are detected.

139.347 Noncomplying conditions

(a) Unless otherwise authorized by the ECAA, whenever the requirements of this Part cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the certificate holder or Aerodrome Operator shall limit air carrier operations to those portions of the airport not rendered unsafe by those conditions.

(b) The certificate holder or Aerodrome Operator shall notify the ECAA of any condition which do not meet the standards prescribed in this Part immediately.

SUBPART M
Aerodrome Maintenance

139.349 Aerodrome maintenance

(a) **General**:

(1) A maintenance programme, including but not limited to preventive maintenance where appropriate, shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation.

Note 1: Preventive maintenance is programmed maintenance work done in order to prevent a failure or degradation of facilities.

Note 2: "Facilities" are intended to include such items as pavements, visual aids, fencing, drainage systems, electrical systems and buildings.

(2) The design and application of the maintenance programme should observe Human Factors principles.

Note 1: Guidance material on Human Factors principles can be found in EAC 139-34. and in the EAC 139-25.

Note 2.— General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in.EAC 139-66

(b) **Pavements**:

(1) The surfaces of all movement areas including pavements (runways, taxiways, and aprons) and adjacent areas) shall inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any Foreign Object Debris (FOD)that might cause damage to, aircraft, or impair the operation of aircraft systems.

Note 1.— See 139.307.(i).(3) for inspections of movement areas.

Note 2.— Procedures on carrying out daily inspections of the movement area andcontrol of FOD are given in the EAC PANS-Aerodromes (EAC139-66),the Manual of Surface Movement Guidance and Control Systems (SMGCS) (EAC 139-30) andthe Advanced Surface Movement Guidance and Control Systems (A-SMGCS) EAC 139-64 (under preparation).and ICAO Doc 9830

Note 3.— Additional guidance on sweeping/cleaning of surfaces is contained in the EAC 139-26

Note 4: Guidance on precautions to be taken in regard to the surface of shoulders is given in EAC 139-48, and EAC 139-10.

Note 5.— Where the pavement is used by large aircraft or aircraft with tire pressures in the upper categories referred to in 307.f.6.iii particular attention should be given to the integrity of light fittings in the pavement and pavement joints.

(2) The surface of a runway shall be maintained in a condition such as to prevent formation of harmful irregularities.

Note: See EAC 139-45.

(3) A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified in EAC 139-19 and publish in AIP

Note.1, Assessment , Measurement and reporting of runway surface conditions EAC 139-71contains further information on this subject and EAC139-19 .

(4) Runway surface friction characteristics for maintenance purpose shall be periodically with measured a continuous friction measuring device using self-wetting features. The frequency of these measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway.

Note1: guidance on evaluating the runway surface friction characteristics is provided in Assessment , Measurement and Reporting of runway surface conditions EAC 139- 71

Note 2.— The objective of .349.b.3to,349.b .8 . is to ensure that the surface friction characteristics for the entire runway remain at or above a minimum friction level specified specified in EAC 139-19.

(5)when runway surface friction measurements are made for maintenance purposes using a self – wetting continuous friction measuring device , the performance of the device shall meet the standard set or agreed by ECAA

(6) Personnel measuring runway surface friction required in .349.b.5 shall be trained to fulfill their duties .

(7) Corrective maintenance action shall be taken to prevent the runway surfacefrictioncharacteristics for either the entire runway or a portion thereof from falling below a minimum friction level specified in EAC 139-19.

Note: A portion of runway in the order of 100 m long may be considered significant for maintenance or reporting action.

(8) the runway surface should be visually assessed , as necessary , under natural or simulated rain conditions for ponding or poor drainage and where required , corrective maintenance action taken .

(9) When a taxiway is used by turbine-engined aeroplanes, the surface of the taxiway shoulders should be maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines.

Note: Guidance on this subject is given in EAC 139-10.

(c) Removal of contaminants

(1)slush, standing water, mud, dust, sand, oil, rubber deposits and other contaminants shall be removed from the surface of runways in use as rapidly and completely as possible to minimize accumulation.

(2) Taxiways should be kept clear of slush, etc., to the extent necessary to enable aircraft to be taxied to and from an operational runway.

(3) Aprons should be kept clear of, slush, etc., to the extent necessary to enable aircraft to manoeuvre safely or, where appropriate, to be towed or pushed

(4) Whenever the clearance of, slush, etc., from the various parts of the movement area cannot be carried out simultaneously, the order of priority after the runway(s) in use should be set in consultation with the affected parties such as rescue and firefighting service

(5) Reserved

(6) Chemicals which may have harmful effects on aircraft or pavements, or chemicals which may have toxic effects on the aerodrome environment, shall not be used.

Note: Information on the use of chemicals for aerodrome pavements is given in EAC 139-66

(d) Runway pavement overlays:

Note: The following specifications are intended for runway pavement overlay projects when the runway is to be returned temporarily to an operational status before resurfacing is complete . This may necessitate a temporary ramp between the new and old runway surfaces. Guidance on overlaying pavements and assessing their operational status is given in EAC 139-11.

(1) The longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, shall be:
   (i) 0.5 to 1.0 per cent for overlays up to and including 5 cm in thickness; and
   (ii) Not more than 0.5 per cent for overlays more than 5 cm in thickness.

(2) Overlaying should proceed from one end of the runway toward the other end so that based on runway utilization most aircraft operations will experience a down ramp.

(3) The entire width of the runway should be overlaid during each work session.

(4) Before a runway being overlaid is returned to a temporary operational status, a runway centre line marking conforming to the specifications in Section .321(c) shall be provided. Additionally, the location of any temporary threshold shall be identified by a 3.6 m wide transverse stripe.

(5) The overlay should be constructed and maintained above the minimum friction level specified in .349.b.3.

(e) Visual aids:

(1) A light shall be deemed to be unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the appropriate figure in Appendix 2. For light units where the designed main beam average intensity

is above the value shown in Appendix 2, the 50 per cent value shall be related to that design value.

Note1: These specifications are intended to define the maintenance performance level objectives. They are not intended to define whether the lighting system is operationally out of service.

Note 2.— The energy savings of light emitting diodes (LEDs) are due in large part to the fact that they do not produce the infra-red heat signature of incandescent lamps. Aerodrome operators who have come to expect the melting of ice and snow by this heat signature may wish to evaluate whether or not a modified maintenance schedule is required during such conditions, or evaluate the possible operational value of installing LED fixtures with heating elements.

Note 3.- Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting. ECAR 173 protocols provide an appropriate means of notifying aerodrome users of EVS when lighting systems are converted to LED.

(2) A system of preventive maintenance of visual aids shall be employed to ensure lighting and marking system reliability.

Note: Guidance on preventive maintenance of visual aids is given in EAC 139-26.

(3) The system of preventive maintenance employed for a precision approach runway category II or III should include at least the following checks:
- (i) Visual inspection and in-field measurement of the intensity, beam spread and orientation of lights included in the approach and runway lighting systems;
- (ii) Control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and
- (iii) Control of the correct functioning of light intensity settings used by air traffic control.

(4) In-field measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III should be undertaken by measuring all lights, as far as practicable, to ensure conformance with the applicable specification of Appendix 2.

(5) Measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III should be undertaken using a mobile measuring unit of sufficient accuracy to analyze the characteristics of the individual lights.

(6) The frequency of measurement of lights for a precision approach runway category II or III should be based on traffic density, the local pollution level, the reliability of the installed lighting equipment and the continuous assessment of the results of the in-field measurements but in any event should not be less than twice a year for in-pavement lights and not less than once a year for other lights.

(7) The system of preventive maintenance employed for a precision approach runway category II or III shall have as its objective that, during any period of category II or III operations, all approach and runway lights are serviceable, and that in any event at least:
- (i) 95 per cent of the lights are serviceable in each of the following particular significant elements:
  - (A) Precision approach category II and III lighting system, the inner 450 m;
  - (B) Runway centre line lights;
  - (C) Runway threshold lights; and
  - (D) Runway edge lights;
- (ii) 90 per cent of the lights are serviceable in the touchdown zone lights;
- (iii) 85 per cent of the lights are serviceable in the approach lighting system beyond 450 m; and
- (iv) 75 per cent of the lights are serviceable in the runway end lights.

In order to provide continuity of guidance, the allowable percentage of unserviceable lights shall not be permitted in such a way as to alter the basic pattern of the lighting system. Additionally, an unserviceable light shall not be permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted.

Note: With respect to barrettes, crossbars and runway edge lights, lights are considered to be adjacent if located consecutively and: laterally: in the same barrette or crossbar; or longitudinally: in the same row of edge lights or barrettes.

(8) The system of preventive maintenance employed for a stop bar provided at a runway-holding position used in conjunction with a runway intended for operations in runway visual range conditions less than a value of 350 m shall have the following objectives:
   (i) No more than two lights will remain unserviceable; and
   (ii) Two adjacent lights will not remain unserviceable unless the light spacing is significantly less than that specified.

(9) The system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 350 m shall have as its objective that no two adjacent taxiway centre line lights be unserviceable.

(10) The system of preventive maintenance employed for a precision approach runway category I shall have as its objective that, during any period of category I operations, all approach and runway lights are serviceable, and that in any event at least 85 per cent of the lights are serviceable in each of the following:
   (i) Precision approach category I lighting system;
   (ii) Runway threshold lights;
   (iii) Runway edge lights; and
   (iv) Runway end lights.

   In order to provide continuity of guidance an unserviceable light shall not be permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified.

Note: In barrettes and crossbars, guidance is not lost by having two adjacent unserviceable lights.

(11) The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions less than a value of 550 m shall have as its objective that, during any period of operations, all runway lights are serviceable and that in any event:
   (i) At least 95 per cent of the lights are serviceable in the runway centre line lights (where provided) and in the runway edge lights; and
   (ii) At least 75 per cent of the lights are serviceable in the runway end lights.

   In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.

(12) The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions of a value of 550 m or greater shall have as its objective that, during any period of operations, all runway lights are serviceable and that, in any event, at least 85 per cent of the lights are serviceable in the runway edge lights and runway end lights. In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.

(13) During low visibility procedures the airport operator should restrict construction or maintenance activities in the proximity of aerodrome electrical systems.

APPENDIX 1
Colours for Aeronautical Ground Lights, Markings, Signs and Panels

139.a1.1 General

Introductory Note: The following specifications define the chromaticity limits of colours to be used for aeronautical ground lights, markings, signs and panels. The specifications are in accord with the 1983 specifications of the International Commission on Illumination (CIE), exceptforthecolourorangein Figure A1-2.

It is not possible to establish specifications for colours such that there is no possibility of confusion. For reasonably certain recognition, it is important that the eye illumination be well above the threshold of perception, that the colour not be greatly modified by selective atmospheric attenuations and that the observer's colour vision be adequate. There is also a risk of confusion of colour at an extremely high level of eye illumination such as may be obtained from a high-intensity source at very close range. Experience indicates that satisfactory recognition can be achieved if due attention is given to these factors. The chromaticties are expressed in terms of the standard observer and coordinate system adopted by the International Commission on Illumination (CIE) at its Eighth Session at Cambridge, England, in 1931." See CIE Publication No. 15, Colorimetry (1971)."

The chromaticties for solid state lighting (e.g. LED) are based upon the boundaries given in the standard S 004/E-2001 of the International Commission on Illumination (CIE), except for the blue boundary of white.

139.a1.2 Colours for aeronautical ground lights

2.1Chromaticitiesfor lights having filament-type light sources

(1)-The chromatic ties of aeronautical ground lights shall be within the following boundaries:

CIE Equations (see Figure A1.1a):

a) Red

Purpleboundary $y = 0.980 - x$
Yellowboundary $y = 0.335$, except for visual approach slope indicator
Yellow boundary $y = 0.320$, for visual approach slope indicator systems.
Note:- See 139.323.e.14 and 139.3235.e.30.

b) Yellow
Red boundary $y = 0.382$
Whiteboundary $y = 0.790 - 0.667x$
Greenboundary $y = x - 0.120$

c) Green
Yellowboundary $x = 0.360 - 0.080y$
Whiteboundary $x = 0.650y$
Blueboundary $y = 0.390 - 0.171x$

d) Blue
Greenboundary $y = 0.805x + 0.065$
Whiteboundary $y = 0.400 - x$
Purpleboundary $x = 0.600y + 0.133$

e) White
Yellowboundary $x = 0.500$
Blueboundary $x = 0.285$
Greenboundary $y = 0.440$ and $y = 0.150 + 0.640x$
Purpleboundary $y = 0.050 + 0.750x$ and $y = 0.382$

f) Variablewhite

Yellowboundary x = 0.255 + 0.750y and y = 0.790 – 0.667x
Blueboundary x =0.285
Greenboundary y = 0.440 and y = 0.150 +0.640x
Purpleboundary y = 0.050 + 0.750x and y =0.382

Note.— Guidance on chromaticity changes resulting from the effect of temperature on filteringelements is given in the EAC 139-12).

(2) Where dimming is not required, or where observers with defectivecolour visionmustbeabletodeterminethecolourofthelight,greensignalsshouldbewithinthefollowing boundaries:

Yellow boundary y = 0.726 –0.726x
Whiteboundary x =0.650y
Blueboundary y = 0.390 –0.171x

Note.— Where the colour signal is to be seen from long range, it has been the practice to use colours within the boundaries of 2.1.2.

(3) Where increased certainty of recognitionfrom white, is more important than maximum visual range, green signals should be within the following boundaries:
Yellow boundary y = 0.726 - 0.726x
White boundary x = 0.625y - 0.041
Blue boundary y = 0.390 - 0.171x

139.a1. 2.2 Discrimination between lightshaving filament-type sources:

(1) If there is a requirement to discriminate yellow and white from each other, they should be displayed in close proximity of time or space as, for example, by being flashed successively from the same beacon.

(2) If there is a requirement to discriminate yellow from green and/or white, as for example on exit taxiway centre line lights, the y coordinates of the yellow light should not exceed a value of 0.40.

Note: The limits of white have been based on the assumption that they will be used in situations in which the characteristics (colour temperature) of the light source will be substantially constant.

(3) The colour variable white is intended to be used only for lights that are to be varied in intensity, e.g. to avoid dazzling. If this colour is to be discriminated from yellow, the lights should be so designed and operated that:

(i) The x coordinate of the yellow is at least 0.050 greater than the x coordinate of the white; and

(ii) The disposition of the lights will be such that the yellow lights are displayed simultaneously and in close proximity to the white lights.

139.a1. 2.3 Chromaticities for lights having a solid state light source

(1)The chromaticities of aeronautical ground lights with solid state light sources, e.g. LEDs, shall be within the following boundaries:

CIE Equations (see Figure A1-1b):

(a) Red

Purple boundary y = 0.980 – x
Yellow boundary y = 0.335, except for visual approach slope indicator systems;
Yellow boundary y = 0.320, for visual approach slope indicator systems.

Note.— See 139.323.e.14 and 139.323.e.30.

(b)Yellow

Red boundary y = 0.387
White boundary y = 0.980 – x
Green boundary y = 0.727x + 0.054

(c) Green (also refer 2.3.2 and 2.3.3)

Yellow boundary	x = 0.310
White boundary	x = 0.625y – 0.041
Blue boundary	y = 0.400

(d) Blue

Green boundary	y = 1.141x – 0.037
White boundary	y = 0.400 – y
Purple boundary	x = 0.134 + 0.590y

(e) White

Yellow boundary	x = 0.440
Blue boundary	x = 0.320
Green boundary	y = 0.150 + 0.643x
Purple boundary	y = 0.050 + 0.757x

(f) Variable white

The boundaries of variable white for solid state light sources are those of e) White above.

(2) Where observers with defective colour vision must be able to determine the colour of the light, green signals should be within the following boundaries:

Yellow boundary	y = 0.726 – 0.726x
White boundary	x = 0.625y – 0.041
Blue boundary	y = 0.400

(3)In order to avoid a large variation of shades of green, if colours within the boundaries below are selected, colours within the boundaries of the above recommendation should not be used.

Yellow boundary	x= 0.310
White boundary	x = 0.625y – 0.041
Blue boundary	y = 0.726 – 0.726x

139.a1. 2.4 Colour measurement for filament-type and solid state-type light sources

(1) The colour of aeronautical ground lights shall be verified as being within the boundaries specified in Figure A1-1a or A1-1b, as appropriate, by measurement at five points within the area limited by the innermost isocandela curve (isocandela diagrams in Appendix 2 refer), with operation at rated current or voltage. In the case of elliptical or circular isocandela curves, the colour measurements shall be taken at the centre and at the horizontal and vertical limits. In the case of rectangular isocandela curves, the colour measurements shall be taken at the centre and the limits of the diagonals (corners).

In addition, the colour of the light shall be checked at the outermost isocandela curve to ensure that there is no colour shift that might cause signal confusion to the pilot.

Note 1. — For the outermost is candela curve, a measurement of colour coordinates should be made and recorded for review and judgment of acceptability by the appropriate authority.

Note 2. — Certain light units may have application so that they may be viewed and used by pilots from directions beyond that of the outermost is candela curve (e.g. stop bar lights at significantly wide runway-holding positions). In such instances, the appropriate authority should assess the actual application and if necessary require a check ofcolour shift at angular ranges beyond the outermost curve.

(2) In the case of visual approach slope indicator systems and other light units having a colourtransitiosector,thecolourshallbemeasuredatpointsinaccordancewith2.4.1,exceptthatthe colourareasshall be treated separately and no point shall be within 0.5 degrees of the transitionsector.

139.a1. 3 .Colours for markings, signs and panels

Note 1.— The specifications of surface colours given below apply only to freshly coloured surfaces. Colours used for markings, signs and panels usually change with time and therefore require renewal

Note 2.— Guidance on surface colours is contained in the CIE document entitled Recommendations for Surface Colours for Visual Signalling — Publication No. 39-2 (TC-106) 1983

Note 3.— The specifications recommended in 3.4 for transilluminated panels are interim in nature and are based on the CIE specifications for transilluminated signs. It is intended that these specifications will be reviewed and updated as and when CIE develops specifications for transilluminated panels.

3.1The chromaticities and luminance factors of ordinary colours, colours of retroreflective materials and colours of transilluminated (internally illuminated) signs and panels shall be determined under the following standard conditions:

a) angle of illumination: 45°؛

b) direction of view: perpendicular to surface; and

c) illuminant: CIE standard illuminant D65.

3.2The chromaticity and luminance factors of ordinary colours for markings and externally illuminated signs and panels should be within the following boundaries when determined under standard conditions.

CIE Equations (see Figure A1-2):

a) Red

Purple boundary	$y = 0.345 - 0.051x$
White boundary	$y = 0.910 - x$
Orange boundary	$y = 0.314 + 0.047x$
Luminance factor	$\beta = 0.07$ *(mnm)*

b) Orange

Red boundary	$y = 0.285 + 0.100x$
White boundary	$y = 0.940 - x$
Yellow boundary	$y = 0.250 + 0.220x$
Luminance factor	$\beta = 0.20$ *(mnm)*

c) Yellow

Orange boundary	$y = 0.108 + 0.707x$
White boundary	$y = 0.910 - x$
Green boundary	$y = 1.35x - 0.093$
Luminance factor	$\beta = 0.45$ *(mnm)*

d) White

Purple boundary	$y = 0.010 + x$
Blue boundary	$y = 0.610 - x$
Green boundary	$y = 0.030 + x$
Yellow boundary	$y = 0.710 - x$
Luminance factor	$\beta = 0.75$ *(mnm)*

e) Black

Purple boundary	$y = x - 0.030$
Blue boundary	$y = 0.570 - x$
Green boundary	$y = 0.050 + x$
Yellow boundary	$y = 0.740 - x$
Luminance factor	$\beta = 0.03$ *(max)*

f) Yellowish green

Green boundary	$y = 1.317x + 0.4$
White boundary	$y = 0.910 - x$
Yellow boundary	$y = 0.867x + 0.4$

g) Green

Yellow boundary	$x = 0.313$
White boundary	$y = 0.243 + 0.670x$
Blue boundary	$y = 0.493 - 0.524x$
Luminance factor	$\beta = 0.10$ *(mnm)*

Note.— The small separation between surface red and surface orange is not sufficient to ensure the distinction of these colours when seen separately.

3.3The chromaticity and luminance factors of colours of retroreflective materials for markings‹ signs and panels should be within the following boundaries when determined under standard conditions.

CIE Equations (see Figure A1-3):

a) Red

Purple boundary	$y = 0.345 - 0.051x$
White boundary	$y = 0.910 - x$
Orange boundary	$y = 0.314 + 0.047x$
Luminance factor	ß = 0.03 (mnm)

b) Orange

Red boundary	$y = 0.265 + 0.205x$
White boundary	$y = 0.910 - x$
Yellow boundary	$y = 0.207 + 0.390x$
Luminance factor	ß = 0.14 (mnm)

c) Yellow

Orange boundary	$y = 0.160 + 0.540x$

White boundary	y = 0.910 – x
Green boundary	y = 1.35x – 0.093
Luminance factor	ß = 0.16 (mnm)

d) White

Purple boundary	y = x
Blue boundary	y = 0.610 – x
Green boundary	y = 0.040 + x
Yellow boundary	y = 0.710 – x
Luminance factor	ß = 0.27 (mnm)

e) Blue

Green boundary	y = 0.118 + 0.675x
White boundary	y = 0.370 – x
Purple boundary	y = 1.65x – 0.187
Luminance factor	ß = 0.01 (mnm)

f) Green

Yellow boundary	y = 0.711 – 1.22x
White boundary	y = 0.243 + 0.670x
Blue boundary	y = 0.405 – 0.243x
Luminance factor	ß = 0.03 (mnm)

3.4The chromaticity and luminance factors of colours for luminescent or transilluminated)internally illuminated) signs and panels should be within the following boundaries when determined under standard conditions.
CIE Equations (see Figure A1-4):

a) Red

Purple boundary	y = 0.345 – 0.051x
White boundary	y = 0.910 – x
Orange boundary	y = 0.314 + 0.047x
Luminance factor)day condition(	ß = 0.07 (mnm)
Relative luminance to white (night condition)	5% (mnm) 20% (max)

b) Yellow

Orange boundary	y = 0.108 + 0.707x
White boundary	y = 0.910 – x
Green boundary	y = 1.35x – 0.093
Luminance factor)day condition(	ß = 0.45 (mnm)
Relative luminance to white (night condition)	30% (mnm) 80% (max)

c) White

Purple boundary	y = 0.010 + x
Blue boundary	y = 0.610 – x
Green boundary	y = 0.030 + x
Yellow boundary	y = 0.710 – x

Luminance factor	ß = 0.75 (mnm(
)day condition(	
Relative luminance	100%
to white (night	
condition)	

d) Black

Purple boundary	y = x – 0.030
Blue boundary	y = 0.570 – x
Green boundary	y = 0.050 + x
Yellow boundary	y = 0.740 – x
Luminance factor	ß = 0.03 (max(
)day condition(	
Relative luminance	0% (mnm(
to white (night	2% (max(
condition)	

e) Green

Yellow boundary :	x = 0.313
White boundary:	y = 0.243 + 0.670x
Blue boundary:	y = 0.493 – 0.524x
Luminance factor:	β = 0.10 minimum (day conditions(
Relative luminance:	5% (minimum(
to white (night	30% (maximum(
conditions)	

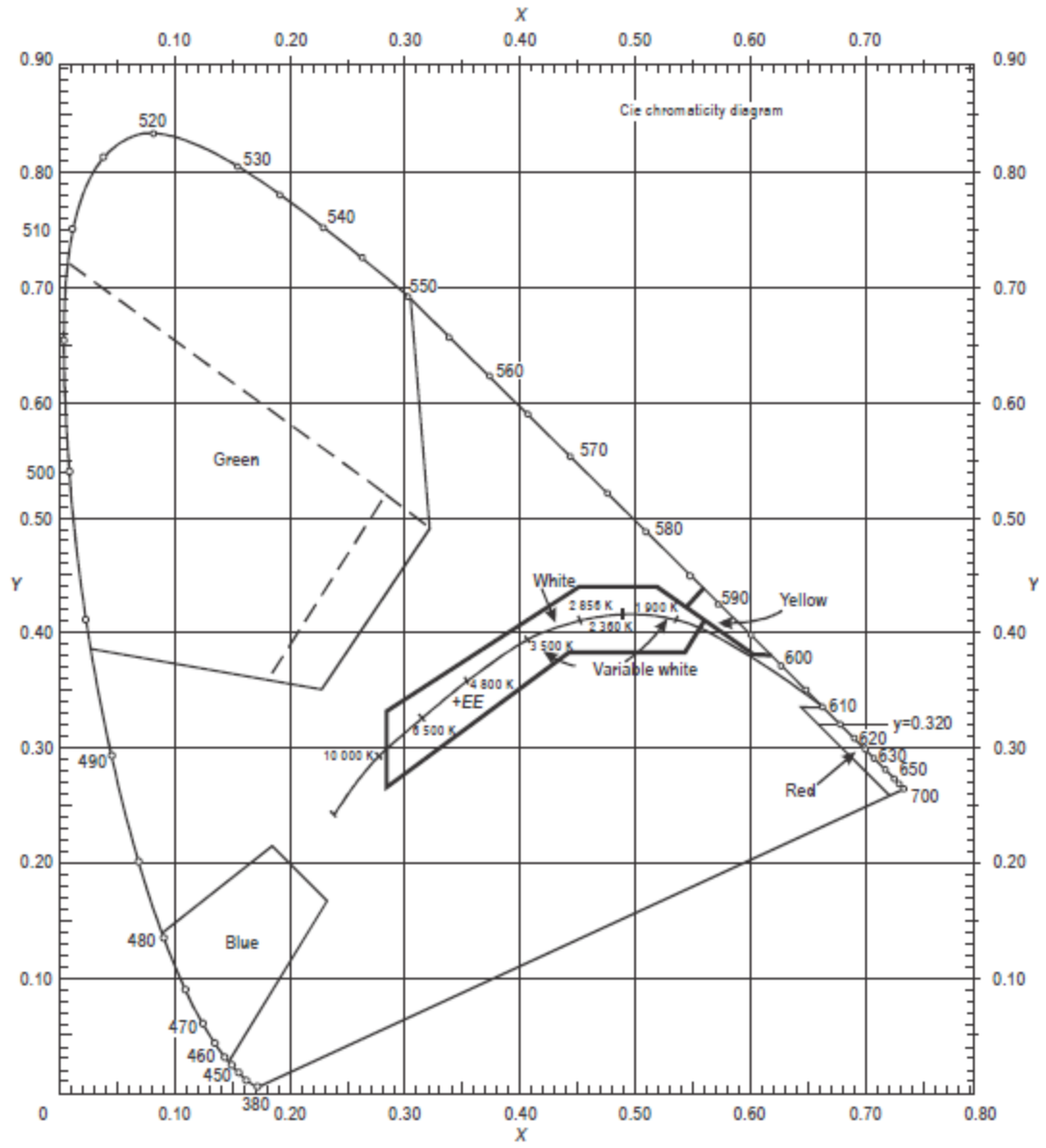


Figure A1-1**a**: **Colours for aeronautical ground lights(filament-type lamps)**

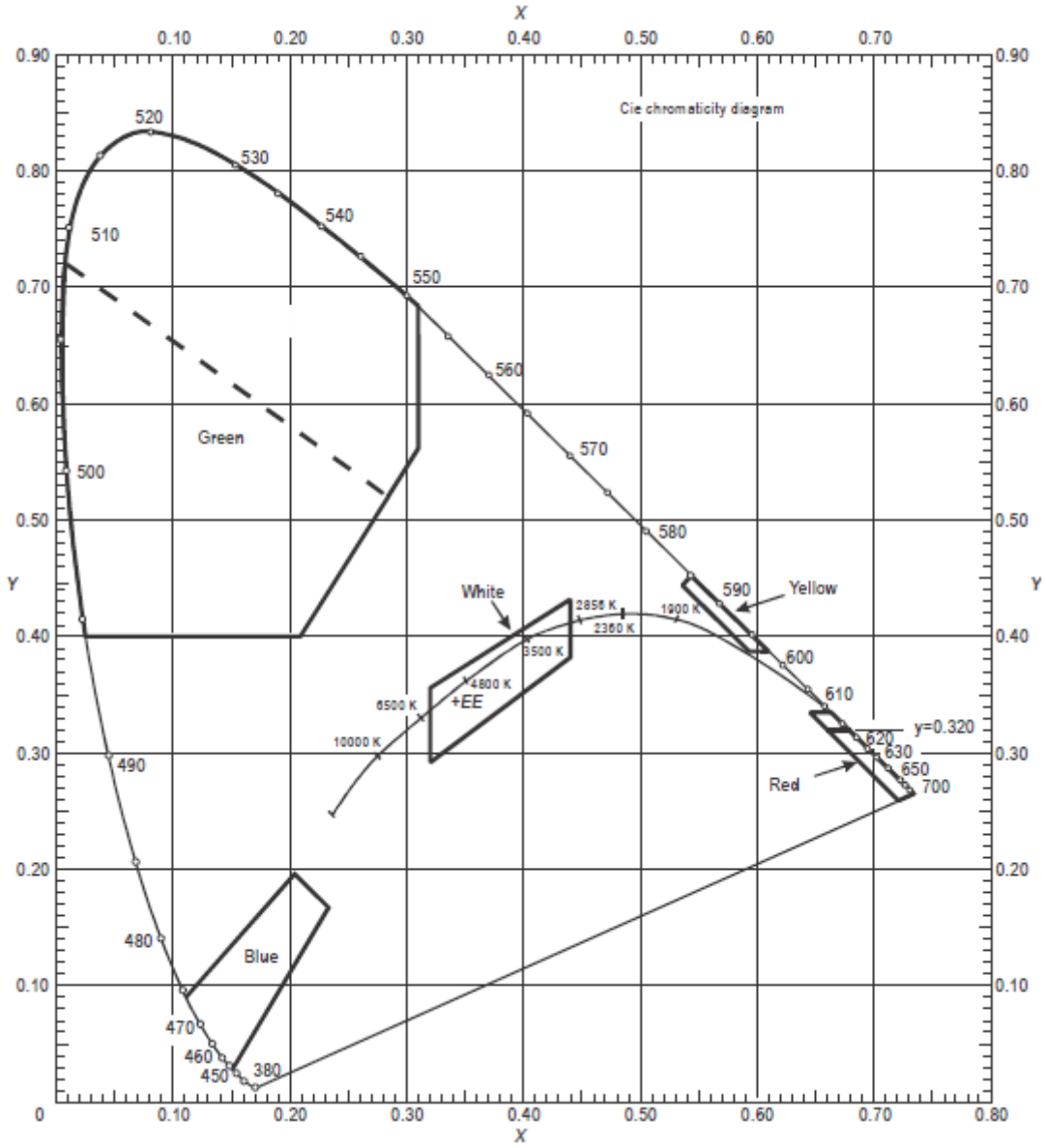


Figure A1-1b. Colours for aeronautical ground lights (solid state lighting)

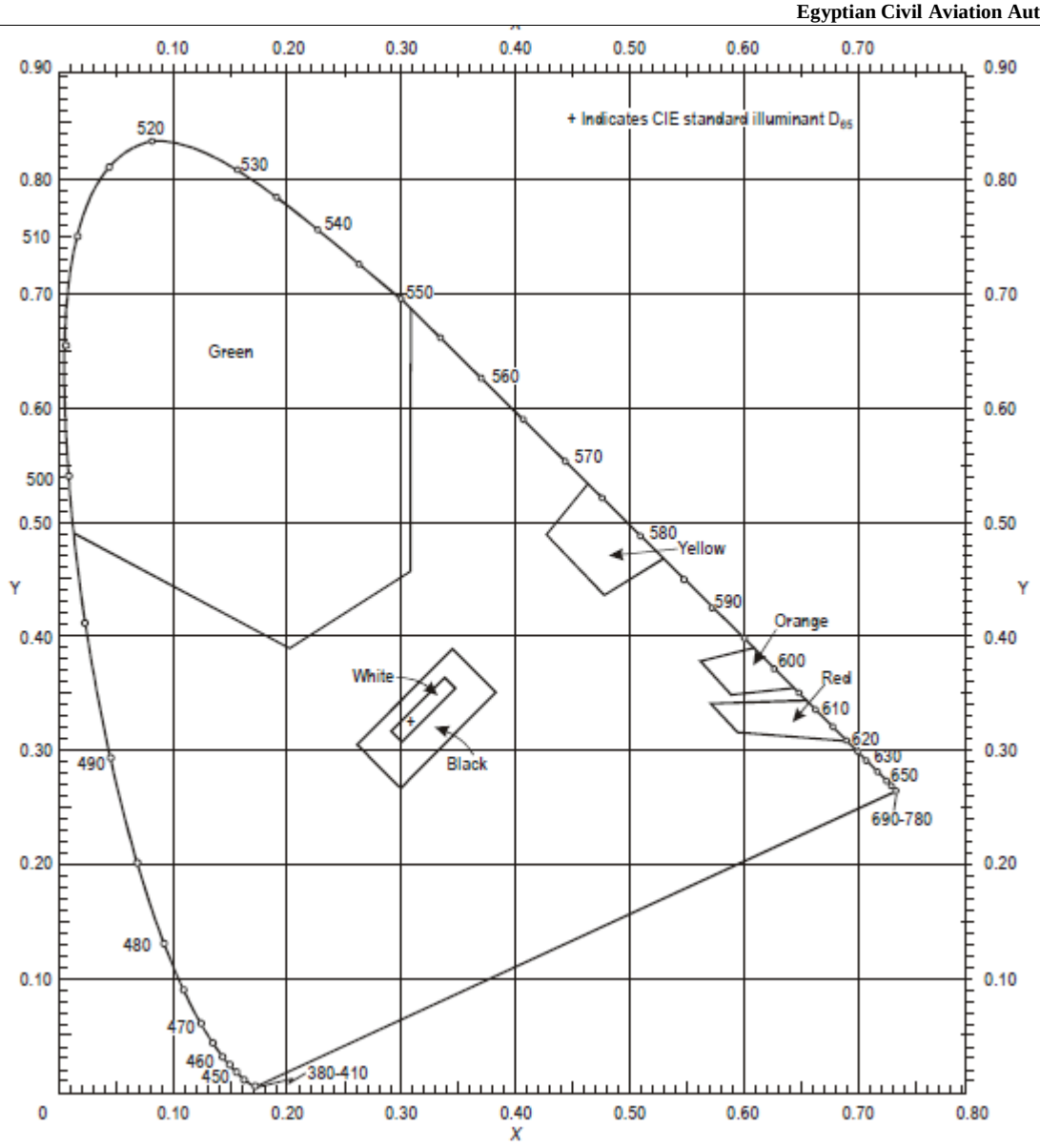


Figure A1-2: Ordinary colours for markings and externally illuminated signs and panels

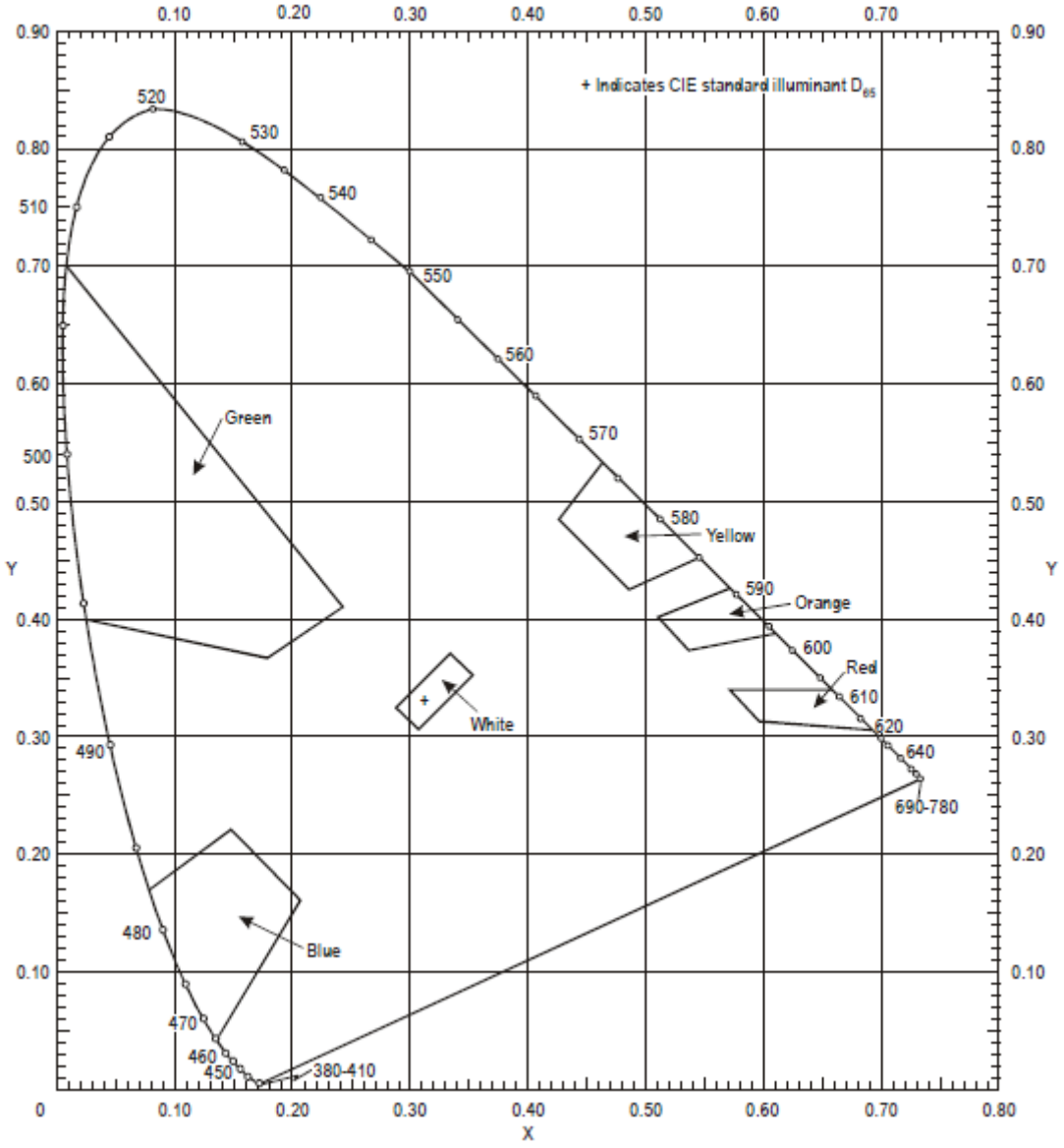


Figure A1-3: Colours of retro-reflective materials for markings, signs and panels

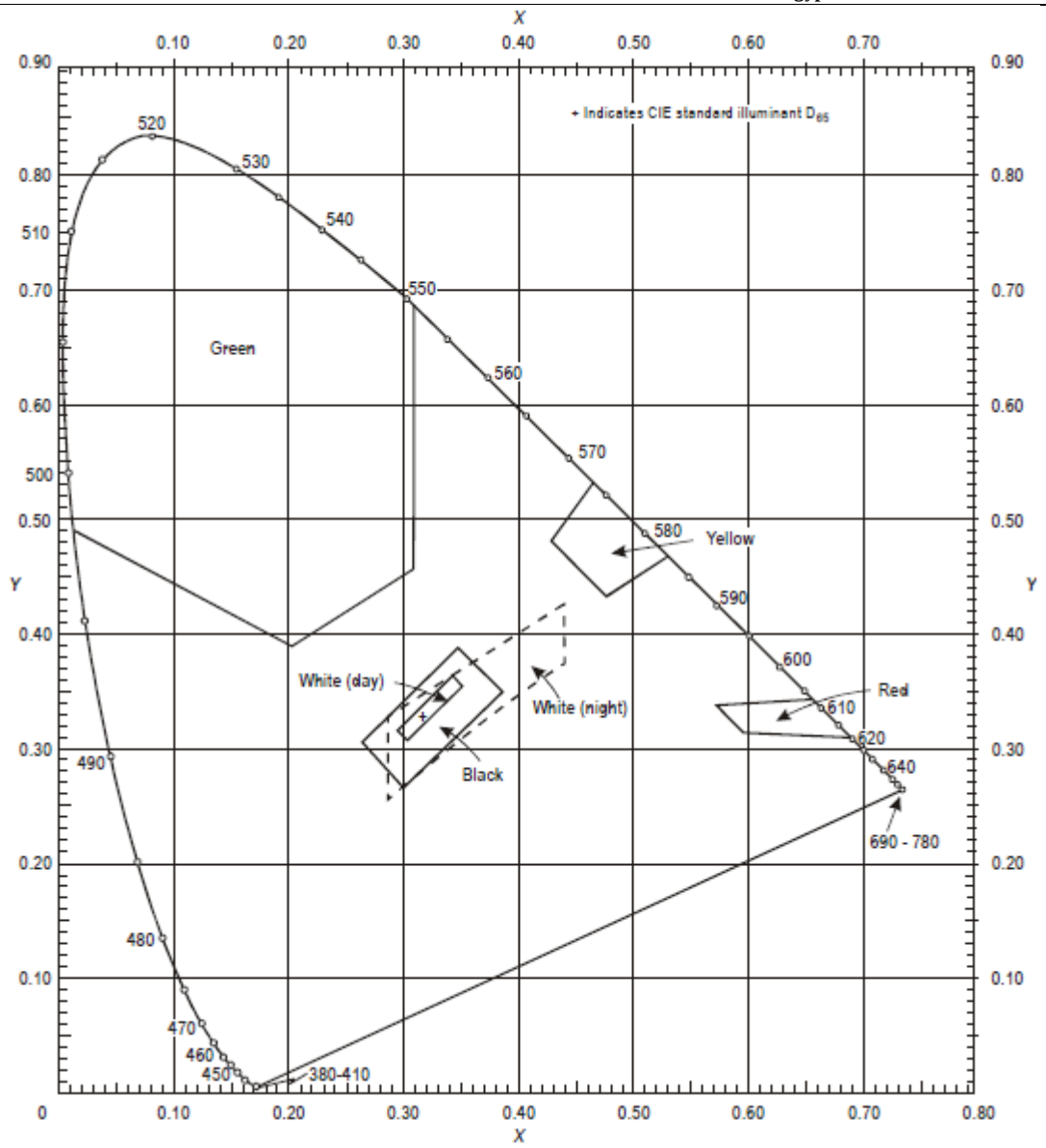
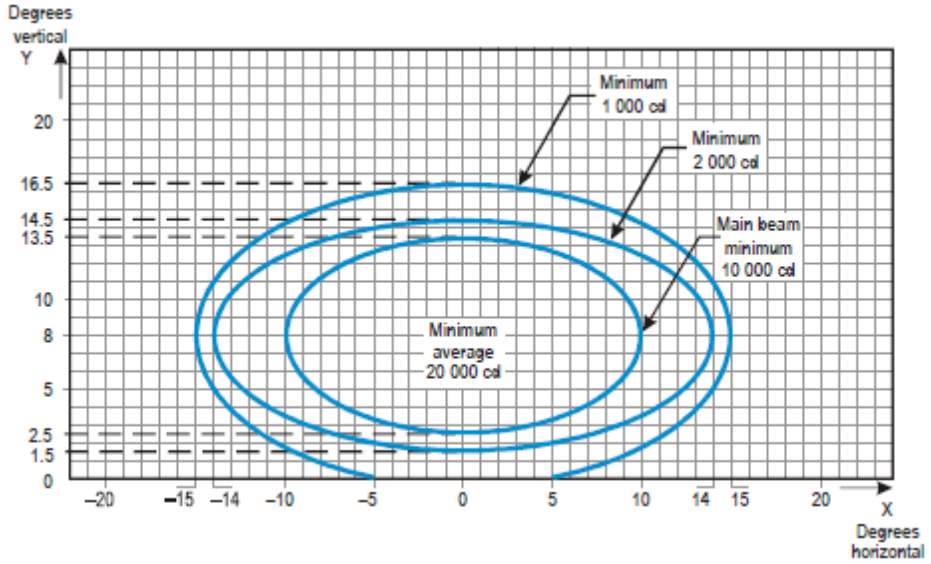


Figure A1-4: Colours Luminescent or transilluminated (internally illuminated) signs and panels

APPENDIX 2
Aeronautical Ground Light Characteristics



Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

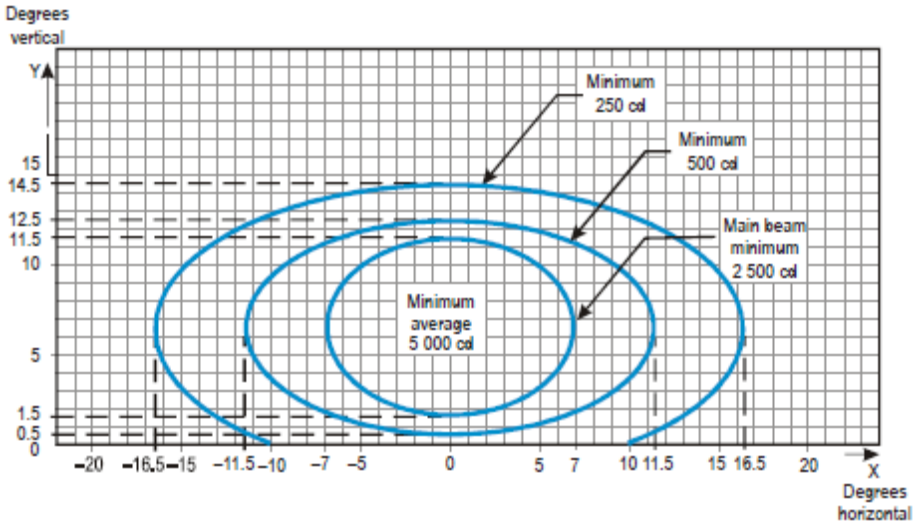
15.0	14.0	10.0	a
8.5	6.5	5.5	b

2. Vertical setting angles of the lights shall be such that the following vertical coverage of the main beam will be met:

distance from threshold	vertical main beam coverage
threshold to 315 m	0.0°— 11°
316 m to 475 m	0.5°— 11.5°
476 m to 640 m	1.5°— 12.5°
641 m and beyond	2.5°— 13.5° (as illustrated above)

3. Lights in crossbars beyond 22.5 m from the centre line shall be toed-in 2 degrees. All other lights shall be aligned parallel to the centre line of the runway.
4. See collective notes for Figures A2-1 to A2-11.and A2-26.

Figure A2-1: Isocandela diagram for approach centre line light and crossbars (white light)



Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

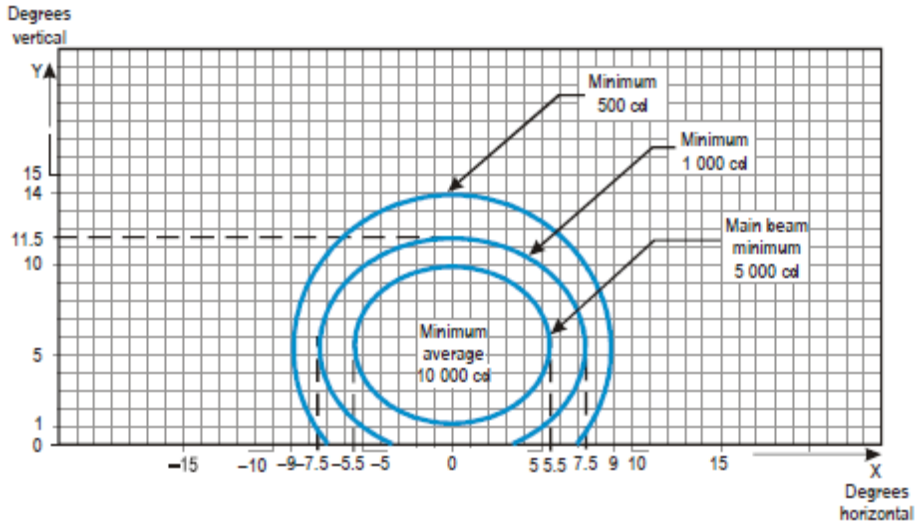
16.5	11.5	7.0	a
8.0	6.0	5.0	b

2. Toe-in 2 degrees
3. Vertical setting angles of the lights shall be such that the following vertical coverage of the main beam will be met:

distance from threshold	vertical main beam coverage
threshold to 115 m	0.5°— 10.5°
116 m to 215 m ~~θ~~	1°— 11°
216 m and beyond	1.5°— 11.5° (as illustrated above)

4. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-2: Isocandela diagram for approach side row light (red light)



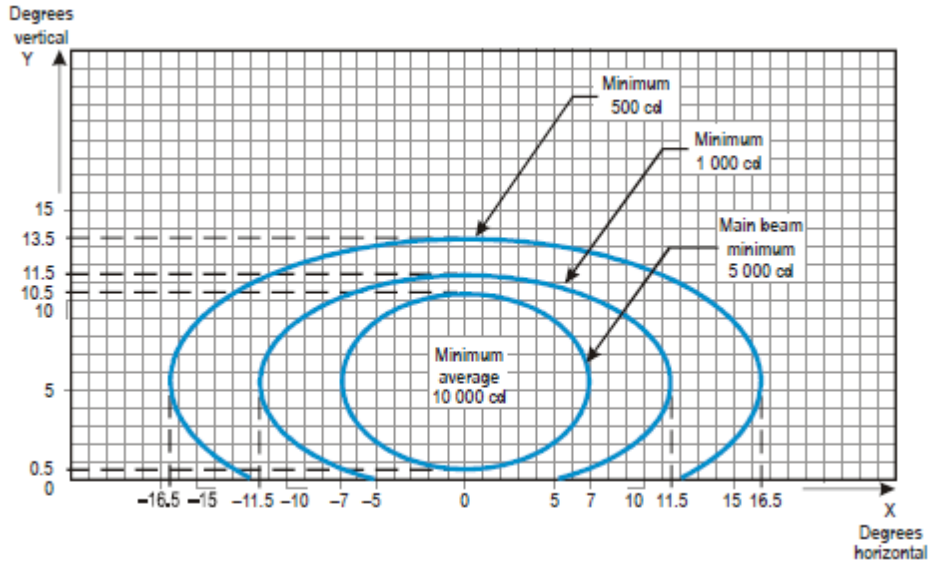
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

9.0	7.5	5.5	a
8.5	6.0	4.5	b

2. Toe-in 3.5 degrees
3. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-3: Isocandela diagram for threshold light (green light)



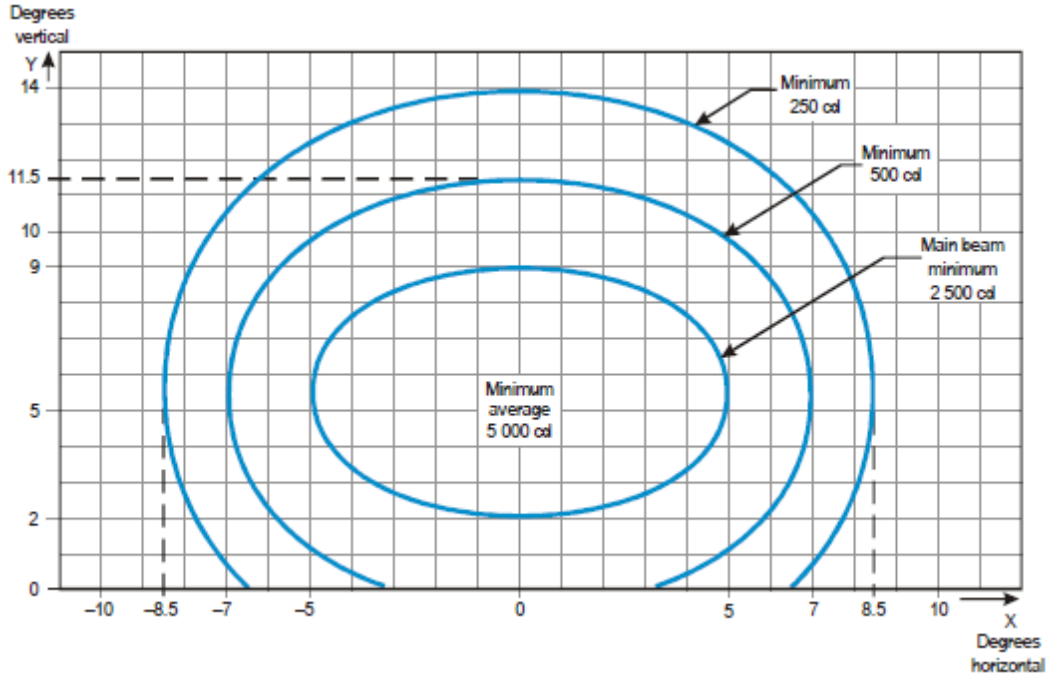
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

16.5	11.5	7.0	a
8.0	6.0	5.0	b

2. Toe-in 2 degrees
3. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-4: Isocandela diagram for threshold wing bar light (green light)



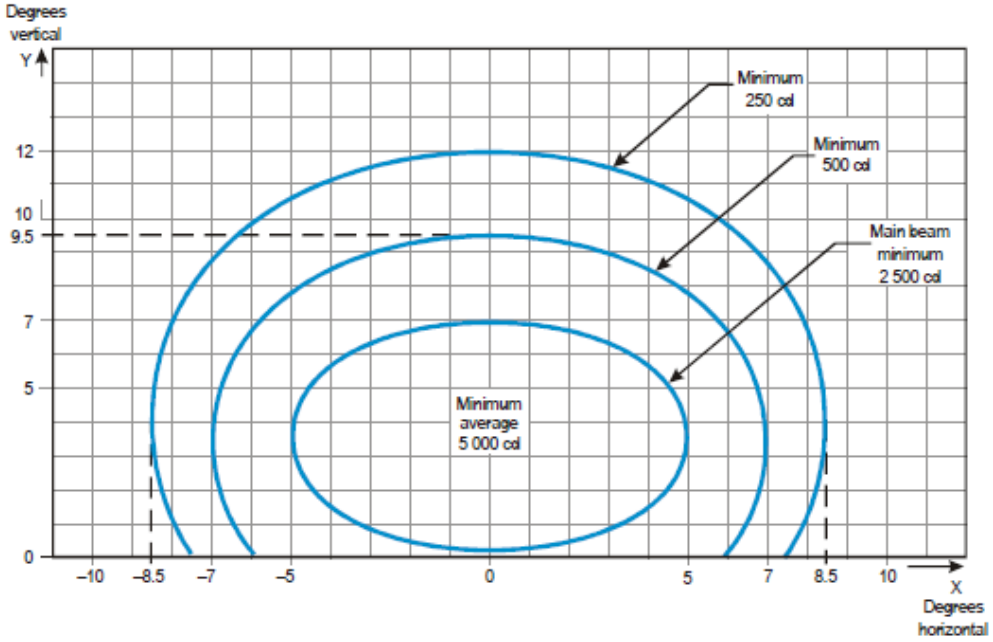
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

8.5	7.0	5.0	a
8.5	6.0	3.5	b

2. Toe-in 4 degrees
3. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-5: Isocandela diagram for touchdown zone light (white light)



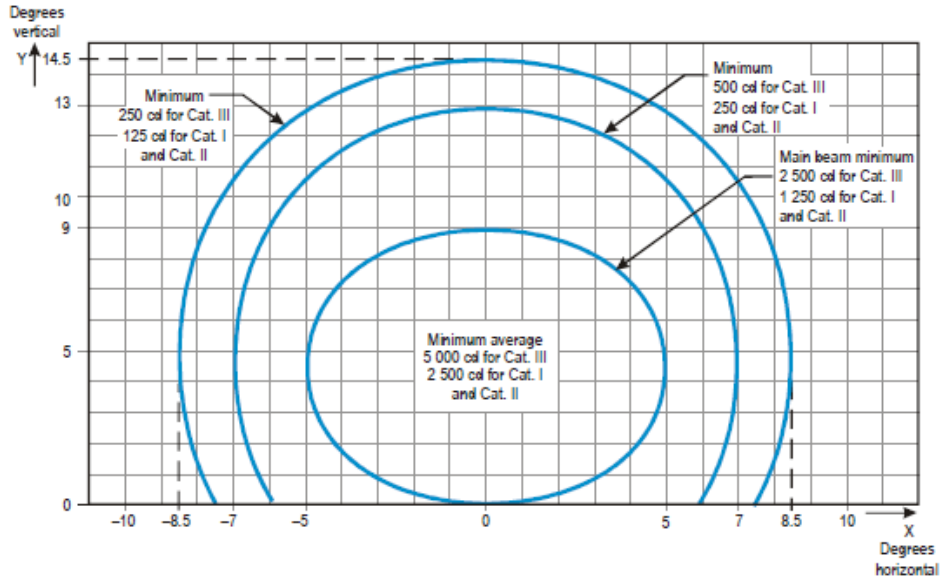
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

8.5	7.0	5.0	a
8.5	6.0	3.5	b

2. For red light multiply values by 0.15.
3. For yellow light, multiply values by 0.40.
4. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2.6: Isocandela diagram for runway centre line light with 30 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)



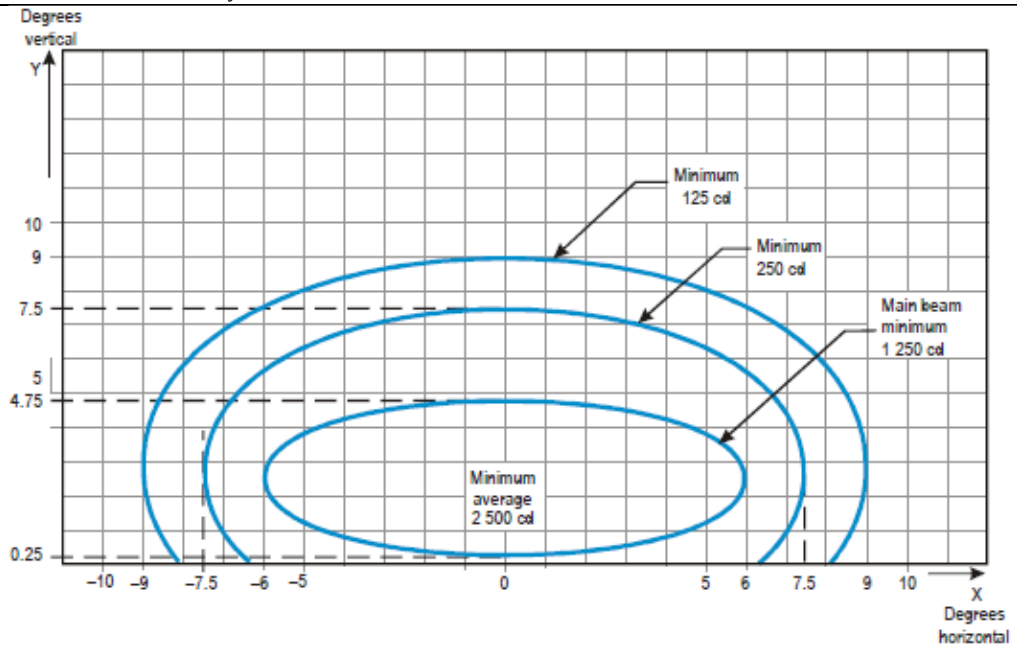
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

8.5	7.0	5.0	a
10.0	8.5	4.5	b

2. For red light, multiply values by 0.15.
3. For yellow light, multiply values by 0.40.
4. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-7: Isocandela diagram for runway centre line light with 15 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)



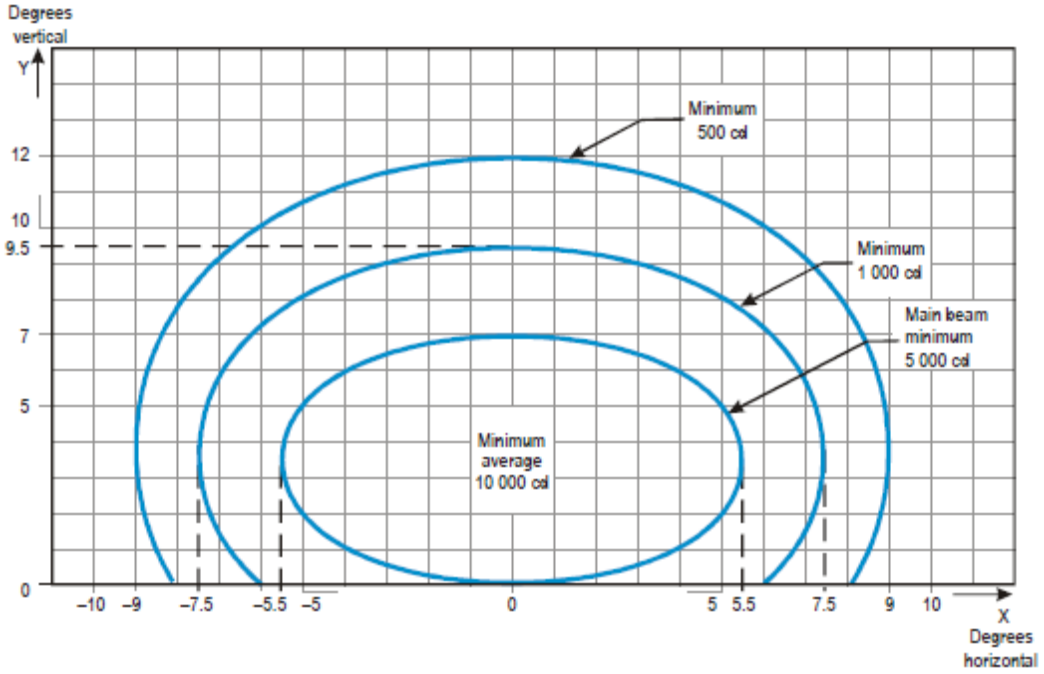
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

9.0	7.5	6.0	a
6.5	5.0	2.25	b

2. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-8: Isocandela diagram for runway end light (red light)



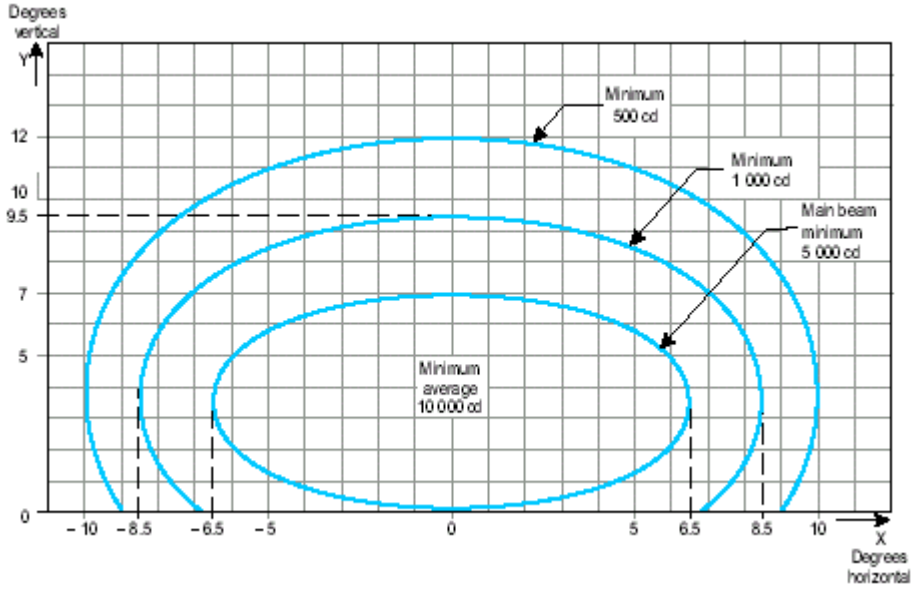
Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

9.0	7.5	5.5	a
8.5	6.0	3.5	b

2. Toe-in 3.5 degrees
3. For red light, multiply values by 0.15.
4. For yellow light, multiply values by 0.40.
5. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-9: Isocandela diagram for runway edge light where width of runway is 45 m (white light)



Notes:

1. Curves calculated on formula $x^2/a^2 + y^2/b^2 = 1$

10.0	8.5	6.5	a
8.5	6.0	3.5	b

2. Toe-in 4.5 degrees
3. For red light, multiply values by 0.15.
4. For yellow light, multiply values by 0.40.
5. See collective notes for Figures A2-1 to A2-11 and A2-26.

Figure A2-10: Isocandela diagram for runway edge light where width of runway is 60 m (white light)

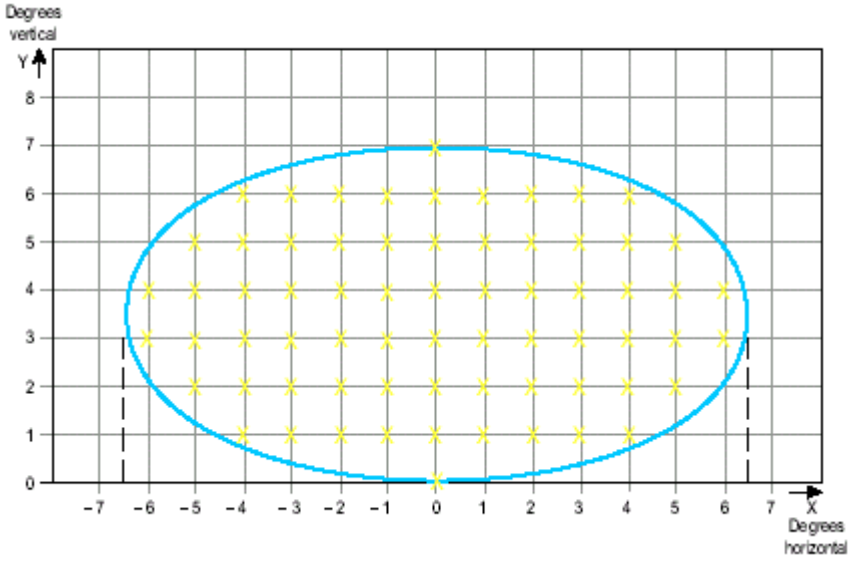


Figure A2-11: Grid points to be used for the calculation of average intensity of approach and runway lights

Collective notes to Figures A2.1 to A2.11 and A2-26.

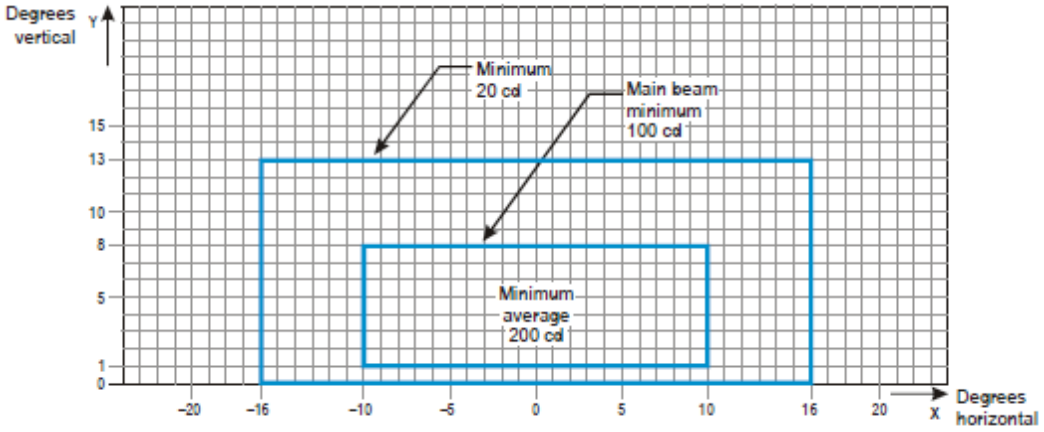
1. The ellipses in each figure are symmetrical about the common vertical and horizontal axes.
2. Figures A2-1 to A2-10 as well as Figure A2-26,show the minimum allowable light intensities. The average intensity of the main beam is calculated by establishing grid points as shown in Figure A2-11 and using the intensity values measures at all grid points located within and on the perimeter of the ellipse representing the main beam.

The average value is the arithmetic average of light intensities measured at all considered grid points.

3. No deviations are acceptable in the main beam pattern when the lighting fixture is properly aimed.
4. Average intensity ratio. The ratio between the average intensity within the ellipse defining the main beam of a typical new light and the average light intensity of the main beam of a new runway edge light shall be as follows:

Figure A2-1	Approach centre line and crossbars	1.5 to 2.0 (white light)
Figure A2-2	Approach side row	0.5 to 1.0 (red light)
Figure A2-3	Threshold	1.0 to 1.5 (green light)
Figure A2-4	Threshold wing bar	1.0 to 1.5 (green light)
Figure A2-5	Touchdown zone	0.5 to 1.0 (white light)
Figure A2-6	Runway centre line (longitudinal spacing 30 cm)	0.5 to 1.0 (white light)
Figure A2-7	Runway centre line (longitudinal spacing 15 cm)	0.5 to 1.0 for CAT III (white light) 0.25 to 0.5 for CAT I, II (white light)
Figure A2.-8	Runway end	0.25 to 0.5 (red light)
Figure A2-9	Runway edge (45 m runway width)	1.0 (white light)
Figure A2-10	Runway edge (60 m runway width)	1.0 (white light)

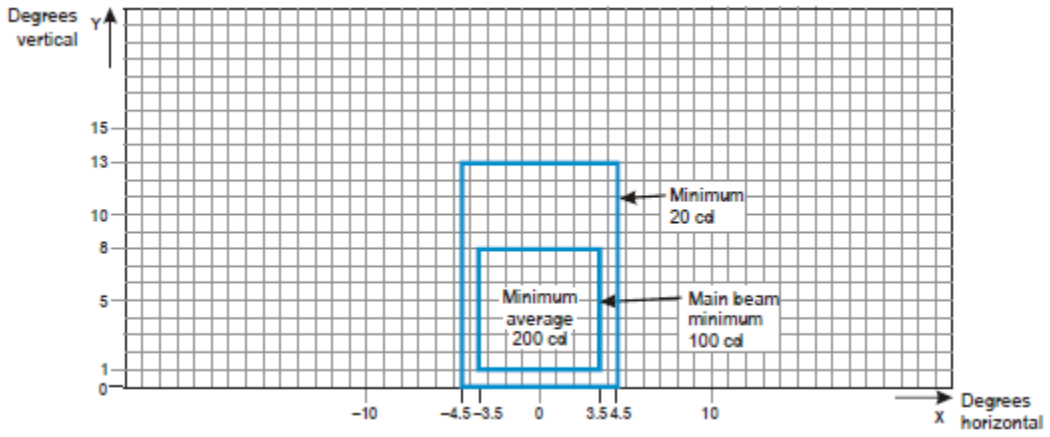
5. The beam coverages in the figures provide the necessary guidance for approaches down to an RVR of the order of 150 m and take-offs down to an RVR of the order of 100 m.
6. Horizontal angles are measured with respect to the vertical plane through the runway centre line. For lights other than center line lights, the direction towards the runway centre line is considered positive. Vertical angles are measured with respect to the horizontal plane.
7. Where, for approach centre line lights and crossbars and for approach side row lights, inset lights are used in lieu of elevated lights, e.g. on a runway with a displaced threshold, the intensity requirements can be met by installing two or three fittings (lower intensity) at each position.
8. The importance of adequate maintenance cannot be over-emphasized. The average intensity should never fall to a value less than 50 per cent of the value shown in the figures and it should be the aim of airport authorities to maintain a level of light output close to the specified minimum average intensity.
9. The light unit shall be installed so that the main beam is aligned within one-half degree of the specified requirement.



Notes:

1. These beam coverages allow for displacement of the cockpit from the centre line up to distances of the order of 12 m and are intended for use before and after curves.
2. See collective notes for Figures A2-12 to A2-21.
3. Increased intensities for enhanced rapid exit taxiway centre line lights as recommended in 139.323(p)(9) are four times the respective intensities in the figure (i.e. 800 cd for minimum average main beam).

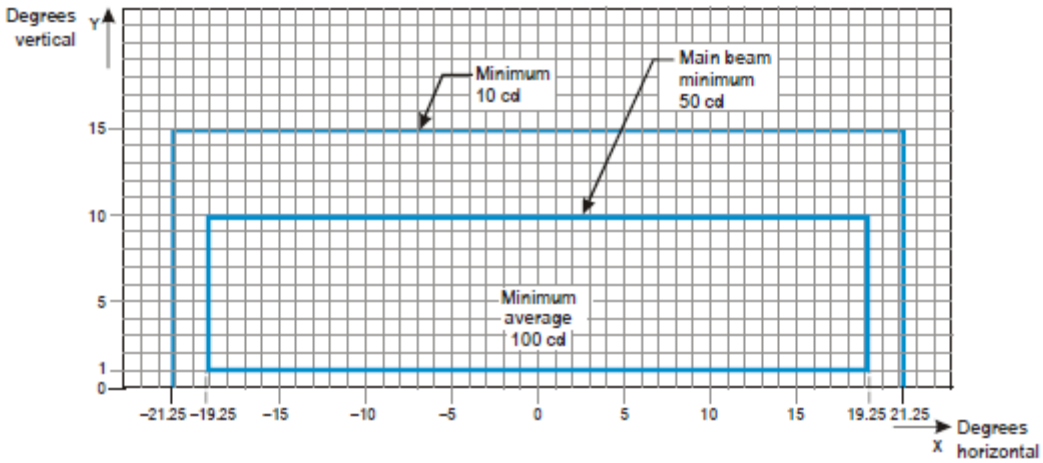
Figure A2-12: Isocandela diagram for taxiway centre line (15 m spacing)**RELs,**no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B



Notes:

1. These beam coverages are generally satisfactory and cater for a normal displacement of the cockpit from the centre line of approximately 3 m.
2. See collective notes for Figures A2-12 to A2-21.

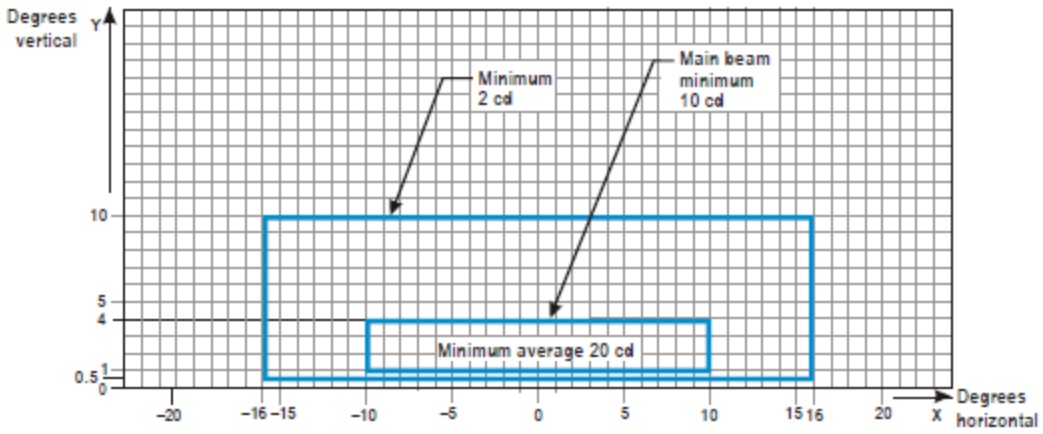
Figure A2-13: Isocandela diagram for taxiway centre line (15 m spacing) no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m



Notes:

1. Lights on curves to be toed-in 15.75 degrees with respect to the tangent of the curve.This does not apply to runway entrance lights (RELs).
2. Increased intensities for RELs shall be twice the specified intensities, i.e. minimum 20 cd, main beam minimum 100 cd and minimum average 200 cd.
3. See collective notes for Figures A2-12 to A2-21.

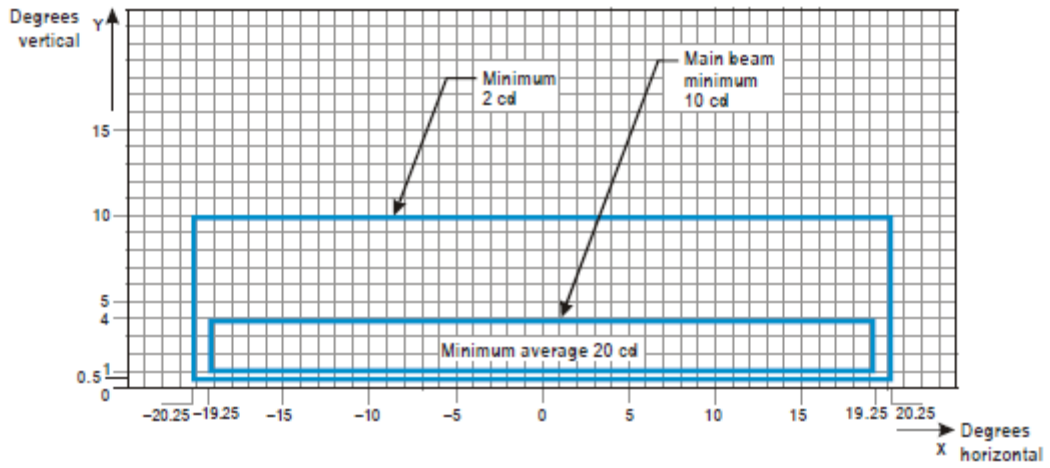
Figure A2-14: Isocandela diagram for taxiway centre line (7.5 m spacing) RELs,no-entry bar andstop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m



Notes:

1. At locations where high background luminance is usual and where deterioration of light output resulting from dust, and local contamination is a significant factor, the cd-values should be multiplied by 2.5.
2. Where omnidirectional lights are used they shall comply with the vertical beam requirements in this figure.
3. See collective notes for Figures A2-12 to A2-21.

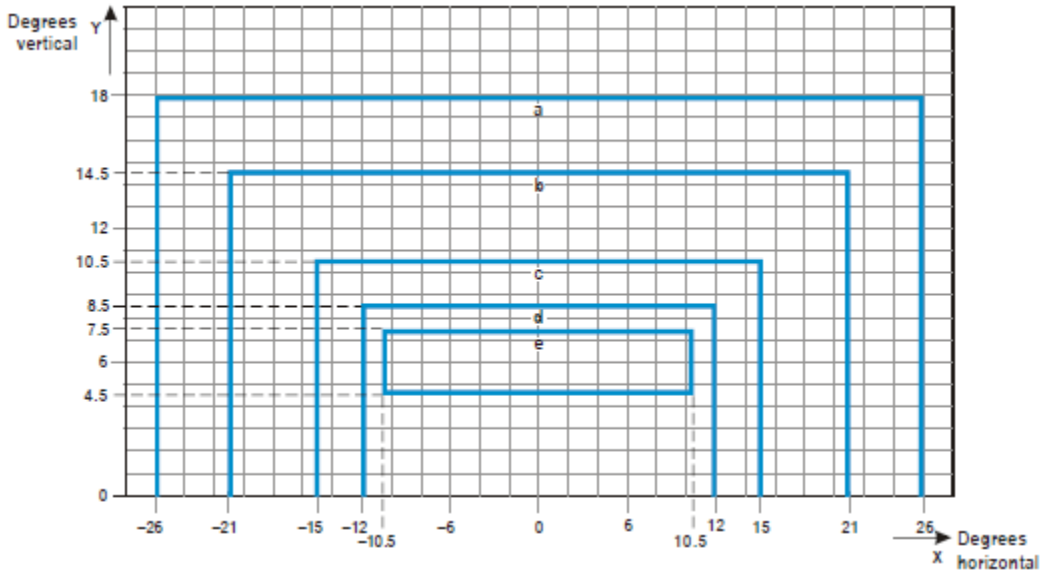
Figure A2-15: Isocandela diagram for taxiway centre line (30 m, 60 m spacing) no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater



Notes:

1. Lights on curves to be toed-in 15.75 degrees with respect to the tangent of the curve.
2. At locations where high background luminance is usual and where deterioration of light output resulting from dust, and local contamination is a significant factor, the cd-values should be multiplied by 2.5.
3. These beam coverages allow for displacement of the cockpit from the centre line up to distances of the order of 12 m as could occur at the end of curves. 4. See collective notes for Figures A2-12 to A2-21.

Figure A2-16. Isocandela diagram for taxiway centre line (7.5 m, 15 m, 30 m spacing) no-entry bar and stop bar lights in curved sections intended for use in runway visual range conditions of 350 m or greater



e	d	c	b	a	Curve
1800	450	100	20	8	Intensity (cd)

Notes:

1. These beam coverages allow for displacement of the cockpit from the centre line up to distances of the order of 12 m and are intended for use before and after curves.
2. See collective notes for Figures A2-12 to A2-21.

Figure A2-17: Isocandela diagram for high-intensity taxiway centre line (15 m spacing)no-entry bar and stop bar lights in straight sections intended for use in an

advancedsurface movement guidance and control system where higher light intensities are requiredand where large offsets can occur

e	d	c	b	a	Curve
1800	450	100	20	8	Intensity (cd)

Notes:

1. These beam coverages are generally satisfactory and cater for a normal displacement of the cockpit corresponding to the outer main gear wheel on the taxiway edge.
2. See collective notes for Figures A2-12 to A2-21.

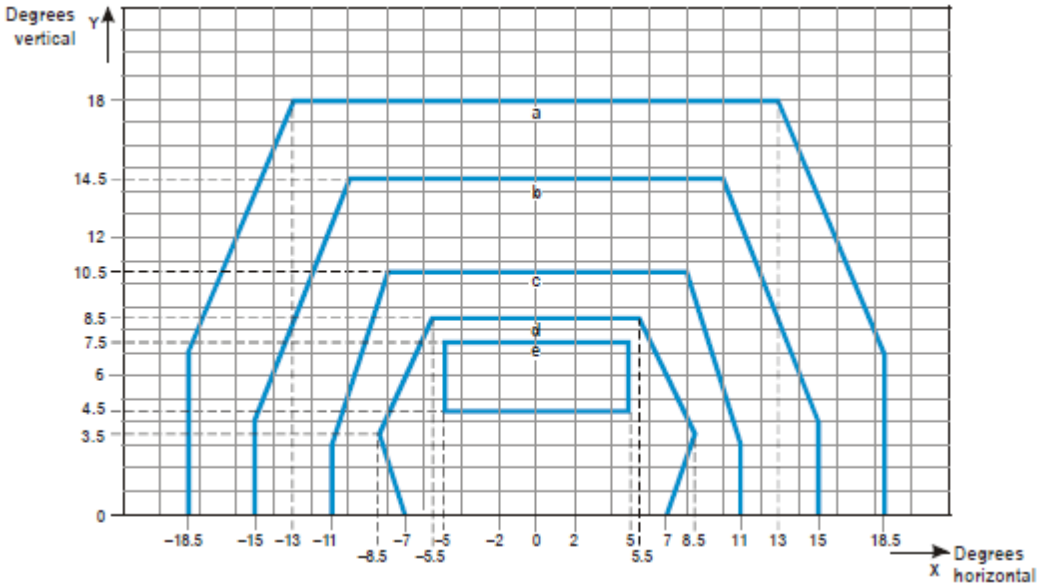
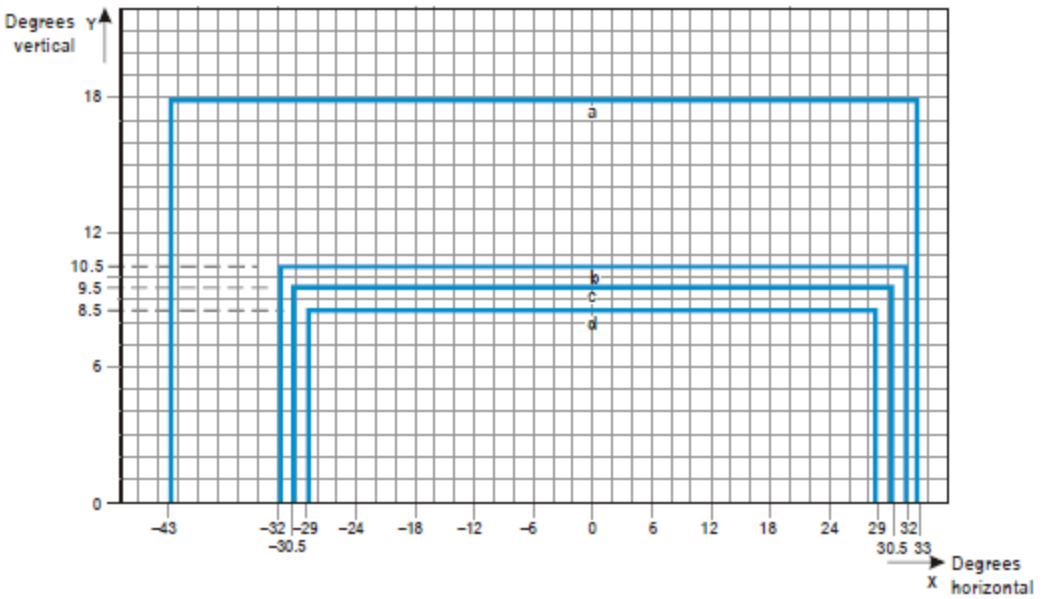


Figure A2-18: Isocandela diagram for high-intensity taxiway centre line (15 m spacing)no-entry barand stop bar lights in straight sections intended for use in an advancedsurface movement guidance and control system where higher light intensities are required

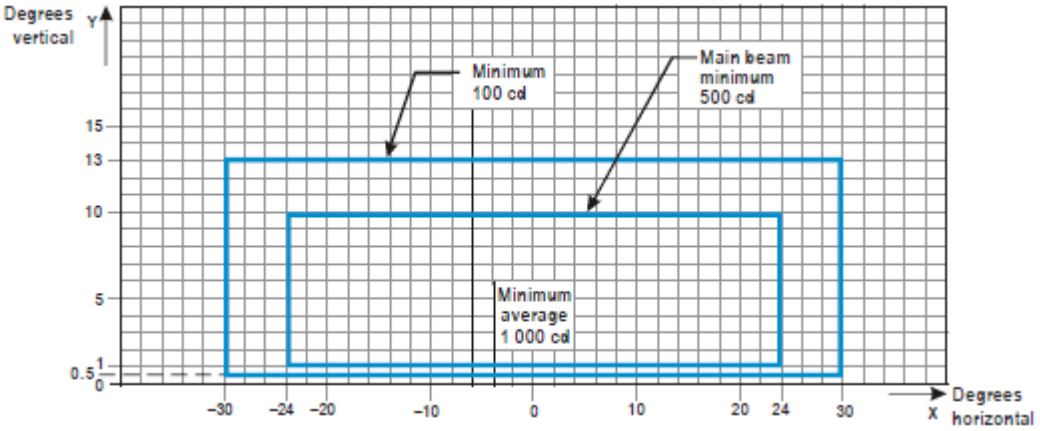


d	c	b	a	Curve
400	200	100	8	Intensity (cd)

Notes:

1. Lights on curves to be toed-in 17 degrees with respect to the tangent of the curve.
2. See collective notes for Figures A2-12 to A2-21.

Figure A2-19: Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing)no-entry bar and stop bar lights in curved sections intended for use in an advancedsurface movement guidance and control system where higher light intensities are required



Notes:

1. Although the lights flash in normal operation, the light intensity is specified as if the lights were fixed for incandescent lamps.
2. See collective notes for Figures A2-12 to A2-21.

Figure A2-20: Isocandela diagram for high-intensity runway guard lights, Configuration B

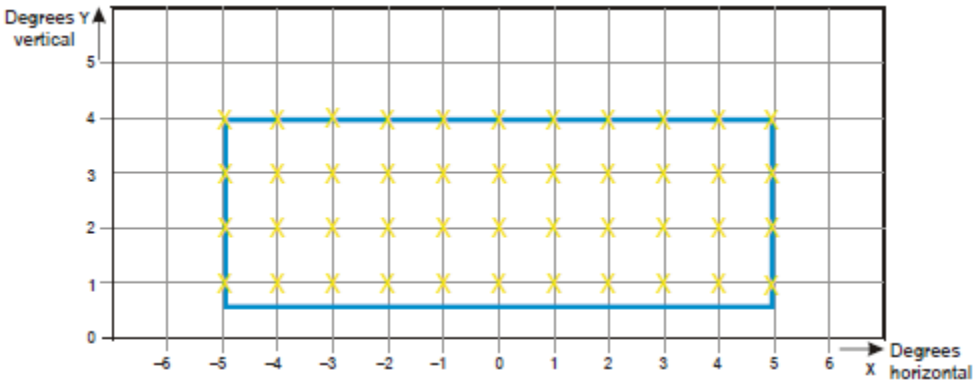


Figure A2-21: Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights

Collective notes to Figures A2-12 to A2-21:

1. The intensities specified in Figures A2-12 to A2-20 are in green and yellow light for taxiway centre line lights, yellow light for runway guard lights and red light for stop bar lights.
2. Figures A2-12 to A2-20 show the minimum allowable light intensities. The average intensity of the main beam is calculated by establishing grid points as shown in Figure A2-21 and using the intensity values measured at all grid points located within and on the perimeter of the rectangle representing the main beam. The average value is the arithmetic average of the light intensities measured at all considered grid points.
3. No deviations are acceptable in the main beam or in the innermost beam, as applicable, when the lighting fixture is properly aimed.
4. Horizontal angles are measured with respect to the vertical plane through the taxiway centre line except on curves where they are measured with respect to the tangent to the curve.
5. Vertical angles are measured from the longitudinal slope of the taxiway surface.
6. The importance of adequate maintenance cannot be over-emphasized. The intensity, either average where applicable or as specified on the corresponding isocandela curves, should never fall to a value less than 50 per cent of the value shown in the figures and it should be the aim of airport authorities to maintain a level of light output close to the specified minimum average intensity.
7. The light unit shall be installed so that the main beam or the innermost beam, as applicable, is aligned within one-half degree of the specified requirement.

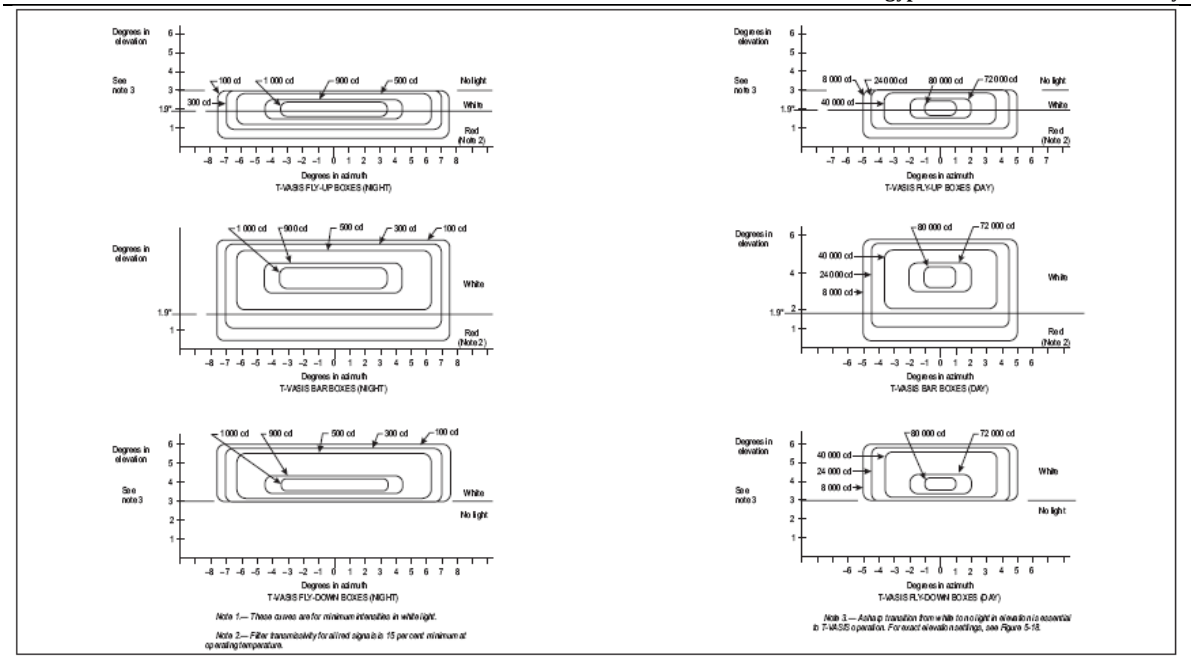
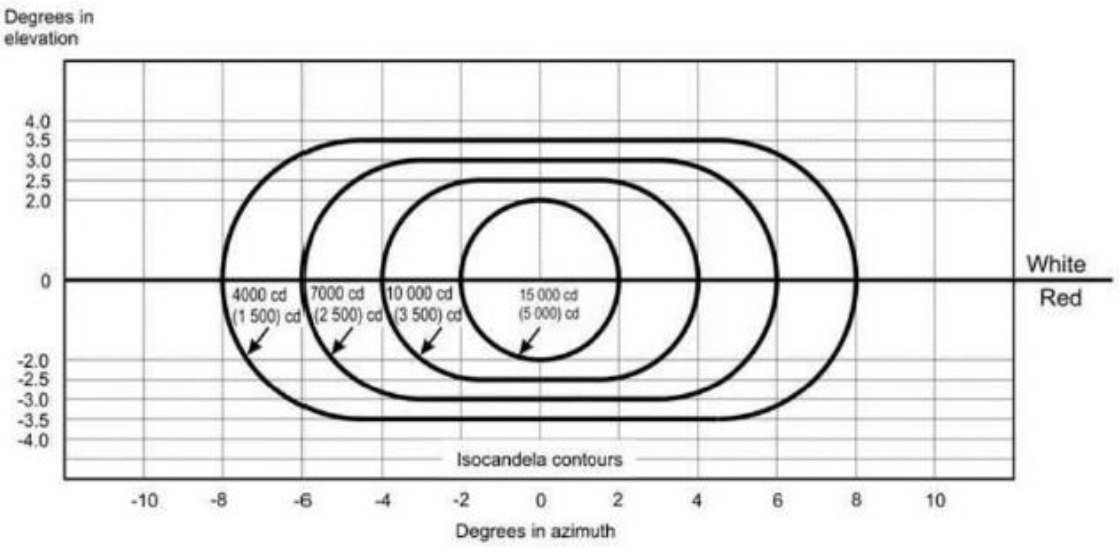


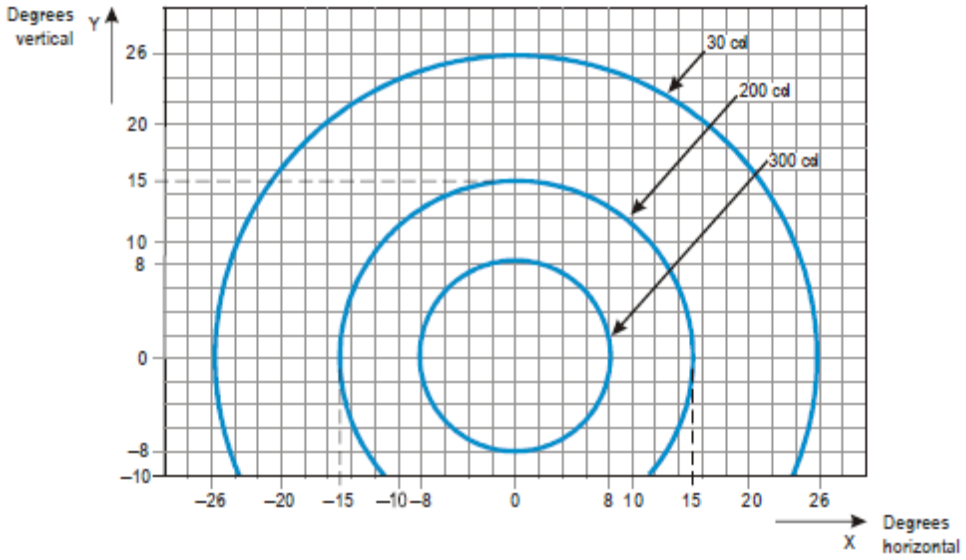
Figure A2-22: Light intensity distribution of T-VASIS and AT-VASIS



Notes:

1. These curves are for minimum intensities in red light.
2. The intensity value in the white sector of the beam is no less than 2 and may be as high as 6.5 times the corresponding intensity in the red sector.
3. The intensity values shown in brackets are for APAPI.

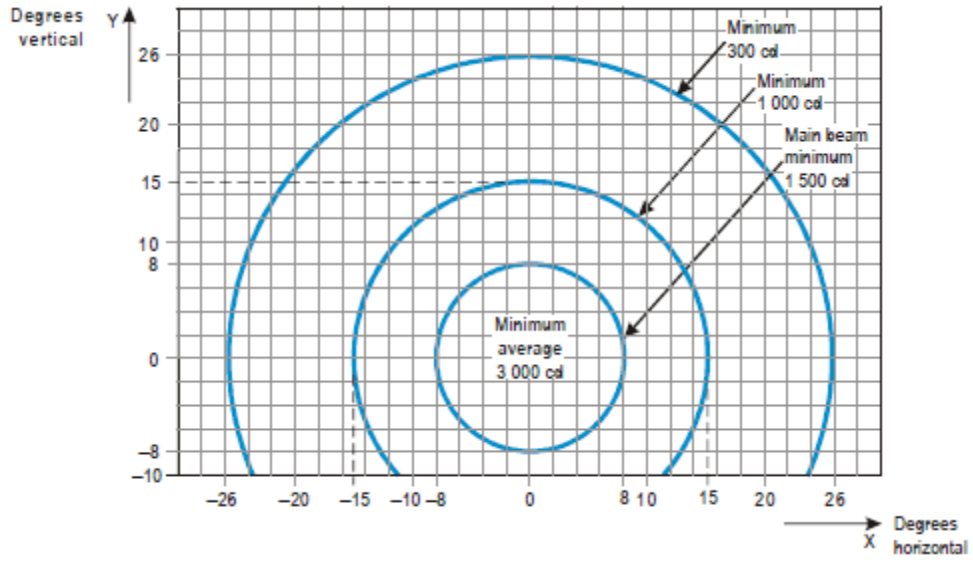
Figure A2-23: Light intensity distribution of PAPI and APAPI



Notes:

1. Although the lights flash in normal operation, the light intensity is specified as if the lights were fixed for incandescent lamps.
2. The intensities specified are in yellow light.

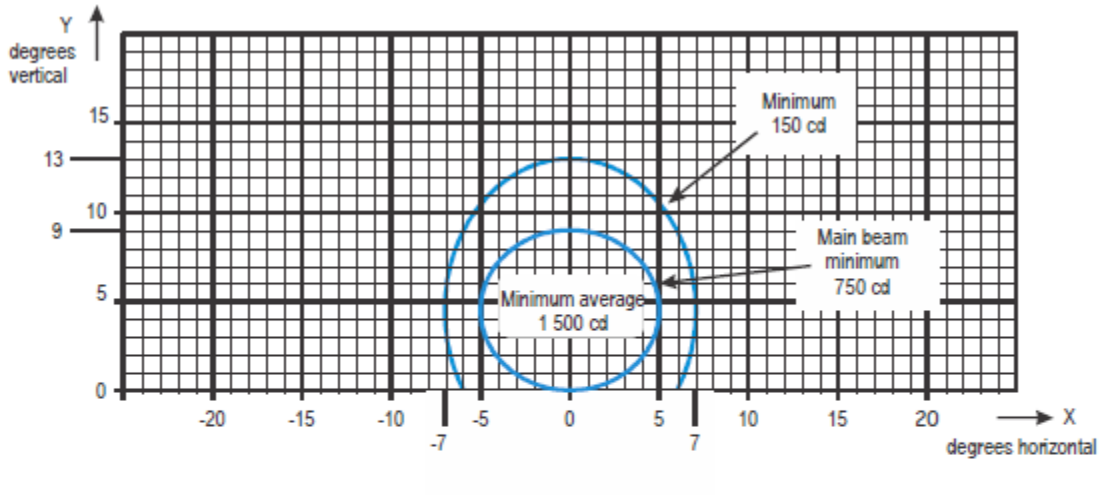
Figure A2-24: Isocandela diagram for each light in low-intensity runway guard lights, Configuration A



Notes:

1. Although the lights flash in normal operation, the light intensity is specified as if the lights were fixed for incandescent lamps.
2. The intensities specified are in yellow light.

Figure A2-25: Isocandela diagram for each light in high-intensity runway guard lights, Configuration A



Notes:

1. Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.0	7.0
b	4.5	8.5

2. See collective notes for Figures A2-1 to A2-11 and A2-26.

FigureA2-26. Isocandela diagram for take-off and hold lights (THL) (redlight)

APPENDIX 3
Mandatory Instruction Markings and Information Markings

Note 1: See Subpart H, Sections .321(p) and .321(q) for specifications on the application, location and characteristics of mandatory instruction markings and information markings.

Note 2: This appendix details the form and proportions of the letters, numbers and symbols of mandatory instruction markings and information markings on a 20 cm grid.

Note 3. — The mandatory instruction markings and information markings on pavements are formed as if shadowed (i.e., stretched) from the characters of an equivalent elevated sign by a factor of 2.5 as shown in the figure below. The shadowing, however, only affects the vertical dimension. Therefore, the spacing of characters for pavement marking is obtained by first determining the equivalent elevated sign character height and then proportioning from the spacing values given in Table A4-1.

For example, in the case of the runway designator "10" which is to have a height of 4 000 mm (Hps), the equivalent elevated sign character height is 4 000/2.5=1 600 mm (Hes). Table A4-1(b) indicates numeral to numeral code 1 and from Table A4-1(c) this code has a dimension of 96 mm, for a character height of 400 mm. The pavement marking spacing for "10" is then (1 600/400)*96=384 mm.

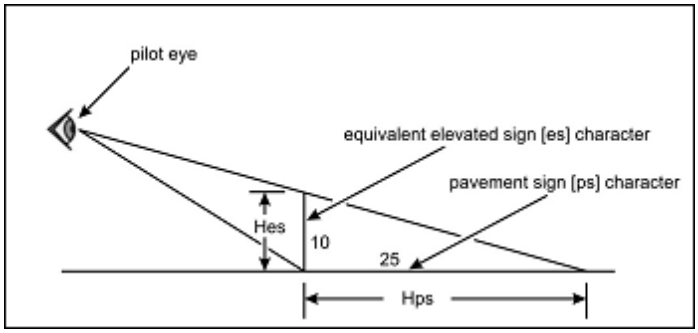
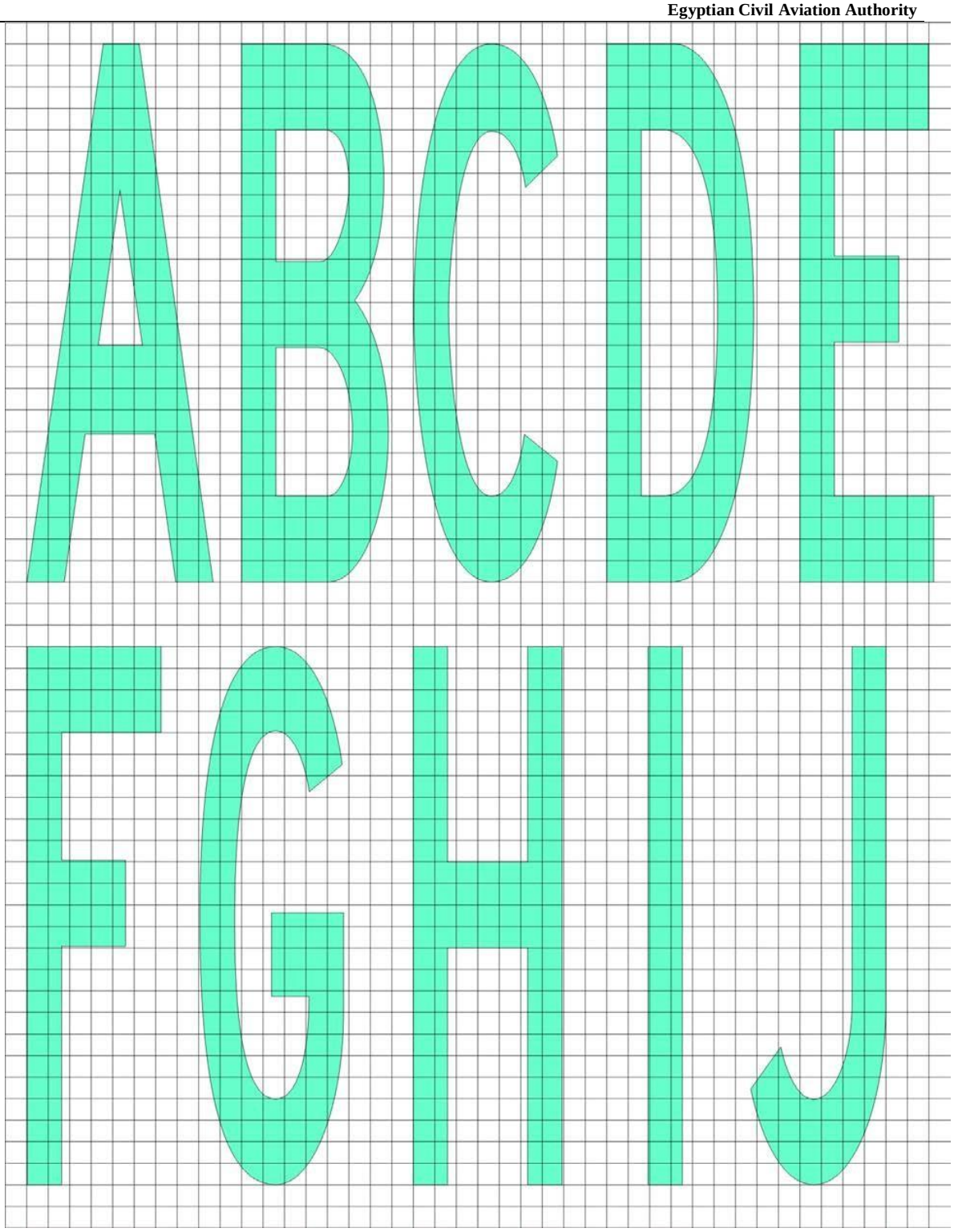
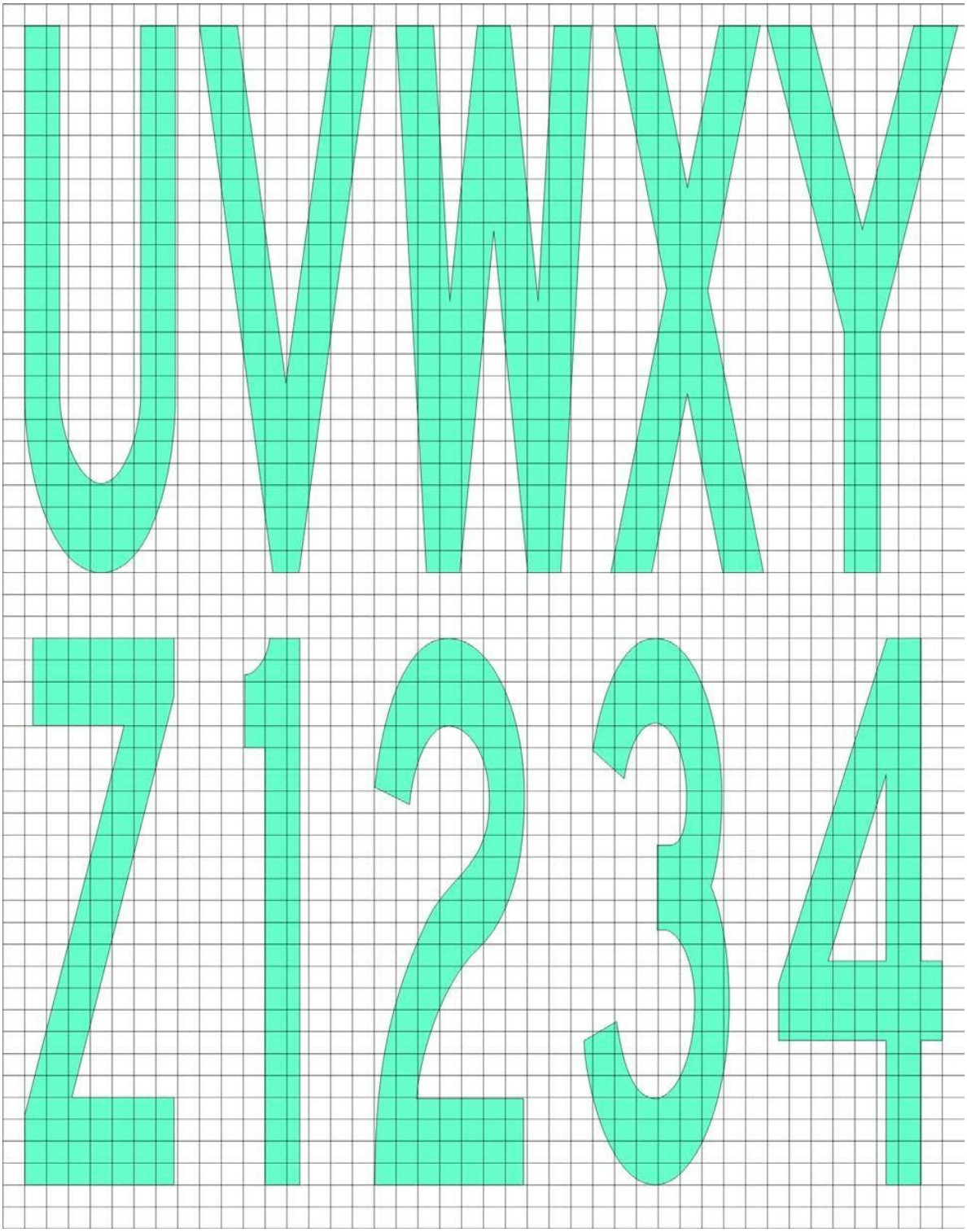
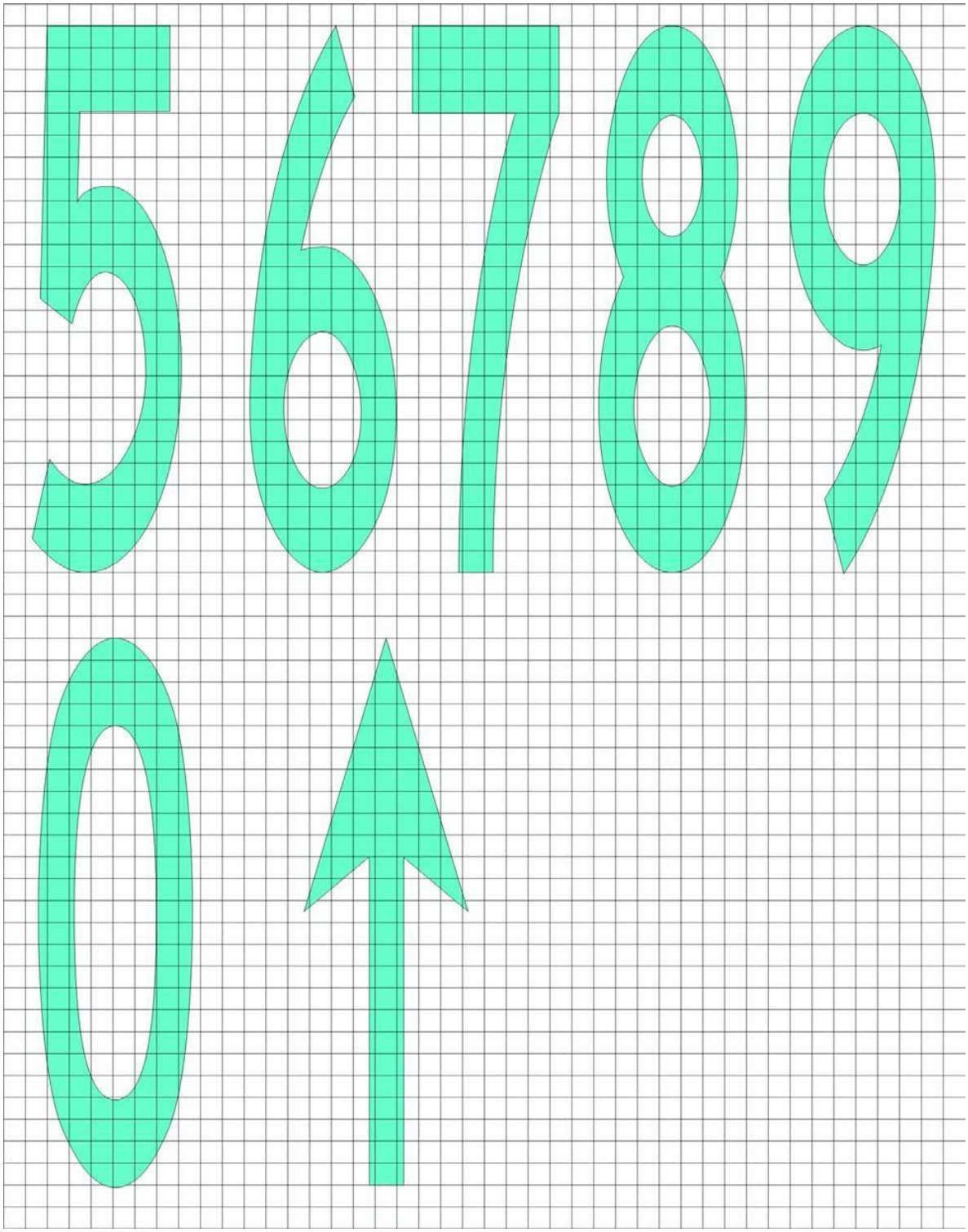


Figure A3-1


ABCDE
FGHIJ


KLMNO
PQRST


UWXY
Z1234


F6789
01

APPENDIX 4
Requirements Concerning Design of Taxiing Guidance Signs

Note: See Subpart H, Section 139.325 for specifications on the application, location and characteristics of signs.

139.a4.1 Inscription heights: Inscription heights shall conform to the following:

Runway code number	Minimum character height		
	Mandatory instruction sign	Information sign	
		Runway exit and runway vacated signs	Other signs
1 or 2	300 mm	300 mm	200 mm
3 or 4	400 mm	400 mm	300 mm

tabulation:

Note: Where a taxiway location sign is installed in conjunction with a runway designation sign (see .325(c)(22)), the character size shall be that specified for mandatory instruction signs.

139.a4.2 Arrow dimensions: Arrow dimensions shall be as follows:

Stroke	Legend height
32 mm	200 mm
48 mm	300 mm
64 mm	400 mm

139.a4.3 Stroke width for single letter: Stroke width for single letter shall be as follows:

Stroke	Legend height
32 mm	200 mm
48 mm	300 mm
64 mm	400 mm

139.a4.4 Sign luminance: Sign luminance shall be as follows:

(a) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least:

30 cd/m2	Red
150 cd/m2	Yellow
300 cd/m2	White

(b) Where operations are conducted in accordance with .325(a)(7)(ii) and (iii) and .325(a)(8), average sign luminance shall be at least:

10 cd/m2	Red
50 cd/m2	Yellow
100 cd/m2	White

Note: In runway visual range conditions less than a value of 400 m, there will be some degradation in the performance of signs.

139.a4.5. The luminance ratio:

The luminance ratio between red and white elements of a mandatory sign shall be between 1:5 and 1:10.

139.a4.6 The average luminance:

The average luminance of the sign is calculated by establishing grid points as shown in Figure A4.1 and using the luminance values measured at all grid points located within the rectangle representing the sign.

139.a4.7 The average value:

The average value is the arithmetic average of the luminance values measured at all considered grid points.

Note: Guidance on measuring the average luminance of a sign is contained in EAC 139-12.

139.a4.8 The ratio between luminance values of adjacent grid points:

The ratio between luminance values of adjacent grid points shall not exceed 1.5:1. For areas on the sign face where the grid spacing is 7.5 cm, the ratio between luminance values of adjacent grid points shall not exceed 1.25:1. The ratio between the maximum and minimum luminance value over the whole sign face shall not exceed 5:1.

139.a4.9 The forms of characters:

The forms of characters, i.e. letters, numbers, arrows and symbols, shall conform to those shown in Figure A4.2. The width of characters and the space between individual characters shall be determined as indicated in Table A4.1.

139.a4.10 The face height of signs: The face height of signs shall be as follows:

Face height (min)	Legend height
300 mm	200 mm
450 mm	300 mm
600 mm	400 mm

139.a4.11 The face width of signs:

The face width of signs shall be determined using Figure A4.4 except that, where a mandatory instruction sign is provided on one side of a taxiway only, the face width shall not be less than:

(a) 1.94 m where the code number is 3 or 4; and

(b) 1.46 m where the code number is 1 or 2.

Note: Additional guidance on determining the face width of a sign is contained in EAC 139-12.

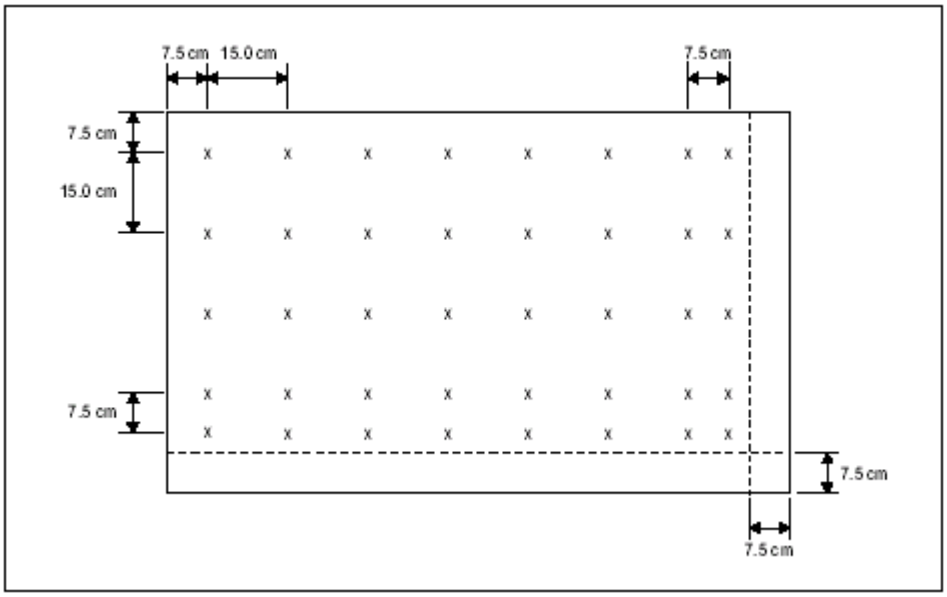
139.a4.12 Borders:

(a) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7 of the stroke width.

(b) The yellow border on a stand-alone location sign should be approximately 0.5 stroke width.

139.a4.13 The colours of signs:

The colours of signs shall be in accordance with the appropriate specifications in Appendix1.



Note 1: The average luminance of a sign is calculated by establishing grid points on a sign face showing typical inscriptions and a background of the appropriate colour (red for mandatory instruction signs and yellow for direction and destination signs)
as follows:

a) Starting at the top left corner of the sign face, establish a reference grid point at 7.5 cm from the left edge and the top of the sign face.
b) Create a grid of 15 cm spacing horizontally and vertically from the reference grid point. Grid points within 7.5 cm of the edge of the sign face shall be excluded.
c) Where the last point in a row/column of grid points is located between 22.5 cm and 15 cm from the edge of the sign face (but not inclusive), an additional point shall be added 7.5 cm from this point.
d) Where a grid point falls on the boundary of a character and the background, the grid point shall be slightly shifted to be completely outside the character.

Note 2: Additional grid points may be required to ensure that each character includes at least five evenly spaced grid points.

Note 3: Where one unit includes two types of signs, a separate grid shall be established for each type.

Figure A4-1: Grid points for calculating average luminance of a sign

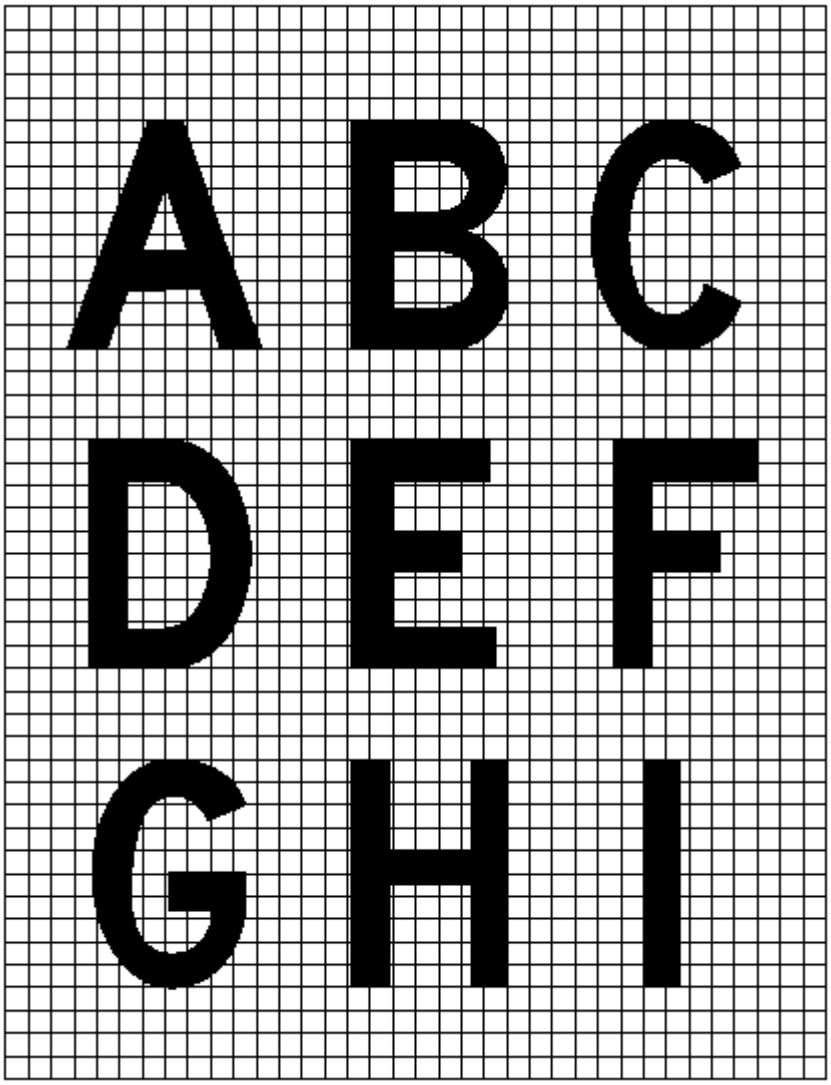


Figure A4-2: Forms of characters

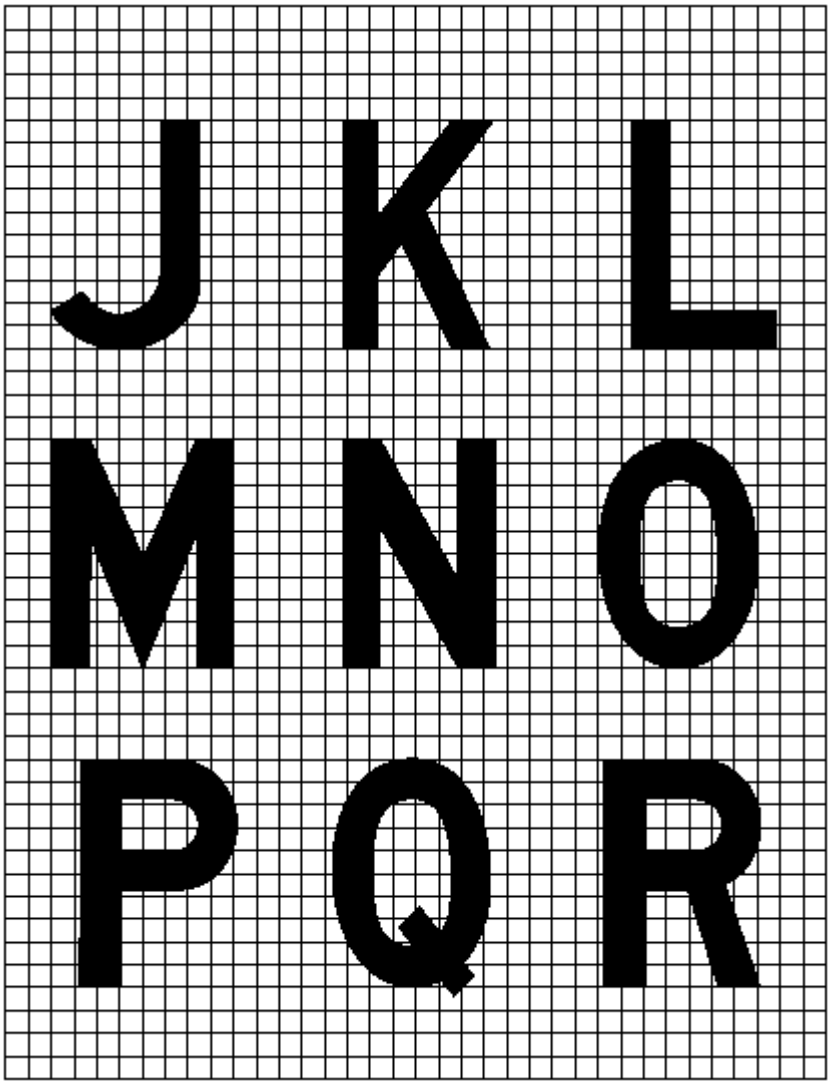


Figure A4-2: (cont.)

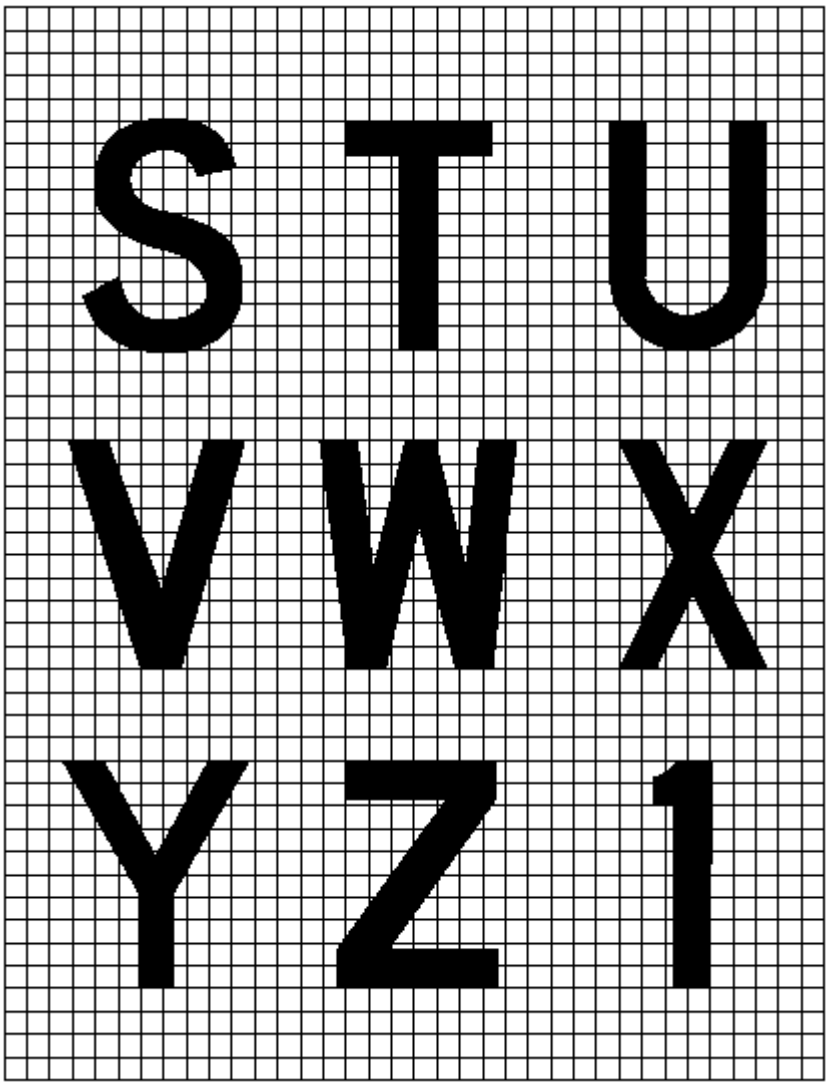


Figure A4-2: (cont.)

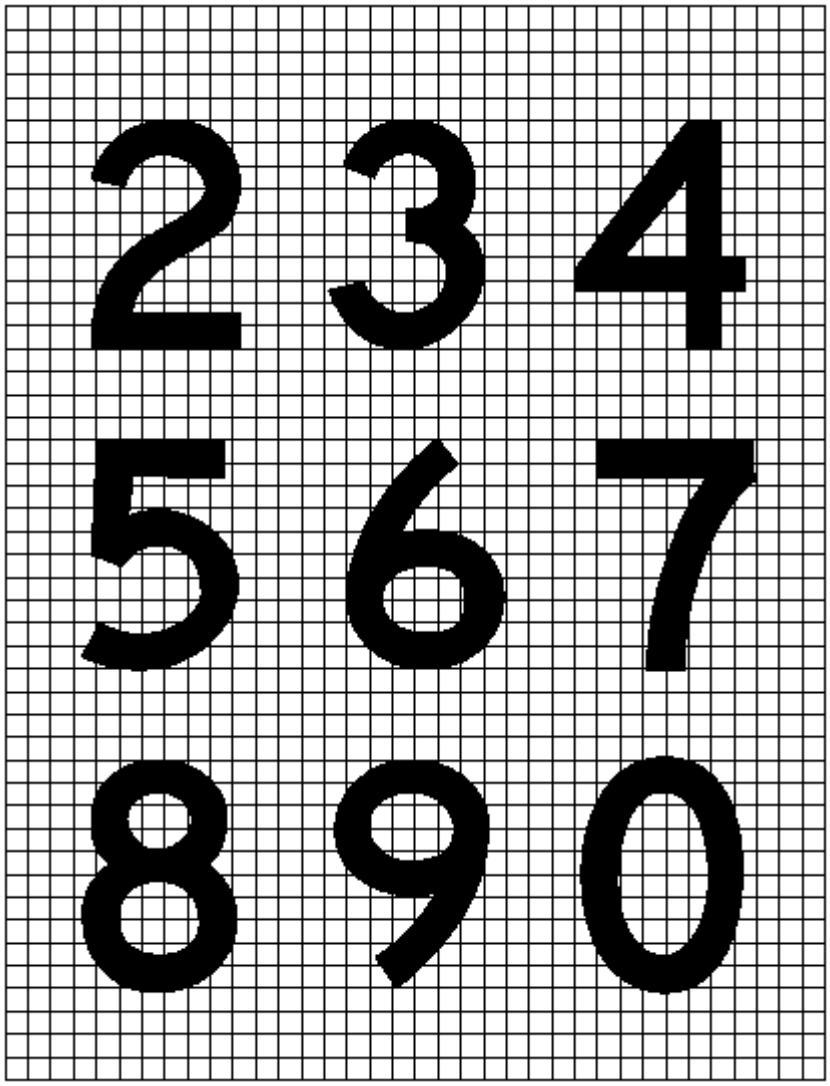


Figure A4-2: (cont.)

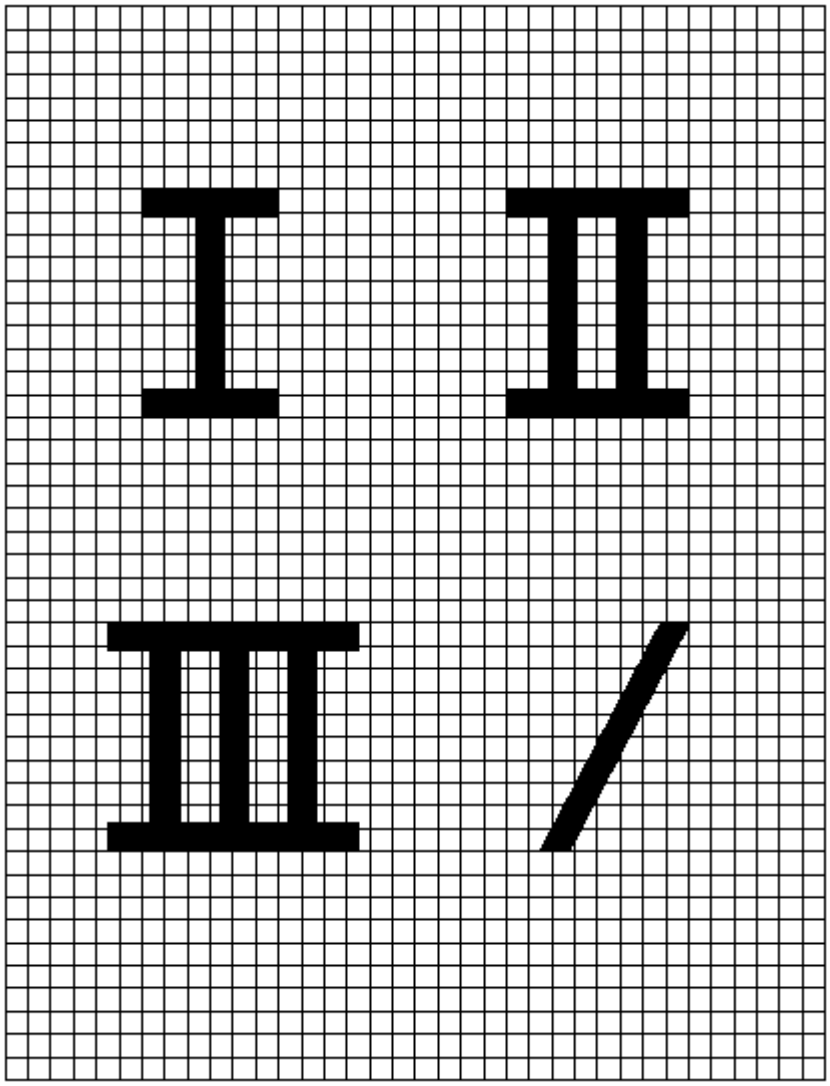
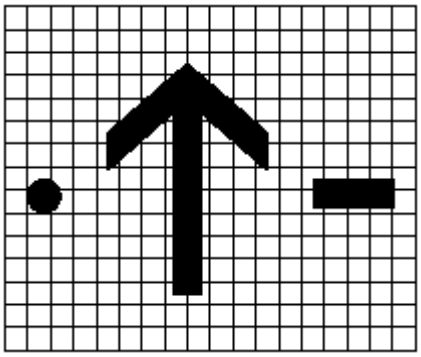


Figure A4-2: (cont.)

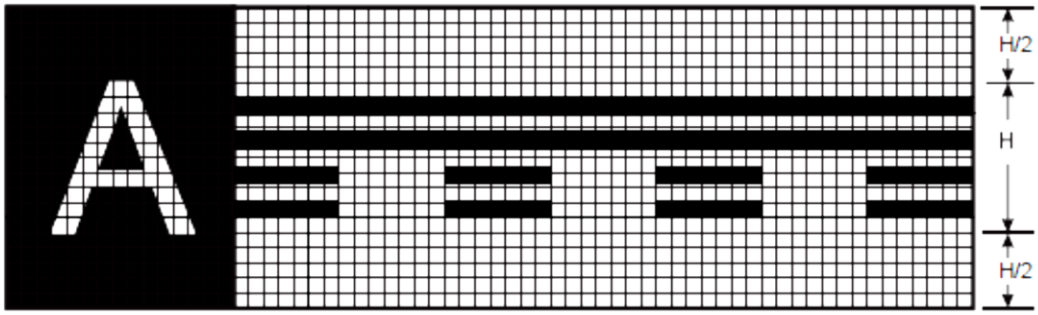


Arrow, dot and dash

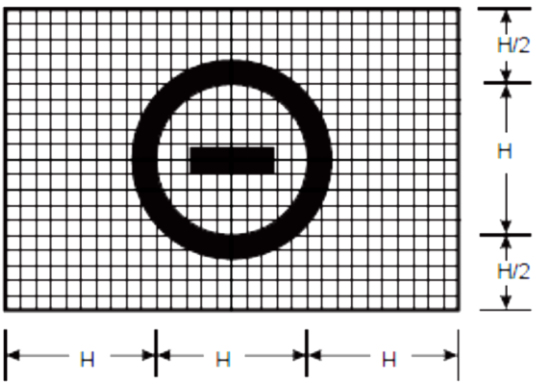
Note 1: The arrow stroke width, diameter of the dot, and both width and length of the dash shall be proportioned to the character stroke widths.

Note 2: The dimensions of the arrow shall remain constant for a particular sign size, regardless of orientation.

Figure A4-2: (cont.)

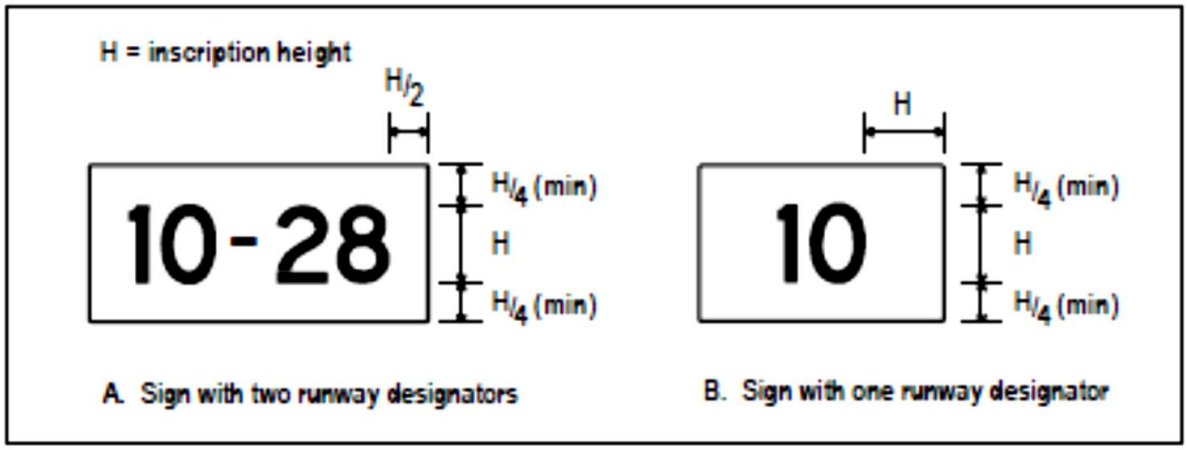


Runway vacated sign (with typical location sign)



NO ENTRY sign

Figure A4-3. Runway vacated and NO ENTRY signs



Explanatory Note to Figure A4-4: "H" stands for the inscription height.

Figure A4-4. Sign dimensions

Table A4-1: Letter and numeral widths and space between letters or numerals

a) Letter to letter code number			
Preceding Letter	Following Letter		
	B, D, E, F, H, I, K, L, M, N, P, R, U	C, G, O, Q, S, X, Z	A, J, T, V, W, Y
	Code number		
A	2	2	4
B	1	2	2
C	2	2	3
D	1	2	2
E	2	2	3
F	2	2	3
G	1	2	2
H	1	1	2
I	1	1	2
J	1	1	2
K	2	2	3
L	2	2	4
M	1	1	2
N	1	1	2
O	1	2	2
P	1	2	2
Q	1	2	2
R	1	2	2
S	1	2	2
T	2	2	4
U	1	1	2
V	2	2	4
W	2	2	4
X	2	2	3
Y	2	2	4
Z	2	2	3

b) Numeral to numeral code number			
Preceding Numeral	Following number		
	1, 5	2, 3, 6, 8, 9, 0	4, 7
	Code number		
1	1	1	2
2	1	2	2
3	1	2	2
4	2	2	4
5	1	2	2
6	1	2	2
7	2	2	4
8	1	2	2
9	1	2	2
0	1	2	2

c) Space between characters			
Code No.	Character height (mm)		
	200	300	400
	Space (mm)		
1	48	71	96
2	38	57	76
3	25	38	50
4	13	19	26

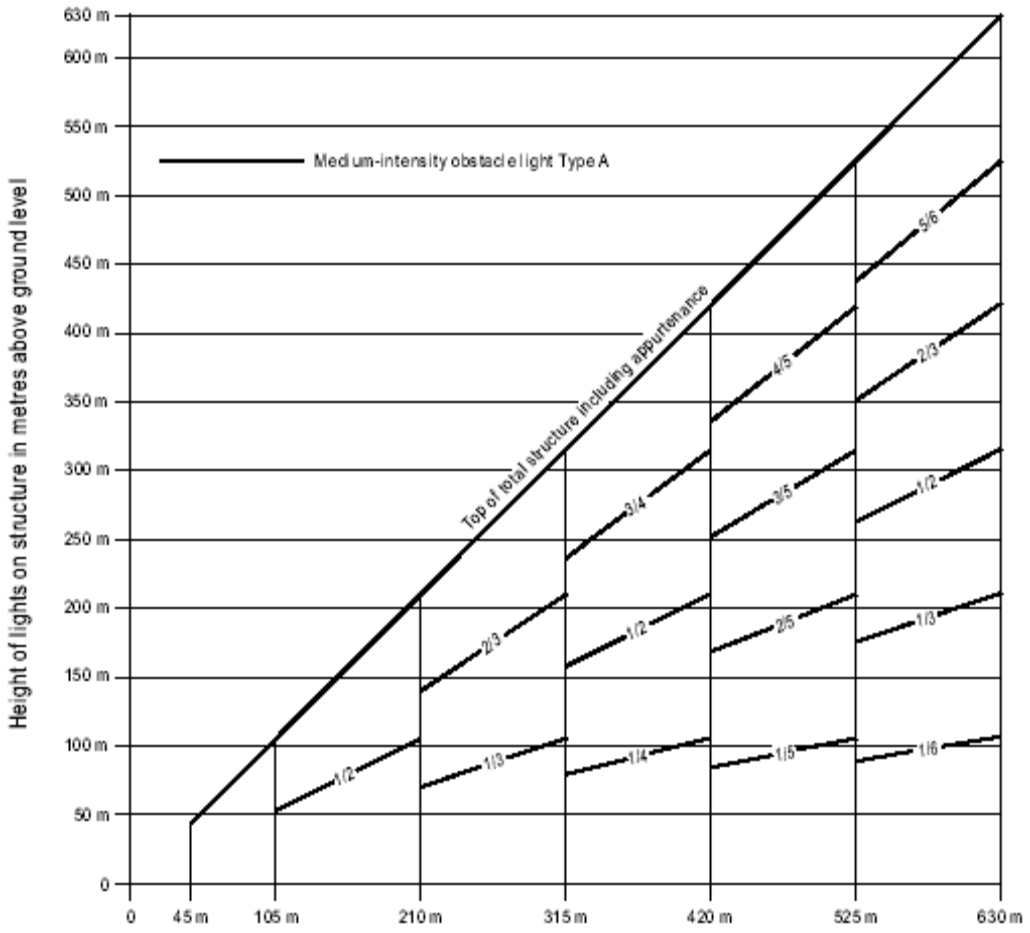
d) Width of letter			
Letter	Letter height (mm)		
	200	300	400
	Width (mm)		
A	170	255	340
B	137	205	274
C	137	205	274
D	137	205	274
E	124	186	248
F	124	186	248
G	137	205	274
H	137	205	274
I	32	48	64
J	127	190	254
K	140	210	280
L	124	186	248
M	157	236	314
N	137	205	274
O	143	214	286
P	137	205	274
Q	143	214	286
R	137	205	274
S	137	205	274
T	124	186	248
U	137	205	274
V	152	229	304
W	178	267	356
X	137	205	274
Y	171	257	342
Z	137	205	274

e) Width of numeral			
Numeral	Numeral height (mm)		
	200	300	400
	Width (mm)		
1	50	74	98
2	137	205	274
3	137	205	274
4	149	224	298
5	137	205	274
6	137	205	274
7	137	205	274
8	137	205	274
9	137	205	274
0	143	214	286

INSTRUCTIONS

1. To determine the proper SPACE between letters or numerals, obtain the code number from table a) or b) and enter table c) for that code number to the desired letter or numeral height.
2. The space between words or groups of characters forming an abbreviation or symbol should be equal to 0.5 to 0.75 of the height of the characters used except that where an arrow is located with a single character such as 'A →', the space may be reduced to not less than one quarter of the height of the character in order to provide a good visual balance.
3. Where the numeral follows a letter or vice versa use Code 1.
4. Where a hyphen, dot, or diagonal stroke follows a character or vice versa use Code 1.
5. For the intersection take-off sign, the height of the lower case "m" is 0.75 of the height of the preceding "0" (zero) and spaced from the preceding "0" at code 1 for the character height of the numerals.

APPENDIX 5
Location of Lights on Obstacles

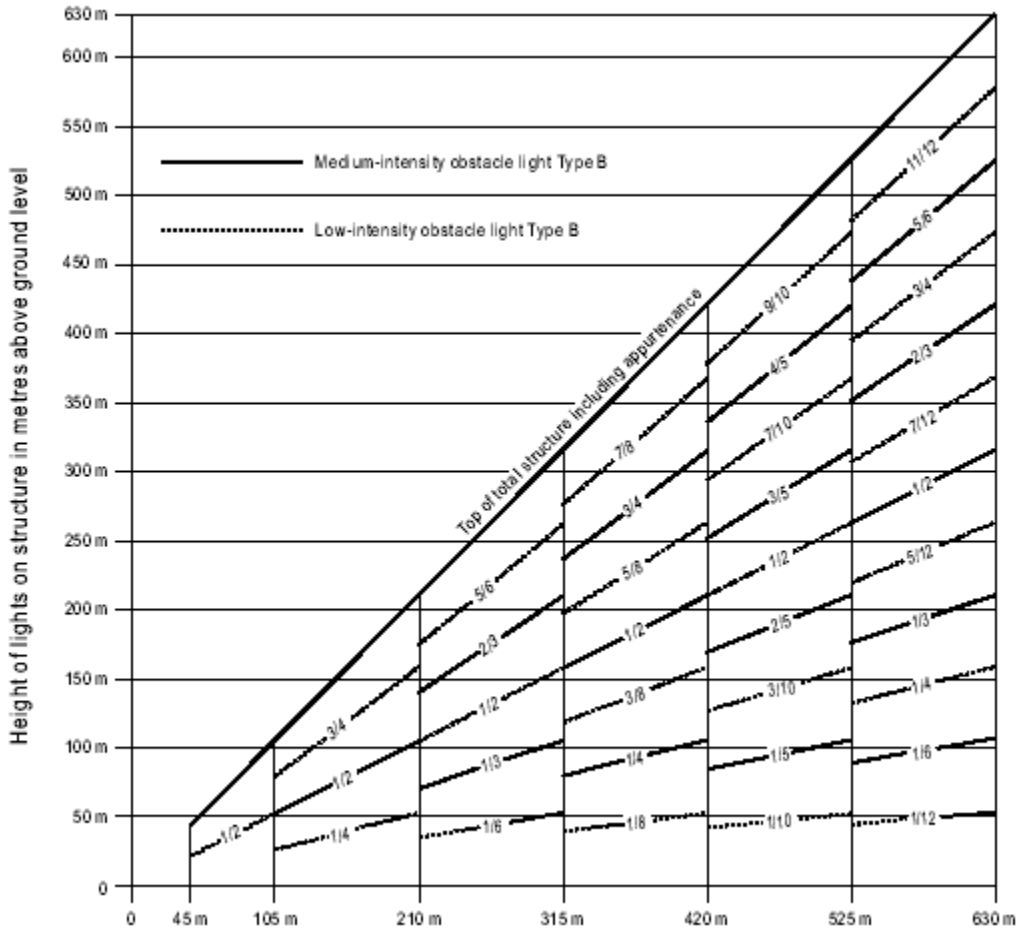


Height of structure in meters above ground level

Note: High-intensity obstacle lighting is recommended on structures with a height of more than 150 m above ground level.

If medium-intensity lighting is used, marking will also be required.

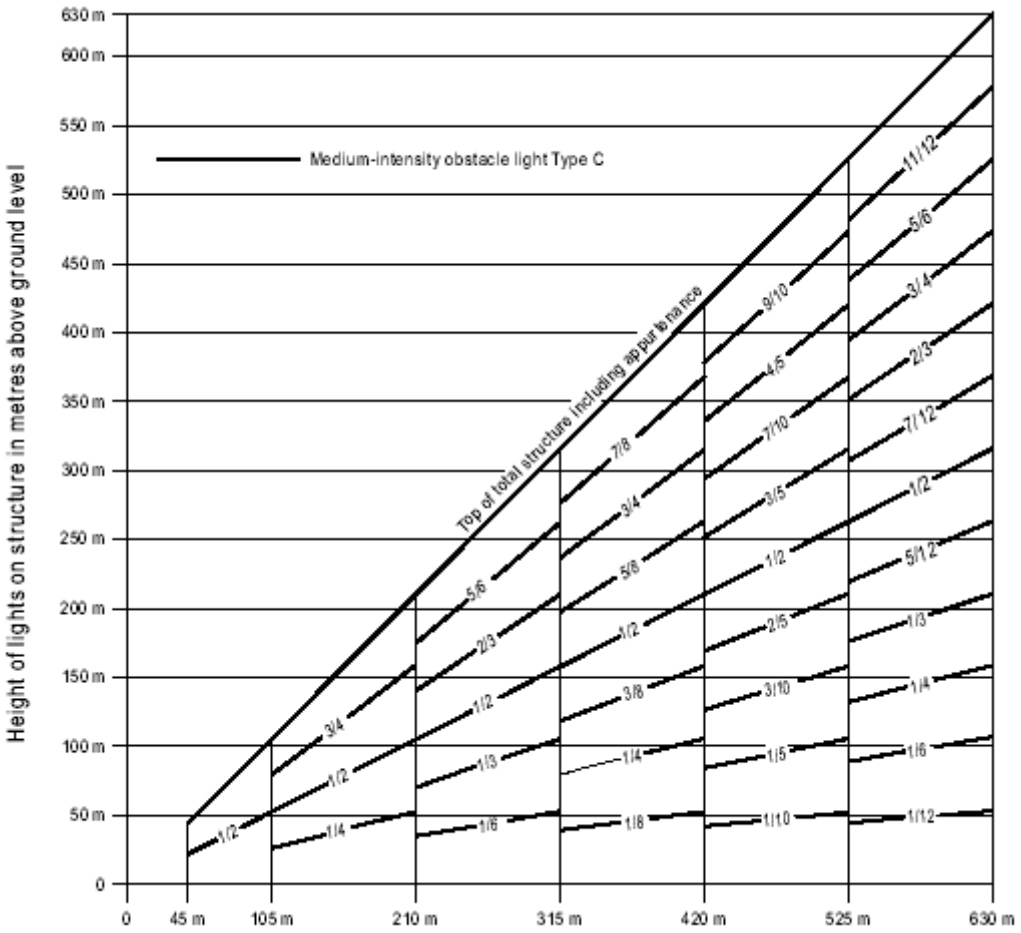
Figure A5-1: Medium-intensity flashing-white obstacle lighting system, Type A



Height of structure in meters above ground level

Note: For night-time use only.

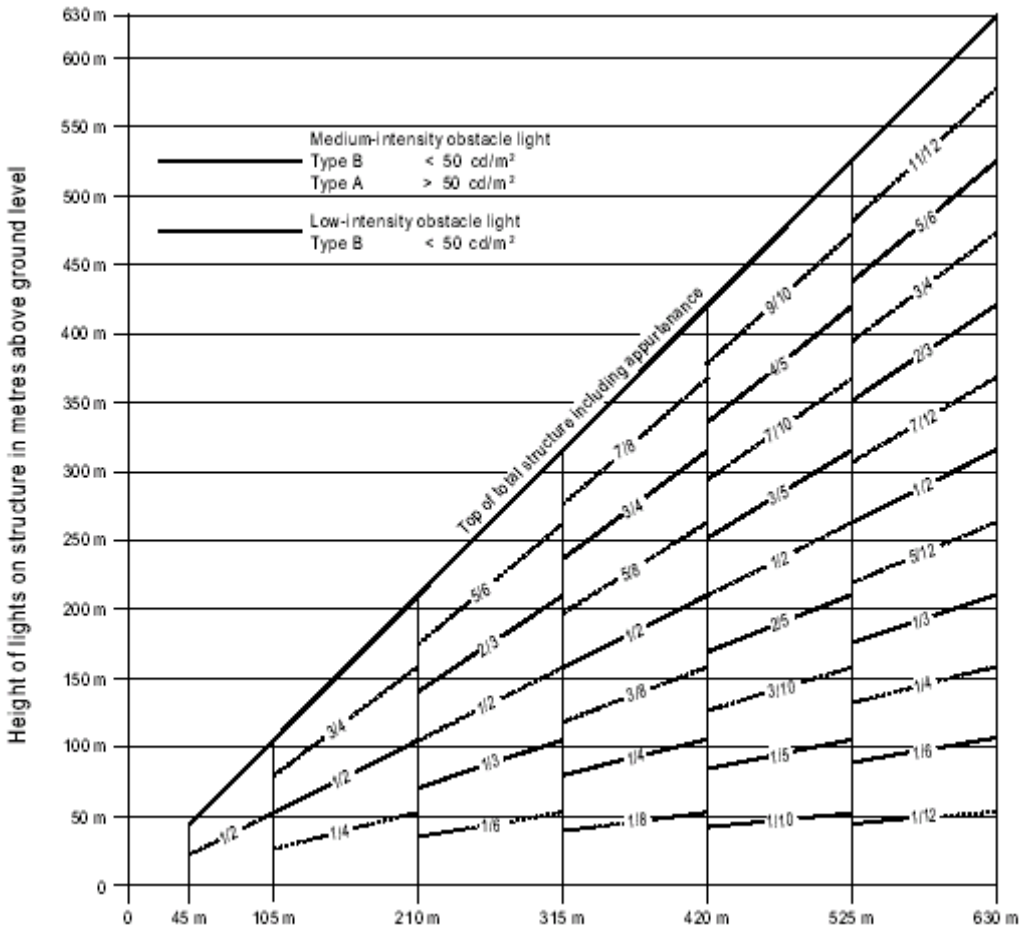
Figure A5-2: Medium-intensity flashing-red obstacle lighting system, Type B



Height of structure in meters above ground level

Note: For night-time use only.

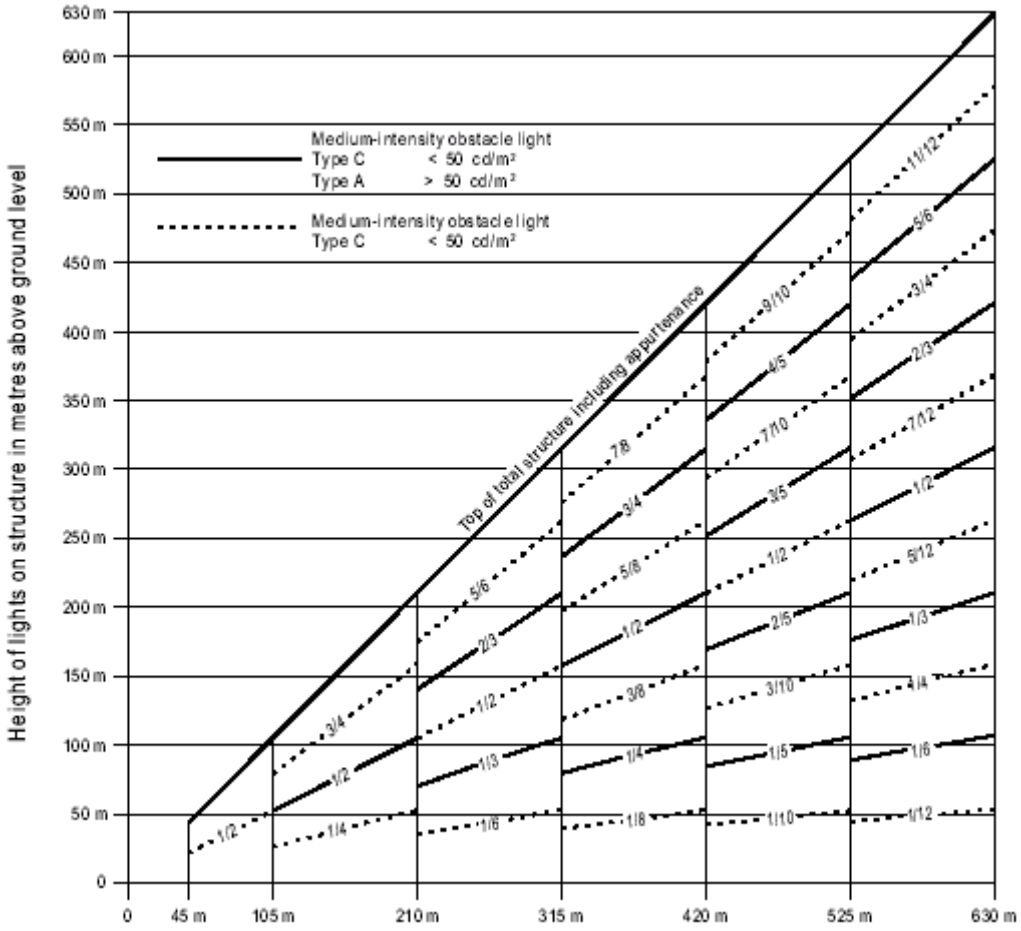
Figure A5-3: Medium-intensity fixed-red obstacle lighting system, Type C



Height of structure in meters above ground level

Note: High-intensity obstacle lighting is recommended on structures with a height of more than 150 m above ground level.
If medium-intensity lighting is used, marking will also be required.

Figure A5-4: Medium-intensity dual obstacle lighting system, Type A/Type B



Height of structure in meters above ground level

Note: High-intensity obstacle lighting is recommended on structures with a height of more than 150 m above ground level.
If medium-intensity lighting is used, marking will also be required.

Figure A5-5: Medium-intensity dual obstacle lighting system, Type A/Type C

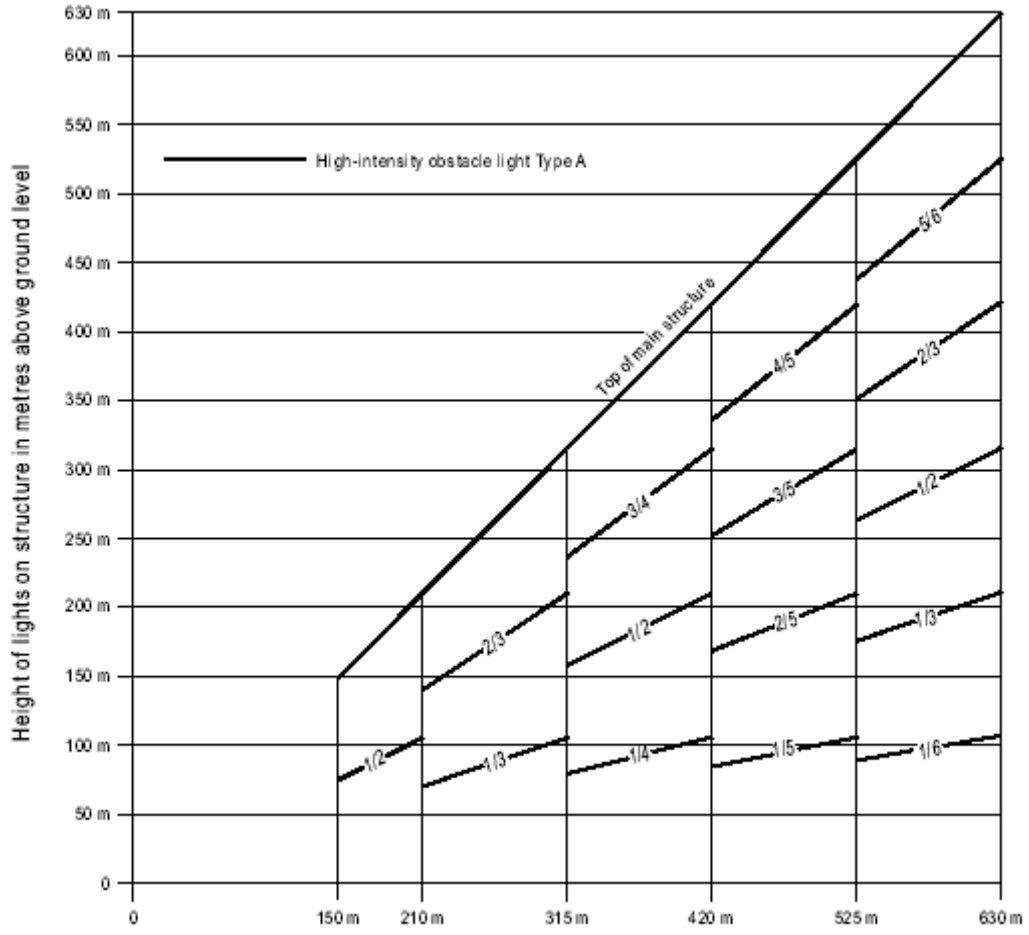
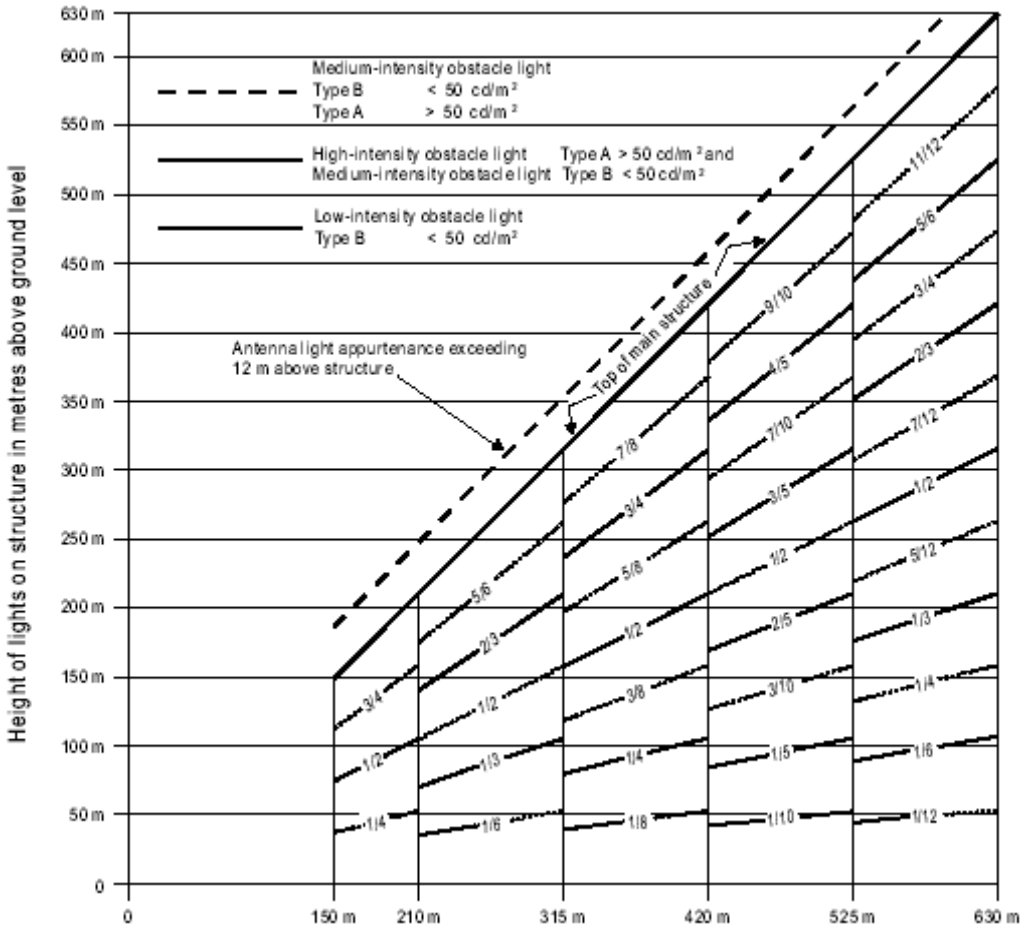
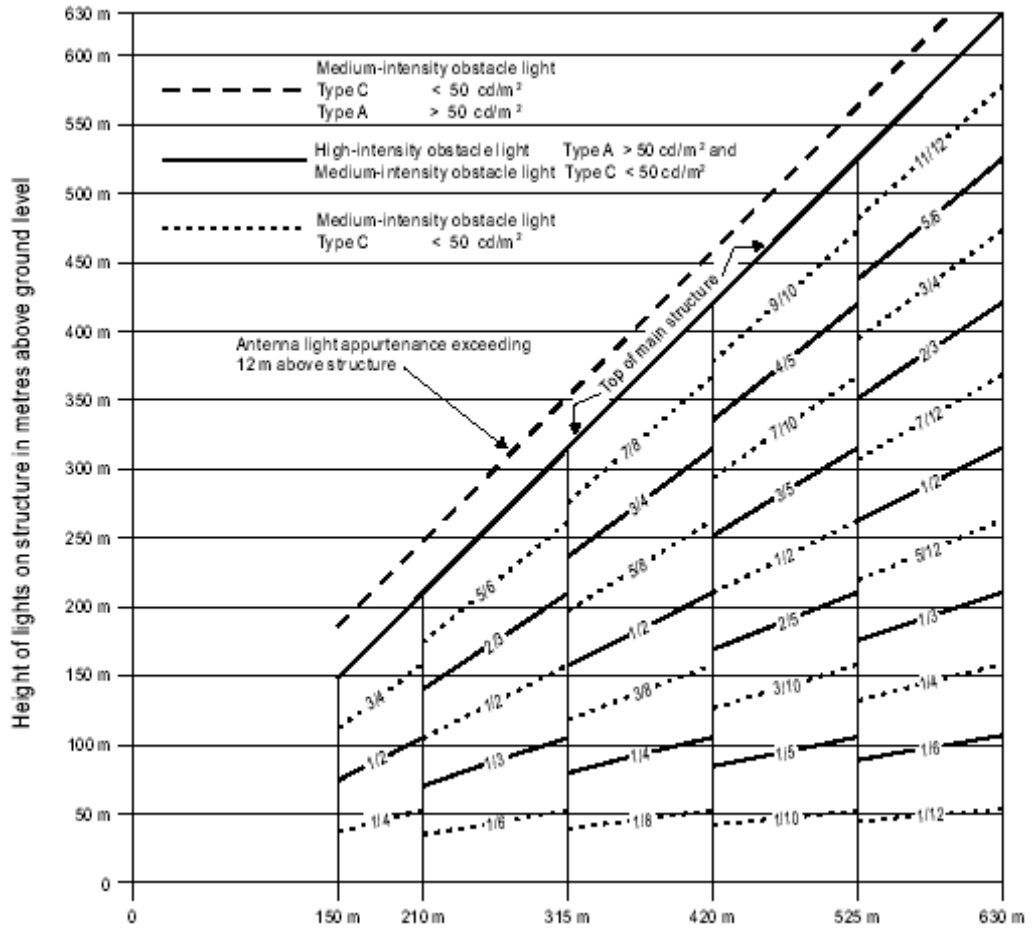


Figure A5-6: High-intensity flashing-white obstacle lighting system, Type A



Height of structure in meters above ground level

Figure A5-7: High-/medium-intensity dual obstacle lighting system, Type A/Type B



Height of structure in meters above ground level

Figure A5-8: High-/medium-intensity dual obstacle lighting system, Type A/Type C