

**STATE OF LIBYA
MINISTRY OF TRANSPORT
CIVIL AVIATION AUTHORITY**



**دولة ليبيا
وزارة المواصلات
مصلحة الطيران المدني**

Libya Civil Aviation Regulations

Part 139 - Aerodromes

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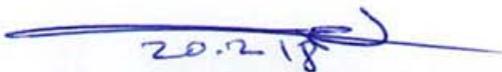
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Preamble

1. The regulations contained herein are adopted under the provision of Article No.(5) of Libyan Civil Aviation Law No.(6) of 2005, and issued and signed up by the Director General of Civil Aviation and by virtue of powers vested from the Minister of Transport under the resolution No.(154) issued on 13/05/2015.
2. Libyan Civil Aviation Regulations – LYCAR Part–139 establishes common technical requirements and administrative procedures of the Aerodrome Certification.
3. This is Issue 02 of LYCAR.Part-139 contains the latest amendment of ICAO Annex 14 Vol. 1, and supersedes previous Part 139 - Aerodrome Regulation Part 139 issued on 2010
4. The information contained herein is subject to constant review in the light of changing regulations and requirements. No subscriber or other reader should act on the basis of any such information without also referring to the applicable laws and regulations and/or without taking appropriate professional advice when/as indicated/required. Although, every effort has been made to ensure accuracy, the Libyan Civil Aviation LYCAA, shall not be held responsible for loss or damage caused by errors, omissions, misprints or misinterpretation of the contents hereof.
5. copies of this publication can be downloaded from the LYCAA website www.caa.gov.ly

Published on 20 February 2018 and signed by:




Capt. Nasereddin Shaebelain
Director General

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Subpart A GENERAL

139. GEN.005 Application

- (a) This Part apply to civil aerodromes within the State of Libya that serve any international and national operations by aircraft.

139. GEN.010 Definitions

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

Aerodrome: A defined area (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome Beacon: Aeronautical beacon used to indicate the location of an aerodrome from the air.

Aerodrome Certificate: A certificate issued by the LYCAA under Subpart B for operation of an aerodrome following the acceptance of the aerodrome manual for the aerodrome.

Aerodrome Elevation: The elevation of the highest point of the landing area.

Aerodrome Facilities and Equipment: Facilities and equipment inside the boundaries of an aerodrome that are constructed or installed and maintained for the arrival, departure and surface movement of aircraft.

Aerodrome Identification Sign: A sign placed on an aerodrome to aid in identifying the aerodrome from the air.

Aerodrome Manual: A manual included in an application for an Aerodrome Certificate pursuant to these Regulations and incorporating any amendments to the manual accepted by the LYCAA.

Aerodrome mapping data (AMD): Data collected for the purpose of compiling aerodrome mapping information for aeronautical uses.

Aerodrome Mapping Database (AMDB): Data collected for the purpose of compiling aerodrome mapping information for aeronautical uses.

aerodrome operator: A collection of aerodrome mapping data organized and arranged as a structured data set. In relation to certificated aerodrome, the aerodrome certificate holder.

Aerodrome Reference Point: The designated geographical location of an aerodrome.

Aerodrome Traffic: All traffic on the maneuvering area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Aerodrome Traffic Density

- (a) **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.
- (b) **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.
- (c) **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.

Aerodrome Operating Minima:

- (a) Take-off, expressed in terms of runway visual range an/or visibility and, if necessary, cloud conditions;

- (b) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height as appropriate to the category of the operation; and
- (c) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height and, if necessary, cloud conditions.

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 an aircraft.

Aeroplane: A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

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 aeroplane flight manual prescribed by the certifying authority or equivalent data from the aeroplane manufacturer. Field length means balanced field length for aeroplanes, if applicable, or take-off distance in other cases.

AIP: Aeronautical Information Publication. A publication issued by the LYCAA and containing aeronautical information of a lasting character essential to air navigation.

AIRAC: An acronym (Aeronautical Information Regulation and Control) signifying a system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft Classification Number (ACN): A number expressing the relative effect of an aircraft on a pavement for a specified standard sub grade category.

Aircraft incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Aircraft stand: A designated area on an apron intended to be used for parking an aircraft.

Air Traffic Service (ATS): A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Aeronautical Information Service (AIS): A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

Annex: annex to the Convention on International Civil Aviation (Chicago 1944). (ICAO)

Approach surface: An obstacle limitation surface: an inclined plane or combination of planes preceding the threshold.

Apron: A defined area on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading of passengers, mail or cargo, fueling, parking or maintenance.

Apron management service: A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

Balked landing: A landing maneuver that is unexpectedly discontinued at any point below the obstacle clearance altitude/height.

Balked landing surface: An obstacle limitation surface: an inclined plane located at a specified distance after the threshold extending between the inner transitional surface.

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.

Candela (cd): The SI unit of luminous intensity.

Capacitor discharge light :A lamp in which high-intensity flashes of extremely short duration are produced by the discharge of electricity at high voltage through a gas enclosed in a tube.

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 appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

Conical Surface: An obstacle limitation surface sloping upwards and outwards from the periphery of the inner horizontal surface.

Convention: Convention on International Civil Aviation (Chicago 1944). (ICAO)

Cyclic Redundancy Check (CRC): A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.

Data quality: A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity.

Datum: Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities.

Declared distances:

- (a) Take-off run available (TORA). The length of runway declared available and suitable for the ground run of an aeroplane taking off.
- (b) Take-off distance available (TODA) The length of the take-off run available plus the length of the clearway, if provided.
- (c) Accelerate-stop distance available (ASDA). The length of the take-off run available plus the length of the stop way, if provided.
- (d) Landing distance available (LDA). The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

Dependent parallel approaches: Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are prescribed.

Displaced threshold: A threshold not located at the extremity of a runway.

Effective intensity: The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation.

Ellipsoid height (Geodetic height): The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.

Fixed Light: A light having constant luminous intensity when observed from a fixed point.

Frangible Object: An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.

Geodetic Datum: A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Geoid: The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Geoid Undulation: The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Gregorian Calendar: Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar.

Hazard Beacon: An aeronautical beacon used to designate a danger to air navigation.

Heliport: An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

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 runway incursion, and where heightened attention by pilots/drivers is necessary.

Human Factors Principles: Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human Performance: Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

ICAO: International Civil Aviation Organization

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 center lines are not prescribed.

Independent Parallel Departures: Simultaneous departures from parallel or near-parallel instrument runways.

Inner Approach Surface: An obstacle limitation surface: a rectangular portion of the approach surface immediately preceding the threshold.

Inner Horizontal Surface: An obstacle limitation surface located in a horizontal plane above an aerodrome and its environs.

Inner Transitional Surface: An obstacle limitation surface similar to the transitional surface but closer to the runway.

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 a non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1 000 m..
- (b) Precision approach runway, category I. 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) 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 landing operations following an instrument approach operation type B

with a decision height 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 to and along the surface of the runway and:
- (1) intended for operations with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range not less than 175 m;
 - (2) intended for operations with a decision height lower (DH) than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m;
 - (3) intended for operations with no decision height (DH) and no runway visual range limitations.

Integrity (aeronautical data): A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

Integrity classification (aeronautical data): Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as:

- (a) 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;
- (b) 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
- (c) 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.

International Airport: Any airport designated by the State of Libya in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

Landing Area: That part of a movement area intended for the landing or take-off of aircraft.

Landing Direction Indicator: A device to indicate visually the direction currently designated for landing and for take-off.

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 of 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.

Lighting System Reliability: The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.

Maneuvering Area: That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Marker: An object displayed above ground level in order to indicate an obstacle or delineate a boundary.

Marking: A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

Mean Sea Level (MSL): The undisturbed mean sea level as determined by satellite altimetry. (See also -geoid and -local mean sea level)

Movement Area: That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

Near-parallel runways: Non-intersecting runways whose extended center lines 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 to a point beyond which the approach may continue in visual meteorological conditions.

Normal Flight Zone (NFZ): Airspace not defined as LFFZ, LCFZ or LSFZ but which shall 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:

- (a) Are located on an area intended for the surface movement of aircraft; or
- (b) Extended above a defined surface intended to protect aircraft in flight; or
- (c) Stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

Obstacle Free Zone (OFZ): The airspace above the inner approach surface, inner transitional surfaces, the balked landing surface and that portion of the strip bounded by these surface, which is not penetrated by any fixed obstacle other than a low-mass and frangibility mounted one required for air navigation purposes.

Obstacle Limitation Surfaces: A series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aeroplane operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.

Orthometric Height: Height of a point related to the geoid, generally presented as an MSL elevation

Pavement Classification Number (PCN): A number expressing the bearing strength of a pavement for unrestricted operations.

Precision: The smallest difference that can be reliably distinguished by a measurement process.

precision approach runway: See instrument runway.

Primary Runway(S): Runway(s) used in preference to others whenever conditions permit.

Protected Flight Zone: Airspace specifically designated to mitigate the hazardous effects of laser radiation.

Quality: Degree to which a set of inherent characteristics fulfills requirements.

Quality Assurance: Part of quality management focused on providing confidence that quality requirements will be fulfilled.

Quality Control: Part of quality management focused on fulfilling quality requirements.

Quality Management: Coordinated activities to direct and control an organization with regard to quality.

Quality Management System: Set of interrelated or interacting elements to establish quality management policy and objectives and to achieve those objectives.

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: A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway End Safety Area (RESA): An area symmetrical about the extended runway center line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane 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: A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/ MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

Runway Strip: A defined area including the runway and stopway, if provided, intended:

- (a) To reduce the risk of damage to aircraft running off a runway; and
- (b) To protect aircraft flying over it during take-off or landing operations.

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): The range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

Safety Management System (SMS): A systematic approach to managing safety including the necessary organizational structure, accountabilities, policies and procedures.

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.

Shall: The operative verb used in relation to standards.

Should: The operative verb used in relation to recommended practices.

Shoulder: An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

Sign: (a) *Fixed message sign:* a sign presenting only one message.

(b) *Variable message sign:* a sign capable of presenting several pre-determined messages or no message, as applicable.

Signal Area: An area on an aerodrome used for the display of ground signals.

Station Declination: An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

Stopway: A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.

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 Climb Surface: An obstacle limitation surface: an inclined plane or other specified surface beyond the end of a runway or clearway.

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:

- (a) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
- (b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
- (c) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes 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 a 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 (TDZ): The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

Transitional Surface: An obstacle limitation 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.

Unserviceable Area: A part of the movement area that is unfit and unavailable for use by aircraft.

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.

UTC: Coordinated Universal Time: time scale which forms the basis of a coordinated radio dissemination of standard frequencies and time signals.

Wheel Base: The distance from the aircraft nose gear to the geometric centre of the main gear.

WGS-84: World Geodetic System – 1984: an earth-fixed global reference frame, including an earth model, defined by a set of primary and secondary parameters. (ICAO Doc 9674)

Work Area: A part of an aerodrome in which maintenance or construction works are in progress.

139. GEN.015 Standards and Recommended Practices

Any reference in these Regulations to standards is a reference to ICAO standards and recommended practices with particular reference to the latest version of Annex 14, Volume 1 to the Convention on International Civil Aviation (Chicago 1944). Additional references to the Aerodrome Design Manual (Doc 9157) are for guidance only unless otherwise specified. The specifications in this regulation shall apply, where appropriate, to heliports.

139. GEN.020 Reference Systems

- (a) *Horizontal reference system:* WGS–84 shall be used as the horizontal (geodetic) reference system. Reported aeronautical geographical data (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum.
- (b) *Vertical reference system:* Mean Seal Level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used as the vertical reference system.
- (c) *Temporal reference system:* The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system. When a different temporal reference system is used, this shall be indicated in **GEN 2.1.2** of the Aeronautical Information Publication (AIP).
- (d) *Colour.* Wherever a colour is referred to in this Regulation, the specifications for hat colour given in the latest version of Appendix 1 of Annex 14, Volume 1 to the Convention on International Civil Aviation (Chicago 1944).

139. GEN.025 Airport design

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.

139. GEN.030 Reference code

- (a) 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 aeroplane for which an aerodrome facility is intended.
- (b) The aerodrome reference code numbers and letters shall have the meanings assigned to them in the latest version of Appendix 1 of Annex 14, Volume 1 to the Convention on International Civil Aviation (Chicago 1944) Table 1-1 **Aerodrome reference code**.
- (c) The code number for element 1 shall be determined from Table 1-1, column 1, selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended.
- (d) The code letter for element 2 shall be determined from Table 1-1, column 3, by selecting the code letter which corresponds to the greatest wingspan, or the greatest outer main gear wheel span, whichever gives the more demanding code letter of the aeroplanes for which the facility is intended.

139. GEN.035 Specific procedures for aerodrome operations

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

Subpart B AERODROME CERTIFICATION

139. Cert.005 Requirement for an aerodrome certificate

The operator of an aerodrome forming an integral part of international airport shall be in possession of an aerodrome certificate.

139. Cert.010 Application for an aerodrome certificate

An applicant for an aerodrome certificate shall submit to the LYCAA an application in the form prescribed in Appendix A. The application shall include the aerodrome manual for the aerodrome.

139. Cert.015 Grant of an aerodrome certificate

- (a) Subject to the provisions in paragraph (b) the LYCAA may approve the application and accept the aerodrome manual submitted under **139.Cert.010 (a)** and grant an aerodrome certificate to the applicant in the form prescribed in Appendix B.
- (b) Before granting an aerodrome certificate, the LYCAA shall be satisfied that:
 - (c) an acceptable safety management system is in place at the aerodrome;
 - (d) the aerodrome facilities, services and equipment are in accordance with this Part
 - (e) the aerodrome's operating procedures make satisfactory provision for the safety of aircraft;
 - (f) an aerodrome manual has been prepared for the applicant's aerodrome and submitted with the application contains all the relevant information; and
 - (g) the applicant has the necessary competence, experience and resources to operate and maintain the aerodrome properly.
- (h) The LYCAA may refuse to grant an aerodrome certificate to an applicant. In such cases, the LYCAA shall notify the applicant, in writing, of its reason no later within 15 days after making its decision.

139. Cert.020 Endorsement of conditions

After a successful completion of the processing of the application and inspection of the aerodrome, the LYCAA, while granting the aerodrome certificate will endorse the conditions of the type of use of the aerodrome and other details as required.

139. Cert.025 Validity of the aerodrome certificate

An aerodrome certificate valid for unlimited for period of time, unless suspended or revoked.

139. Cert.030 Transfer of an aerodrome certificate

- (a) The LYCAA may give its consent to, and issue an instrument of transfer of an aerodrome certificate to a transferee where:
 - (b) the current holder of the aerodrome certificate notifies the LYCAA 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;
 - (c) the current holder of the aerodrome certificate notifies the LYCAA in writing, the name of the transferee;
 - (d) the transferee applies in writing to the LYCAA within 60 days before the current holder of the aerodrome certificate cease to operate the aerodrome, for the aerodrome certificate to be transferred to the transferee; and
 - (e) the requirements of **139.Cert.010 (a)** and **139.Cert.015 (b)** are met.
- (f) If the LYCAA does not consent to the transfer of an aerodrome certificate, it shall notify the transferee, in writing, of its reasons within 15 days after making that decision.

139. Cert.035 Amendment of the aerodrome certificate

- (a) The LYCAA may, provided that the requirements of 139.Cert.010 (a) and 139.Cert.015 (b), and 139.MAN.025 (a) are met, amend an aerodrome certificate where:

- (1) there is a change in the use or operation of the aerodrome;
 - (2) there is a change in the boundaries of the aerodrome; or
 - (3) The holder of the aerodrome certificate requests the amendment.
- (b) If there is a change in ownership or management of the aerodrome, the new owner or manager shall apply for a transfer of the aerodrome certificate in accordance with **139.Cert.030 (a)**
- (c) If the aerodrome operator requests an amendment to the aerodrome certificate or the endorsed conditions such request shall be accompanied by:
- (1) a detailed account of the proposed amendment including the reasons for the amendment;
 - (2) an assessment of the safety risks associated with any change in use or operation of the aerodrome including, where appropriate, the findings of any aeronautical study undertaken on behalf of the aerodrome operator; and
 - (3) Particulars of any consequential changes to the AIP, aerodrome manual and aerodrome emergency plan.
- (d) The LYCAA may amend an aerodrome certificate so as to restrict or prohibit specific operations at the aerodrome if the aerodrome operator breaches the conditions of the type of use endorsed by the aerodrome certificate. The LYCAA shall provide written notice of intention to amend an aerodrome certificate stating the reasons for the proposed amendment.

139. Cert.040 Suspension or Withdrawal of an Aerodrome Certificate

- (a) The LYCAA may suspend or withdraw an aerodrome certificate if the aerodrome operator fails to meet the obligations set out in **Subpart D** of these Regulations.
- (b) In the event of a serious failure of the aerodrome operator's safety management system the LYCAA may require specific operations to be suspended with immediate effect.

Subpart C AERODROME MANUAL

139. MAN.005 Preparation of an Aerodrome Manual

- (a) The operator of a certified aerodrome shall have a manual, to be known as the aerodrome manual, for the aerodrome.
- (b) The aerodrome manual shall:
 - (1) be type written or printed and signed on behalf of the aerodrome operator by a duly authorized manager or executive;
 - (2) be in a format that is easy to revise and insert replacement pages;
 - (3) have a system for recording the currency of page and amendments thereto;
 - (4) include a page for logging revisions; and
 - (5) be organized in a manner that will facilitate the preparation review and approval process.

139. MAN.010 Location of the Aerodrome Manual

- (a) The aerodrome operator shall provide the LYCAA with a complete and current copy of the aerodrome manual.
- (b) The aerodrome operator shall keep at least one complete and current copy of the aerodrome manual at the aerodrome and one copy at the operator's principal place of business if that is other than the aerodrome.
- (c) The aerodrome operator shall make the aerodrome manual available to all relevant organizations operating at the airport, and take all reasonable steps to ensure that all relevant aerodrome personnel, regardless of their employer, are familiar with sections of the aerodrome manual relevant to their activity at the airport.
- (d) The aerodrome operator shall make the aerodrome manual available for inspection by the LYCAA.

139. MAN.015 Information to be included in the Aerodrome Manual

- (a) The operator of a certified aerodrome shall include the following particulars in an aerodrome manual; all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, to the extent these are applicable to the aerodrome, under the following parts:
 - Part 1:** General information as set out in part 1 of Appendix C of this Part.
 - Part 2:** Particulars of the aerodrome site as set out in Part 2 of Appendix C of this Part.
 - Part 3:** Particulars of the aerodrome required to be reported to the Aeronautical Information Service as set out in Part 3 of Appendix C of this Part.
 - Part 4:** The aerodrome operating procedures and safety measures set out in Part 4 of Appendix C of this Part..
 - Part 5:** Details of the aerodrome administration and the safety management system established for the aerodrome as set out in Part 5 of Appendix C of this Part.
- (b) If the LYCAA exempts the aerodrome operator from complying with any requirement set out in **Regulation 139.Cert.015 (b)**, the aerodrome manual shall show the reference number given to that exemption by the LYCAA and the date the exemption came into effect, and any condition(s)/procedures subject to which the exemption was granted.
- (c) If a particular is not included in the aerodrome manual because it is not applicable to the aerodrome, the aerodrome operator shall state in the manual:
 - (1) that the particular is not applicable; and
 - (2) the reason for non-applicability

139. MAN.020 Revision or variation of information

- (a) The operator of a certified aerodrome shall amend the aerodrome manual, whenever necessary, in order to maintain the accuracy of the manual.
- (b) To maintain the accuracy of the aerodrome manual and/or the safety of operations, the LYCAA may issue written directions to alter or amend the manual in accordance with the direction.

139. MAN.025 Notification of changes

An aerodrome operator shall notify the LYCAA as soon as is practicable, of any alterations that the operator wishes to make to the aerodrome manual.

139. MAN.030 Acceptance of the Aerodrome Manual

The LYCAA shall accept the aerodrome manual and any amendments, thereto, provided these meet the requirements of the preceding Regulations in this section.

Subpart D OBLIGATIONS OF THE AERODROME OPERATOR

139. OBL.005 Compliance with standards

The aerodrome operator shall comply with the standards specified in **139.GEN.015**, and with any conditions endorsed by the certificate issued pursuant to **139. Cert.020 (a)**.

139. OBL.010 Competence of operational and maintenance personnel

- (a) The aerodrome operator shall employ adequate numbers of qualified and skilled personnel for performing all critical activities in the aerodrome operation and maintenance processes.
- (b) Where the LYCAA has prescribed competency certification requirement for personnel referred to in **139. OBL.010 (a)**, the aerodrome operator shall employ only those persons possessing such certificates.
- (c) The aerodrome operator shall implement a program to maintain and develop the competence of the personnel referred to in **139. OBL.010 (a)**.

139. OBL.015 Aerodrome operation and maintenance

- (a) Subject to any directions that the LYCAA may issue, the aerodrome operator shall operate and maintain the aerodrome in accordance with the procedures set out in the aerodrome manual.
- (b) To ensure the safety of aircraft, the LYCAA may give written directions to an aerodrome operator to alter the procedures set out in the aerodrome manual.
- (c) The aerodrome operator shall ensure proper and efficient maintenance of the aerodrome facilities for which the operator has responsibility.
- (d) The aerodrome operator shall co-ordinate with the 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, aerodrome control service, designated meteorological authorities, and security.

139. OBL.020 Aerodrome operator's safety management system

- (a) The aerodrome operator shall implement a safety management system acceptable to the LYCAA. The safety management system shall clearly define lines of safety accountability, including a direct accountability for safety on the part of senior management. As a minimum the system shall:
 - (1) identify safety hazards;
 - (2) ensure the implementation of remedial action necessary to maintain agreed safety performance;
 - (3) provide for continuous monitoring and regular assessment of the safety performance; and
 - (4) Aim at a continuous improvement of the overall performance of the safety management system.
- (b) The aerodrome operator shall oblige all the 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 and order at the aerodrome, and shall monitor such compliance.
- (c) The aerodrome operator shall oblige all the users of the aerodrome including fixed base operators and organizations referred to in **139. OBL.020 (b)** to cooperate in the program to promote safety and order at, and the safe use of, the aerodrome by immediately informing it of the accidents, incidents, defects and faults which have a bearing on safety.

139. OBL.025 Aerodrome operator's internal safety audits and safety reporting

- (a) 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 an external audit and inspection program for evaluation of other users including fixed-base operators and organizations working at the aerodrome referred to in **139. OBL.020 (b)**
- (b) The audits referred to in **139. OBL.025 (a)** shall be carried out at intervals not exceeding 12 months, or more frequently as required by the LYCAA.
- (c) 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.
- (d) The aerodrome operator shall retain a copy of the report(s) referred to in **139. OBL.025 (c)** for the duration of the validity of the aerodrome certificate and for two years after the end of the period for which the certificate is valid, and shall supply a copy of the report(s) to the LYCAA upon request for its review/reference.
- (e) The reports referred to in **139. OBL.025 (c)** shall be prepared and signed by the persons who carried out the audit and inspection.

139. OBL.030 Access to aerodrome

- (a) Persons authorized by the LYCAA may inspect and carry out tests on the aerodrome facilities, services and equipment, inspect aerodrome operator's documents and records, and verify the aerodrome operator's safety management system before the aerodrome certificate is granted or renewed and subsequently, at any other time, for the purpose of ensuring safety and order at the aerodrome.
- (b) An aerodrome operator shall, at the request of persons referred to in **139.OBL.030(a)**, allow access to any part of the aerodrome or, any aerodrome facility, including equipment, records, documents and operator's personnel for the purpose referred to in **139.OBL.030(a)**.
- (c) The aerodrome operator shall cooperate in conducting the activities referred to in **139.OBL.030 (a)**.

139. OBL.035 Notifying and reporting

- (a) An aerodrome operator shall adhere to the requirements to notify and report to the LYCAA, Aeronautical Information Service (AIS), Air Traffic Control and Pilots within the specified time limits required by **139. OBL.035 (b) to 139. OBL.035 (e)** inclusive.
- (b) *Notification of inaccuracies in Aeronautical Information Service (AIS) Publications:* an aerodrome operator shall review the issues of Aeronautical Information Publication (AIP), AIP Supplements, AIP Amendments, Notices to Airmen (NOTAMS), pre-flight Information Bulletins and Aeronautical Information Circulars issued by the AIS on initial receipt thereof, and at regular intervals thereafter in accordance with the AIRAC publication cycle. Immediately after such reviews, an aerodrome operator shall notify AIS of any inaccurate information contained therein that pertains to the aerodrome.
- (c) *Notification of changes in aerodrome facilities, equipment, and level of service planned in advance:* an aerodrome operator shall notify the LYCAA and AIS in writing at least 60 days before any change to the aerodrome facility or equipment or the level of service at the aerodrome that has been planned in advance and that is likely to effect the accuracy of the information contained in any AIS publication referred to in LYCAR.Part-AIS.
- (d) *Issues requiring immediate notification:* subject to the requirements of LYCAR.Part-AIS., an aerodrome operator shall give to the LYCAA and AIS, and cause to be received at air traffic control and the flight operations unit, immediate notice giving details of any of the following circumstances of which the operator has knowledge:
 - (1) obstacles, obstructions and hazards:

- (i) any projections by an object through an obstacle limitation surface relating to the aerodrome; and
 - (ii) the existence of any obstruction or hazardous condition affecting aviation safety at or near the aerodrome;
- (2) Level of service: reduction in the level of service at the aerodrome set out in the AIS publications referred to in LYCAR.Part-AIS.
 - (3) movement area: closure of any part of the movement area of the aerodrome; and
 - (4) any other condition that could affect aviation safety at the aerodrome and against which precautions are warranted.
- (e) *Immediate notification to pilots*: when it is not feasible for an aerodrome operator to cause notice of a circumstance referred to in LYCAR.Part-AIS. to be received at the air traffic control or a flight operations unit in accordance with that LYCAR.Part-AIS., the aerodrome operator shall give immediate notice directly to the pilot who may be affected by that circumstance.

139. OBL.040 Special Inspections

- (a) An aerodrome operator shall inspect an aerodrome, as the circumstances require, to ensure aviation safety:
- (1) as soon as practicable, after an aircraft accident or incident.
 - (2) during any period of construction or repair of the aerodrome facilities or equipment that is critical to the safety of aircraft operations; and
 - (3) at any other time when there are conditions at the aerodrome that could affect aviation safety.

139. OBL.045 Removal of obstructions and hazardous items from aerodrome surface

- (a) An aerodrome operator shall remove from the surface of the aerodrome any vehicle, other obstruction or item that is likely to be hazardous.

139. OBL.050 Warning notices

- (a) Where 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 notices warning of the hazard on any public way that is adjacent to the maneuvering 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.

139. OBL.055 Aerodrome Data

- (a) The aerodrome operator shall compile and submit to LYCAA the aerodrome data as required by this Part. The determination and reporting of aerodrome related aeronautical data shall be in accordance with Appendix C and with the requirements contained in
- (b) *Aerodrome reference point*: an aerodrome reference point shall be established for an aerodrome. The aerodrome reference point shall be located at the mid-point of the main runway and shall normally remain where first established. The position of the aerodrome reference point shall be measured and reported to the AIS and the LYCAA in degrees, minutes and seconds in accordance with the requirements of WGS-84.
- (c) *Aerodrome and runway elevations*: the aerodrome elevation and geoid undulation at the aerodrome elevation position, and points on the runway where applicable, shall be measured to the accuracy of:
- (d) for the aerodrome elevation: one-half meter;
- (1) for non-precision approach runways, 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.
- (2) 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.
- (e) *Aerodrome reference temperature*: an aerodrome reference temperature shall be determined for an aerodrome in degrees Celsius. 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.
- (f) *Aerodrome dimensions and related information*: the data for each facility provided on an aerodrome shall be measured or described, as appropriate, in accordance with Appendix C .
- (g) *Strength of pavements*: the bearing strength of a pavement shall be determined in accordance with the requirements contained in ICAO Annex 14 Vol.1, chapter 2, para.2.6.
- (h) *Pre-flight altimeter check location*: one or more pre-flight altimeter check locations shall be established for an aerodrome. A pre-flight check location shall be located on an apron. The elevation of a pre-flight altimeter check location shall be given as the average elevation, rounded to the nearest foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location shall be within 3 m of the average elevation for that location.
- (i) *Declared distances*: the following distances shall be calculated to the nearest meter for a runway:
- (1) take-off run available (TORA);
 - (2) take-off distance available (TODA);
 - (3) accelerate-stop distance available (ASDA); and
 - (4) landing distance available (LDA).
- (j) *Condition of the movement area and related facilities*: information on the condition of the movement area and the operational status of related facilities shall be provided to the AIS, 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.
- (k) *Inspections of the movement area*: in order to facilitate compliance with **139.OBL.055 (i)** inspections of the movement area shall be carried out each day at least once where the code number is 1 or 2 and at least twice where the code number is 3 or 4.
- (l) *Water on a runway*: whenever water is present on a runway, a description of the runway surface conditions should be made available in accordance with **139. OBL.035 (d) and 139. OBL.035 (e)** using the following terms:
- (1) Damp — the surface shows a change of colour due to moisture.
 - (2) Wet — the surface is soaked but there is no standing water.
 - (3) STANDING WATER — for aeroplane performance purposes, a runway where more than 25 per cent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by water more than 3 mm deep.
- (m) Information that a runway or portion thereof may be slippery when wet shall be made available in accordance with **139. OBL.035 (d) and 139. OBL.035 (e)**
- (n) *Disabled aircraft removal*: the telephone/telex number(s) and e-mail address of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area shall be made available, on request, to aircraft operators. Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area shall be made available in the aerodrome manual.

- (o) *Rescue and firefighting*: information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes shall be made available. The level of protection normally available at an aerodrome shall be expressed in terms of the category of the rescue and firefighting services as required by **139.SER.025** and **139.SER.035**, declared shall be in accordance with the types and amounts of extinguishing agents normally available at the aerodrome. Changes in the level of protection normally available at an aerodrome for rescue and firefighting shall be notified to the appropriate air traffic services units and AIS 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. A change should be expressed in terms of the new category of the rescue and fire fighting service available at the aerodrome.
- (p) *Visual approach slope indicator systems*: information concerning a visual approach slope indicator system installation shall be made available in accordance with the requirements contained in ICAO Annex 14 Vol.1.
- (q) Coordination between AIS and the aerodrome operator shall be as detailed in ICAO Annex 14 Vol. 1

Subpart E PHYSICAL CHARACTERISTICS

139. CHR.005 General

- (a) The LYCAA does not notify any differences from Annex 14 under article 38 of the Convention in respect of the standards for physical characteristics of aerodromes, and has adopted certain recommended practices as standards.
- (b) The aerodrome reference code numbers and letters shall have the meanings assigned to them in Table 5-1. The code number for element 1 shall be determined from Table 5-1, column (1), selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended. The code letter for element 2 shall be determined from Table 5-1, column (3), by selecting the code letter which corresponds to the greatest wing span, or the greatest outer main gear wheel span, whichever gives the more demanding code letter of the aeroplane for which the facility is intended.

Table 5-1 Aerodrome Reference Code

Code element 1		
Code number (1)	Aeroplane reference field length (2)	
1	Less than 800m	
2	800m up to but not including 1,200m	
3	1,200m up to but not including 1,800m	
4	1,800m and over	
Code element 2		
Code letter (3)	Wing Span (4)	Outer main gear wheel span* (5)
A	Up to but not including 15m	Up to but not including 4.5m
B	15m up to but not including 24m	4.5m up to but not including 6m
C	24m up to but not including 36m	6m up to but not including 9m
D	36m up to but not including 52m	9m up to but not including 14m
E	52m up to but not including 65m	9m up to but not including 14m
F	65m up to but not including 80m	14m up to but not including 16m

Note: * Distance between the outside edges of the main gear wheels

139. CHR.010 Runways

- (a) General
- (1) When a new instrument runway is being located, particular attention shall be given to areas over which aeroplanes 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 aeroplanes for which the runway is intended.
 - (2) The number and orientation of runways at an aerodrome shall, in so far as is practicable, 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.
- (b) Runway length
- (1) A threshold shall be located at the extremity of a runway unless operational considerations justify the choice of another location. When it is necessary to displace

a threshold, either permanently or temporarily, from its normal location, account shall 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 shall be available between the unserviceable area and the displaced threshold. Additional distance shall also be provided to meet the requirements of the runway end safety area as appropriate.

- (2) The actual runway length to be provided for a primary runway shall be adequate to meet the operational requirements of the aeroplanes for which the runway is intended and shall, in so far as is practicable, not be less than the longest length determined by applying the corrections for local conditions to the operations and performance characteristics of the relevant aeroplanes.
- (3) The length of a secondary runway shall be determined similarly to primary runways except that it need only 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.
- (4) Where provided, the lengths of Clearways and Stop ways, shall be in accordance with **139.CHR.030 and 139.CHR.035**

Table 5-2 Precision approach runway criteria

Ref. para	Characteristic	Code Number			
		Precision approach runway			
		1	2	3	4
(1)	(2)	(3)	(4)	(5)	(6)
Minimum width					
139.CHR.010.(C)1	Runway pavement: Code letter A, B	30 m	30 m	30 m	–
139.CHR.010.(C)1	Runway pavement: Code letter C	30 m	30 m	30 m	45 m
139.CHR.010.(C)1	Runway pavement: Code letter D	–	–	45 m	45 m
139.CHR.010.(C)1	Runway pavement: Code letter E	–	–	–	45 m
139.CHR.010.(C)1	Runway pavement: Code letter F	–	–	–	60 m
139.CHR.010.(h)2	Runway pavement and shoulders: Code letter D, E	–	–	60 m	60 m
139.CHR.010.(h)2	Runway pavement and shoulders: Code letter F	–	–	–	75 m
139.CHR.020 (c)	Runway strip from runway center line	75 m	75 m	150 m	150 m
139.CHR.020 (i)	Graded portion of runway strip from runway center line	40 m	40 m	105 m	105 m
Minimum separation distance between parallel runway centre lines					

139.CHR.010.(d)1	Independent parallel approaches	1035m	1035m	1035m	1035m
139.CHR.010.(d)1	Independent parallel approaches	1035m	1035m	1035m	1035m
139.CHR.010.(d)1	Dependent parallel approaches	915m	915m	915m	915m
139.CHR.010.(d)1	Independent parallel departure	760m	760m	760m	760m
139.CHR.010.(d)1	Segregated parallel operations*	760m	760m	760m	760m
Minimum separation distance between runway center line and an object, other than permitted visual aids					
139.CHR.020(i)	Category I	45 m	45 m	60 m	60 m
139.CHR.020(i)	Category II or III	–	–	60 m	60 m
139.CHR.020(i)	Category I, II, or III, and code letter is F	–	–	–	77.5 m
Minimum separation distance between runway centre line and a holding bay, runway/road holding positions					
139.CHR.55	Precision approach category I; code letter A, B, C, D, E	60 m	60 m	90 m	90 m
139.CHR.55	Precision approach category I; Code letter F	60 m	60 m	90 m	107.5 m
139.CHR.55	Precision approach category II and III; code letter A, B, C, D, E	-	-	90 m	90 m
139.CHR.55	Precision approach category II and III; Code letter F	-	-	90 m	107.5 m
139.CHR.55	Take-off runway	30 m	40 m	75 m	75 m
Longitudinal slopes					
139.CHR.010.(e)1	Maximum pavement overall longitudinal slope	2%	2%	1%	1%
139.CHR.010.(e)2	Maximum over mid 50% of runway length Category I	2%	2%	1.5%	1.25%
139.CHR.010.(e)2	Maximum over mid 50% of runway length Category II or III	2%	2%	1.5%	1.25%
139.CHR.010.(e)2	Maximum over first and last 25% of runway length Category I	2%	2%	1.5%	0.8%

139.CHR.010.(e)3	Maximum over first and last 25% of runway length Category II or III	2%	2%	0.8%	0.8%
139.CHR.010.(e)3	Maximum pavement slope change between 2 consecutive slopes	2%	2%	1.5%	1.5%
139.CHR.010.(e)4	Max rate of change in transition from one pavement slope to another per 30m	0.4%	0.4%	0.2%	0.1%
139.CHR.010.(e)4	Transition from one pavement slope to another: minimum radius of curvature	7500 m	7500 m	15000 m	30000 m
139.CHR.020.(n)	Maximum longitudinal slope in graded area of strip	2%	2%	1.75%	1.5%
139.CHR.025.(i)	Maximum downward RESA longitudinal slope	5%	5%	5%	5%
<i>Transverse slopes</i>					
139.CHR.010.(e)6	Pavement maximum and ideal transverse slope, code letter A, B	2%	2%	2%	2%
139.CHR.010.(e)6	Pavement maximum (ideal) transverse slope, code letter C, D, E, F	1.5%	1.5%	1.5%	1.5%
139.CHR.010.(e)7	Pavement minimum transverse slope	1%	1%	1%	1%
139.CHR.010.(h)3	Shoulder maximum transverse slope	2.5%	2.5%	2.5%	2.5%
139.CHR.020.(n)	Maximum transverse slope graded area: first 3 m from paved edge	-5%	-5%	-5%	-5%
139.CHR.020.(n)	Maximum transverse slope of graded area, outside first 3 m	3%	3%	2.5%	2.5%
139.CHR.020.(o)	Maximum transverse slope ungraded area of strip	5%	5%	5%	5%
139.CHR.020.(o)	Maximum transverse RESA slope upwards or downwards	5%	5%	5%	5%
139.CHR.030.(3)	Maximum upward ground slope in clearway	1.25%	1.25%	1.25%	1.25%
139.CHR.040(b)	Maximum rate of change of ground slope in a radio altimeter operating area, per 30 m	2%	2%	2%	2%

*Note: Separation distance shall be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft; may be decreased by 30 m for each 150 m that the arrival runway is staggered towards the arriving aircraft, to a minimum of 300m separation

Table 5-3 Non-precision approach runway criteria

Ref. para	Characteristic	Code Number			
		Non-precision approach runway			
		1	2	3	4
(1)	(2)	(3)	(4)	(5)	(6)
Minimum width					
139.CHR.010.(c)1	Runway pavement: Code letter A, B	18 m	23 m	30 m	–
139.CHR.010.(c)1	Runway pavement Code letter C	23 m	30 m	30 m	45 m
139.CHR.010.(c)1	Runway pavement Code letter D	–	–	45 m	45 m
139.CHR.010.(c)1	Runway pavement Code letter E	–	–	–	45 m
139.CHR.010.(c)1	Runway pavement Code letter F	–	–	–	60 m
139.CHR.010.(h)2	Runway pavement and shoulders: Code letter D, E	–	–	60 m	60 m
139.CHR.010.(h)2	Runway pavement and shoulders: Code letter F	–	–	–	75 m
139.CHR.020.(d)	Runway strip from runway center line	75 m	75 m	150 m	150 m
139.CHR.020(i)	Graded portion of runway strip from runway center line	40 m	40 m	105 m	105 m
Minimum separation distance between parallel runway centre lines					
139.CHR.010(d)1	Independent parallel approaches	1035m	1035m	1035m	1035m
139.CHR.010(d)1	Independent parallel approaches	1035m	1035m	1035m	1035m
139.CHR.010(d)1	Dependent parallel approaches	915m	915m	915m	915m
139.CHR.010(d)1	Independent parallel departure	760m	760m	760m	760m
139.CHR.010(d)1	Segregated parallel operations*	760m	760m	760m	760m

Minimum separation distance between runway center line and a holding bay, or runway/road holding position					
139.CHR.055	Non precision approach runway	40 m	40 m	75 m	75 m
139.CHR.055	Take-off runway	30 m	40 m	75 m	75 m
Longitudinal slopes					
139.CHR.010(e)1	Maximum pavement overall longitudinal slope	2%	2%	1%	1%
139.CHR.010(e)2	Maximum over mid 50% of runway length	2%	2%	1.5%	1.25%
139.CHR.010(e)2	Maximum over first and last 25%	2%	2%	1.5%	0.8%
139.CHR.010(e)3	Maximum pavement slope change between 2 consecutive slope changes	2%	2%	1.5%	1.5%
139.CHR.010(e)4	Max rate of change in transition from one pavement slope to another per 30m	0.4%	0.4%	0.2%	0.1%
139.CHR.010(e)4	Transition from one pavement slope to another: minimum radius of curvature	7500m	7500m	15000 m	30000m
139.CHR.020.(l)	Maximum longitudinal slope in graded area of strip	2%	2%	1.75%	1.5%
139.CHR.025.(i)	Maximum downward RESA longitudinal slope	5%	5%	5%	5%
Transverse slopes					
139.CHR.010(e)6	Pavement maximum and ideal transverse slope, code letter A, B	2%	2%	2%	2%
139.CHR.010(e)6	Pavement maximum and ideal transverse slope, code letter C, D, E, F	1.5%	1.5%	1.5%	1.5%
139.CHR.010(e)7	Pavement minimum transverse slope	1%	1%	1%	1%
139.CHR.010(h)3	Shoulder maximum transverse slope	2.5%	2.5%	2.5%	2.5%
139.CHR.020(n)	Maximum transverse slope of graded area for first 3 m from paved edge	-5%	-5%	-5%	-5%

139.CHR.020(n)	Maximum transverse slope of graded area, outside first 3 m	3%	3%	2.5%	2.5%
139.CHR.020(o)	Maximum transverse slope ungraded area of stripe	5%	5%	5%	5%
139.CHR.020(o)	Maximum transverse RESA slope upwards or downwards	5%	5%	5%	5%
139.CHR.030(c)	Maximum upward ground slope in clearway	1.25%	1.25%	1.25%	1.25%
139.CHR.40(b)	Maximum rate of change of ground slope in a radio altimeter operating area, per 30 m	2%	2%	2%	2%

**Note: Separation distance shall be increased by 30 m for each 150 m that the arrival runway is staggered away*

from the arriving aircraft; may be decreased by 30 m for each 150 m that the arrival runway is staggered towards the arriving aircraft, to a minimum of 300m separation

Table 5-4 Non-instrument runway criteria

Ref. para	Characteristic	Code Number			
		Non-instrument runway			
		1	2	3	4
(1)	(2)	(3)	(4)	(5)	(6)
Minimum width					
139.CHR.010(c)1	Runway pavement: Code letter A, B	18 m	23 m	30 m	–
139.CHR.010(c)1	Runway pavement Code letter C	23 m	30 m	30 m	45 m
139.CHR.010(c)1	Runway pavement Code letter D	–	–	45 m	45 m
139.CHR.010(c)1	Runway pavement Code letter E	–	–	–	45 m
139.CHR.010(c)1	Runway pavement Code letter F	–	–	–	60 m
139.CHR.010(h)2	Runway pavement and shoulders: Code letter D, E	–	–	60 m	60 m
139.CHR.010(h)2	Runway pavement and shoulders: Code letter F	–	–	–	75 m
139.CHR.020(e)	Runway strip from runway center line	30 m	40 m	75 m	75 m

139.CHR.020(i)	Graded portion of runway strip from runway center line	30 m	40 m	75 m	75 m
Minimum separation distance between parallel runway centre lines					
139.CHR.010(d)1	Independent parallel approaches and departures	120m	150m	210m	210m
Minimum separation distance between runway center line and a holding bay, or runway/road holding position					
139.CHR.055	Non instrument runway	30 m	40 m	75 m	75 m
139.CHR.055	Take-off runway	30 m	40 m	75 m	75 m
Longitudinal slopes					
139.CHR.010(e)1	Maximum pavement overall longitudinal slope	2%	2%	1%	1%
139.CHR.010(e)2	Maximum over mid 50% of runway length	2%	2%	1.5%	1.25%
139.CHR.010(e)2	Maximum over first and last 25%	2%	2%	1.5%	0.8%
139.CHR.010(e)3	Maximum pavement slope change between 2 consecutive slope changes	2%	2%	1.5%	1.5%
139.CHR.010(e)4	Max rate of change in transition from one pavement slope to another per 30m	0.4%	0.4%	0.2%	0.1%
139.CHR.010(e)4	Transition from one pavement slope to another: minimum radius of curvature	7500m	7500m	15000 m	30000m
139.CHR.020(l)	Maximum longitudinal slope in graded area of strip	2%	2%	1.75%	1.5%
139.CHR.025(i)	Maximum downward RESA longitudinal slope	5%	5%	5%	5%
Transverse slopes					
139.CHR.010(e)6	Pavement maximum and ideal transverse slope, code letter A, B	2%	2%	2%	2%
139.CHR.010(e)6	Pavement maximum and ideal transverse slope, code letter C, D, E, F	1.5%	1.5%	1.5%	1.5%

139.CHR.010(e)7	Pavement minimum transverse slope	1%	1%	1%	1%
139.CHR.010(h)3	Shoulder maximum transverse slope	2.5%	2.5%	2.5%	2.5%
139.CHR.020(n)	Maximum transverse slope of graded area for first 3 m from paved edge	-5%	-5%	-5%	-5%
139.CHR.020(n)	Maximum transverse slope of graded area, outside first 3 m	3%	3%	2.5%	2.5%
139.CHR.020(o)	Maximum transverse slope ungraded area of stripe	5%	5%	5%	5%
139.CHR.020(o)	Maximum transverse RESA slope upwards or downwards	5%	5%	5%	5%
139.CHR.030(c)	Maximum upward ground slope in clearway	1.25%	1.25%	1.25%	1.25%

(c) Runway width

- (1) The width of a runway shall be not less than the dimension specified in tables 5-2, 5-3, and 5-4 for the appropriate aerodrome reference code letter.

(d) Separation of parallel runways

- (1) The minimum distance between the center lines of parallel runways that are provided for simultaneous use shall be as stated in tables 5-2, 5-3, and 5-4.

(e) Slopes on runways

- (1) *Longitudinal slopes*: the slope computed by dividing the difference between the maximum and minimum elevation along the runway centerline by the runway length shall not exceed the overall longitudinal slopes stated in tables 5-2, 5-3, 5-4.
- (2) Along no portion of a runway shall the longitudinal slope exceed the slopes stated in tables 5-2, 5-3, 5-4.
- (3) *Longitudinal slope changes*: where slope changes cannot be avoided, a slope change between two consecutive slopes shall not exceed the slopes stated in tables 5-2, 5-3, 5-4.
- (4) The transition from one slope to another shall be accomplished by a curved surface with a rate of change not exceeding:
- (i) 0.1 per cent per 30m (minimum radius of curvature of 30,000m) where the code number is 4;
 - (ii) 0.2 per cent per 30m (minimum radius of curvature of 15,000m) where the code number is 3; and
 - (iii) 0.4 per cent per 30m (minimum radius of curvature of 7,500m) where the code number is 1 or 2.
- (5) Undulations or appreciable changes in slopes located close together along a runway shall be avoided. The distance between the points of intersection of two successive curves shall 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) 30,000m where the code number is 4;
 - (B) 15,000m where the code number is 3; and
 - (C) 5,000m where the code number is 1 or 2; or
 - (D) 45m; whichever is greater.

- (6) The transverse slope of a runway shall not exceed the slopes stated in tables 5-2, 5-3, 5-4.
 - (7) *Transverse slopes*: the transverse slope of a runway shall not 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 centerline shall be symmetrical. The transverse slope shall be substantially the same throughout the length of a runway except at an intersection with another runway or taxiway where an even transition shall be provided, in so far as is practicable taking account of the need for adequate drainage.
- (f) Strength of runways
- (1) A runway shall be capable of withstanding the traffic of aeroplanes the runway is intended to serve.
- (g) Surface of runways
- (1) 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 aeroplane.
 - (2) A paved runway shall be so designed and constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level. The design objective for the friction levels of a new runway shall be in accordance with Appendix E, Table E-1.
 - (3) Measurements of the surface friction characteristics of a new or resurfaced paved runway shall be made with continuous friction measuring device using self-wetting features. The device used shall be approved by the LYCAA and operated in accordance with Appendix E.
 - (4) The maintenance planning friction level below which corrective action should be initiated in accordance with 139.SER.010(c) shall be determined from column (5) of Table E-1.
 - (5) The minimum friction level below which information that a runway may be slippery when wet should be made available in accordance with 139.OBL.055 (L) shall be determined from column (6) of Table E-1.
 - (6) The average surface texture depth of a new surface shall be not less than 1.0mm.
 - (7) When the surface is grooved or scored, the grooves or scorings shall be either perpendicular to the runway center line or parallel to non-perpendicular transverse joints, where applicable.
- (h) Runway shoulders
- (1) Runway shoulders shall be provided for a runway where the code letter is D, E and the runway width is less than 60m, and for a runway when the code letter is F.
 - (2) *Width of runway shoulders*: the runway shoulders shall, where practicable, extend symmetrically on each side of the runway so that the over-all width of the runway and its shoulders is not less than the widths stated in tables 5-2, 5-3, 5-4.
 - (3) *Slopes on runway shoulders*: the surface of the shoulder that abuts the runway shall, in so far as is practicable, be flush with the surface of the runway and its transverse slope shall not exceed the slope stated in tables 5-2, 5-3, 5-4.
 - (4) *Strength of runway shoulders*: a runway shoulder shall 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.

139.CHR.015 Runway turn pads

- (a) Where the end of the 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 .

- (b) The intersection angle of the runway turn pad with the runway shall not exceed 30 degrees.
- (c) The nose wheel steering angle to be used in the design of the runway turn pad shall not exceed 45 degrees.
- (d) 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 turning pad shall be not less than that given by the table 5-6.
- (e) The longitudinal and transverse slopes on a runway turn pad shall be sufficient to prevent the accumulation of water on the surface and facilitate the rapid drainage of surface water. The slopes shall, in so far as is practicable, be the same as those on the adjacent runway pavement surface.
- (f) The strength of a runway turn pad shall be at least equal to that of the adjoining runway which it serves. The aerodrome operator shall give due consideration to the fact that the turn pad will be subjected to slow moving traffic making hard turns and consequent higher stresses on the pavement.
- (g) The surface of a runway turn pad shall not have surface irregularities that may cause damage to an aeroplane using the turn pad, and shall be so constructed or resurfaced as to provide surface friction characteristics at least equal to that of the adjoining runway.
- (h) The runway turn pad shall 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 to reduce the risk of foreign object damage to the aeroplane engines. The strength of the runway turn pad shoulders shall be at least as capable as the runway shoulders.

139.CHR.020 Runway strips

- (a) A runway and any associated stopway shall be included in a runway strip.
- (b) *Length of a runway strip:* a strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least:
 - (1) 60 m where the code number is 2, 3 or 4;
 - (2) 60 m where the code number is 1 and the runway is an instrument.
 - (3) 30 m where the code number is 1 and the runway is a non– instrument.
- (c) *Width of runway strips:* a strip including a precision approach runway shall extend on each side of the center line of the runway and its extended center line throughout the length of the strip laterally to a distance of at least the distance stated in Table 5-2.
- (d) A strip including a non–precision approach runway shall extend on each side of the center line of the runway and its extended center line throughout the length of the strip laterally to a distance of at least the distance stated in Table 5-3.
- (e) 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 the distance stated in Table 5-4.
- (f) *Objects on runway strips:* an object situated on a runway strip which may endanger aeroplanes shall be regarded as an obstacle and should, where practicable, be removed.
- (g) No fixed object, other than visual aids required for air navigation purposes or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in 139.EQU.025 (n), shall be permitted on a runway strip of a precision approach runway within the distance stated in Table 5-2.
- (h) No mobile object shall be permitted on the part of the runway strip specified in 5.4.7 during the use of the runway for landing or take–off.
- (i) *Grading of runway strips:* that portion of a strip of an instrument runway shall provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway within a distance from the center line of the runway and its extended center line of at least the distance stated in tables 5-2 and 5-3; except at

each end of a precision approach runway where the code number is 3 or 4, where the distance may be gradually reduced over a distance of 150m to 75 m from the center line at both ends of the strip, for a length of 150m from the runway end as illustrated in Figure 5-1.

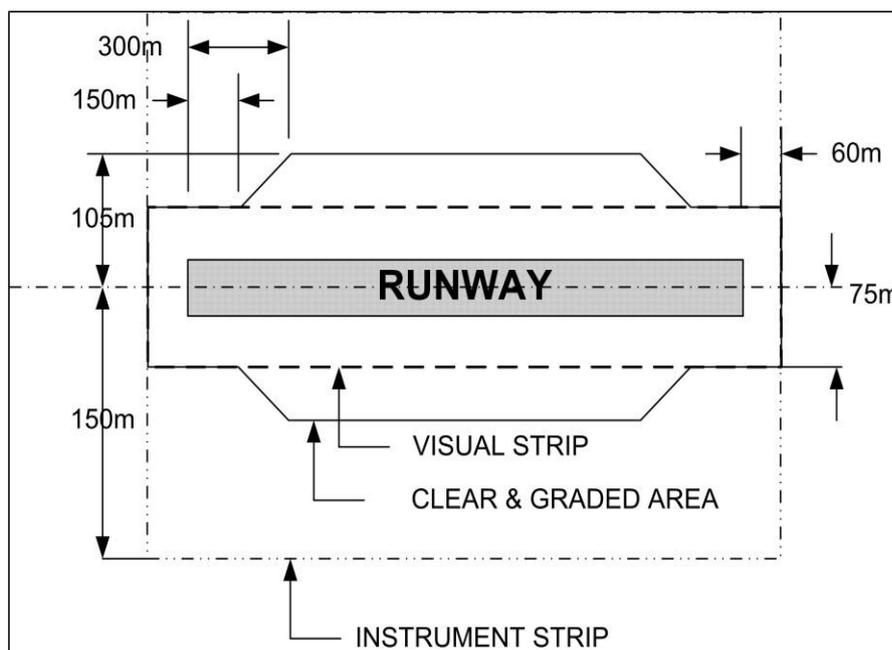


Figure 5-1 Graded portion of a runway strip

- (j) That portion of a strip of a non-instrument runway lying within the minimum distance from the center line of a runway and its extended center line stated in Table 5-4 shall provide a graded area for aeroplanes that may run off the runway.
- (k) The surface of that portion of a strip that abuts a runway, shoulder or stopway shall, in so far as is practicable, be flush with the surface of the runway, shoulder or stopway.
- (l) That portion of a strip to at least 30 m before a threshold shall be prepared against blast erosion in order to protect a landing aeroplane from the danger of an exposed edge. Where these areas have paved surfaces, they shall be able to withstand the occasional passage of the critical aeroplane for runway pavement design. The area adjacent to the end of a runway may be referred to as a blast pad.
- (m) *Slopes on runway strips:* a longitudinal slope along that portion of a strip to be graded shall not exceed the slopes stated in tables 5-2, 5-3, 5-4.
- (n) Longitudinal slope changes on that portion of a strip to be graded shall be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.
- (o) To facilitate drainage, the transverse slope for the first 3 m outward from the runway, shoulder or stop way edge shall, in so far as is practicable, be negative as measured in the direction away from the runway and may be as great as 5 per cent. Beyond that first 3 m the transverse slopes on that portion of a strip to be graded shall be adequate to prevent the accumulation of water on the surface but shall not exceed the slopes stated in tables 5-2, 5-3, 5-4.
- (p) The transverse slope of any portion of a strip beyond that to be graded shall not exceed an upward slope of 5 per cent as measured in the direction away from the runway.
- (q) A strip shall be prepared or constructed so 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 in that portion of a strip within a distance of at least:
 - (1) 75 m where the code number is 3 or 4;
 - (2) 40 m where the code number is 2;
 - (3) 40 m where the code number is 1 and the runway is an instrument runway; and
 - (4) 30 m where the code number is 1 and the runway is a non-instrument runway.

139. CHR.025 Runway end safety areas

- (a) A runway end safety area shall be provided at each end of a runway strip where:
 - (1) the code number is 3 or 4; and
 - (2) The code number is 1 and 2 and the runway is an instrument runway.
- (b) A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m where:
 - (1) the code number is 3 or 4; and
 - (2) 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 LYCAA.

- (c) A runway end safety area should extend from the end of a runway strip to a distance of 240 m where the code number is 3 or 4 (or a reduced length when an arresting system is installed), and 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 30 m where the code number is 1 or 2 and the runway is a non-instrument one.
- (d) The width of a runway end safety area shall be at least twice that of the associated runway, and should, wherever practicable, be equal to that of the graded portion of the associated runway strip.
- (e) An object situated on a runway end safety area which may endanger aeroplanes shall be regarded as an obstacle and shall, where practicable, be removed.
- (f) A runway end safety area shall 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. 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; however, 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 139.EMR.010.
- (g) The slopes of a runway end safety area shall be such that no part of the runway end safety area penetrates the approach or take-off and climb surface.
- (h) The longitudinal slope of a runway end safety area shall not exceed a downward slope of 5 per cent. Longitudinal slope changes shall be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.
- (i) The transverse slope of a runway end safety area shall not exceed an upward or downward slope of 5 per cent. Transitions between differing slopes should be as gradual as practicable.

139. CHR.030 Clearways

- (a) A clearway need not be provided. If provided, the origin of a clearway shall be at the end of the take-off run available, and shall extend laterally to a distance of at least 75 m on each side of the extended center line of the runway.
- (b) The length of a clearway shall not exceed half the length of the take-off run available
- (c) The ground in a clearway shall 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:
 - (1) is perpendicular to the vertical plane containing the runway centre line; and
 - (2) Passes through a point located on the runway centre line at the end of take-off run available.
- (d) Abrupt upward changes in slope shall be avoided when the slope on the ground in a clearway is relatively small or when the mean slope is upward.
- (e) An object situated on a clearway which may endanger aeroplanes in the air shall be regarded as an obstacle and shall be removed.

139. CHR.035 Stop ways

A stop way need not be provided. If provided, a stop way shall have the same width and meet the same criteria for slopes, strength and surface characteristics as the runway with which it is associated.

139. CHR.040 Radio altimeter operating area

- (a) A radio altimeter operating area shall be established in the pre-threshold area of a precision approach runway, and shall extend before the threshold for a distance of at least 300 m, and shall extend laterally, on each side of the extended center line of the runway, to a distance of 60 m.
- (b) On a radio altimeter operating area, longitudinal slope changes should be avoided or kept to a minimum. Where slope changes cannot be avoided, the slope changes shall be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided. The rate of change between two consecutive slopes shall not exceed 2 per cent per 30 m.

139. CHR.045 Taxiways

- (a) Unless otherwise indicated the requirements in this section shall apply to all types of taxiways.
- (b) Taxiways should be provided to permit the safe and expeditious surface movement of aircraft. 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. Notwithstanding the foregoing, to reduce the risk of runway incursions, the number of taxiway entrances having direct access to a runway shall be kept to the minimum required for efficient runway use.
- (c) The design of a taxiway including any curves and junctions shall be such that, when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway center line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway shall be not less than that given in table 5-6.
- (d) A straight portion of a taxiway shall have a width of not less than that given in table 5-6. Changes in direction of taxiways should be as few as possible. The radii shall be compatible with the maneuvering capability and normal taxiing speeds of the aeroplanes for which the taxiway is intended. To facilitate the movement of aeroplanes fillets shall be provided at junctions and intersections of taxiways with runways, aprons and other taxiways.
- (e) The separation distance between the center line of a taxiway and the centre line of runway, the centre line of a parallel taxiway or an object shall not be less than the appropriate dimension specified in Table 5-5.
- (f) *Longitudinal slopes*: the longitudinal slope of a taxiway shall not exceed the slopes stated in Table 5-5.
- (g) Where a change in longitudinal slope cannot be avoided, the change shall be such that the sighting distances are no less than the values stated in Table 5-5.

Para ref	Physical characteristics	Code Letter							
		A	B	C		D		E	F
				Wheel base		Outer main gear wheel span			
				< 18 m	≥ 18 m	< 9 m	≥ 9m		

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Minimum width									
139.CHR.45 (d)	Taxiway pavement	7.5 m	10.5 m	15 m	18 m	18 m	23 m	23 m	25 m
139.CHR.04 5(l)	Taxiway pavement and shoulder (overall)			25 m	25 m	38 m	38 m	44 m	60 m
139.CHR.50 (a)	Taxiway strip (from center line)	16.25 m	21.5 m	26 m	26 m	40.5 m	40.5 m	47.5 m	57.5m
139.CHR.50 (c)	Graded portion of taxiway strip (from center line)	11 m	12.5 m	12.5 m	12.5 m	19 m	19 m	22 m	30 m
Minimum clearance distance									
139.CHR.04 5.(c)	Outer main wheel to taxiway edge	1.5 m	2.25 m	3 m	4.5 m	4.5 m	4.5 m	4.5 m	4.5 m
Minimum separation distance									
Taxiway centre line to centre line of instrument runway									
139.CHR.04 5 (e)	Code 1	82.5 m	87 m	-	-	-	-	-	-
139.CHR.04 5(e)	Code 2	82.5 m	87 m	-	-	-	-	-	-
139.CHR.04 5(e)	Code 3	-	-	168 m	168 m	176 m	176 m	-	-
139.CHR.04 5(e)	Code 4	-	-	-	-	176 m	176 m	182.5 m	190 m
Taxiway centre line to centre line of non-instrument runway code number:									
139.CHR.04 5(e)	Code 1	37.5m	42 m	-	-	-	-	-	-

139.CHR.045(e)	Code 2	47.5m	52 m	-	-	-	-	-	-
139.CHR.045(e)	Code 3	-	-	93 m	93 m	101m	101m	-	-
139.CHR.045(e)	Code 4	-	-	-	-	101m	101m	107.5 m	115m
Minimum separation distance from taxiway centre line to:									
	Taxiway centre line	23.75 m	33.5m	44m	44m	66.5m	66.5m	80m	97.5m
Minimum separation distance of objects from:									
	taxiway centerline (not a taxilane)	16.25 m	21.5m	26m	26m	40.5m	40.5m	47.5m	57.5m
	aircraft stand taxilane centre line	12m	16.5m	24.5m	24.5m	36m	36m	42.5m	50.5m
Maximum longitudinal slope of taxiway:									
139.CHR.045(f)	Pavement	3%	3%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
139.CHR.045(h)	Maximum change in slope	1% per 25m	1% per 25m	1% per 30m					
Maximum transverse slope									
139.CHR.045(i)	Taxiway pavement	2%	2%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
139.CHR.045(i)	Graded portion of taxiway strip upwards	3%	3%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
139.CHR.045(i)	Graded portion of taxiway strip downwards	5%	5%	5%	5%	5%	5%	5%	5%
139.CHR.045(i)	Ungraded portion of strip	5%	5%	5%	5%	5%	5%	5%	5%

139.CHR.045 (i)	Minimum radius of longitudinal vertical curve	2500m	2500m	3000m	3000m	3000m	3000m	3000m	3000m
Sight distance									
139.CHR.045 (g)	Minimum taxiway sight distance	150m	200m	300m	300m	300m	300m	300m	300m
139.CHR.045 (g)	height above surface	1.5m	2m	3m	3m	3m	3m	3m	3m

Table 5-5 Taxiway criteria

- (h) The transition from one slope to another slope on a taxiway shall be accomplished by a curved surface with a rate of change not exceeding:
- (1) 1 per cent per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E or F;
 - (2) 1 per cent per 25 m (minimum radius of curvature of 2 500 m) where the code letter is B; and
 - (3) 1 per cent per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A.
- (i) *Transverse slopes*: the transverse slopes of a taxiway shall be sufficient to prevent the accumulation of water on the surface of the taxiway but shall not exceed the slopes stated in Table 5-5.
- (j) *Strength of a taxiway*: the strength of a taxiway shall be at least equal to that of the runway it serves. Consideration shall be 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.
- (k) *Taxiway surface*: the surface of a taxiway shall not have irregularities that cause damage to aeroplane structures. The surface of a paved taxiway shall be so constructed or resurfaced as to provide suitable surface friction . Suitable surface friction characteristics are those surface properties required on taxiways that assure safe operation of aeroplanes.
- (l) *Shoulders*: straight portions of a taxiway where the code letter is C, D, E or F shall, where practicable, be provided with shoulders which extend symmetrically on each side of the taxiway so that the over-all width of the taxiway and its shoulders on straight portions is not less than the widths stated in Table 5-5.
- (m) On taxiway curves and on junctions or intersections where increased pavement is provided, the shoulder width shall be not less than that on the adjacent straight portions of the taxiway.
- (n) When a taxiway is intended to be used by turbine-engined aeroplanes, the surface of the taxiway shoulder shall be so prepared as to resist erosion and the ingestion of the surface material by aeroplane engines.

139. CHR.050 Taxiway strips

- (a) A taxiway, other than an aircraft stand taxiway, shall be included in a strip. A taxiway strip shall extend symmetrically on each side of the center line of the taxiway throughout the length of the taxiway to at least the distance from the center line stated in Table 5-5.

- (b) The taxiway strip shall provide an area clear of objects which may endanger taxiing aeroplanes. Consideration shall be given to the location of drains and the design of drains and drain covers on a taxiway strip to prevent damage to an aeroplane accidentally running off the taxiway.
- (c) The center portion of a taxiway strip shall provide a graded area to a distance from the center line of the taxiway of at least the distance stated in Table 5-5.
- (d) The surface of the strip shall be flush at the edge of the taxiway or shoulder, if provided, and the graded portion shall not have an upward transverse slope, relative to the adjacent taxiway surface, exceeding the slopes stated in Table 5-5. The downward slope shall not exceed 5% relative to the horizontal.
- (e) The transverse slopes on the portion of a taxiway strip beyond that to be graded shall not exceed 5% upward or downward.

139. CHR.055 Holding bays and positions

- (a) Holding bay (s) shall be provided when the traffic density is medium or high.
- (b) A runway holding-position shall be established:
 - (1) on the taxiway, at the intersection of a taxiway and a runway;
 - (2) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route; and
 - (3) on a taxiway if the 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 or radio navigation aids.
- (c) An intermediate holding position shall be established on a taxiway at any point other than a runway holding position where it is desirable to define a specific holding limit.
- (d) A road-holding position shall be established at an intersection of a road with a runway.
- (e) A taxiway holding position shall be established where it is necessary to hold an aircraft for any reason immediately after it has vacated a runway. Such a taxiway holding position shall be located at a distance from the runway centerline that the tail of the highest aircraft that the holding position is intended to serve is both clear of the obstacle free zone and is not accountable for the calculation of the instrument approach obstacle clearance altitude/height.
- (f) The distance between a holding bay, runway holding position, and road holding position and the centreline of a runway shall not be less than the minimum values stated in Tables 5-2, 5-3, and 5-4, and shall be such that a holding aircraft or vehicle shall not infringe the obstacle free zone, approach surface, take-off climb surface, navigation aid critical or sensitive areas, or interfere with the operation of radio navigation aids.
- (g) If the elevation of the holding position is lower than the adjacent runway centerline then the distances referred to in 139.CHR.055 (f) may be reduced at the discretion.
- (h) If the elevation of the holding position is higher than the adjacent runway centerline then the distances referred to in 139.CHR.055 (f) shall be increased by a distance at the discretion.

139. CHR.060 Aprons

- (a) Aprons shall 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.
- (b) The total apron area shall be adequate to permit expeditious handling of the aerodrome traffic at its maximum anticipated density.
- (c) On aprons, service roads and areas for the manoeuvring and storage area for ground equipment shall be provided.
- (d) The strength of each part of an apron shall be capable of withstanding the traffic of the aircraft it is intended to serve. Due consideration should be given to portions of the apron

that will be subject to slow moving or stationary aircraft and the resulting higher stresses than a runway.

- (e) Slopes on an apron and aircraft stand taxilane should be kept as level as drainage requirements permit, but should be sufficient to prevent the accumulation of water on the surface.
- (f) An aircraft stand shall provide at least the minimum clearance distances as stated in Table 5-6 between an aircraft using the stand and any adjacent building, aircraft, 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

Table 5-6 Clearances on Aircraft Stands

- (a) Where the code letter is D, E or F and when special circumstances so warrant, these clearances may be reduced, at the discretion of the LYCAA, at a nose-in aircraft stand:
 - (1) between the terminal, including any fixed passenger bridge, and the nose of an aircraft; and
 - (2) Over any portion of the stand provided with azimuth guidance by a visual docking guidance system.

139. CHR.065 Isolated aircraft parking position

- (a) An isolated aircraft parking position shall be designated 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.
- (b) The isolated aircraft parking position shall be located at the maximum distance practicable and in any case shall never be less than 100 m from other parking positions, buildings, or public use areas etc. Care shall 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.CHR.070 Siting and Construction of Equipment and Installations on Operational Areas

- (a) Unless its function requires it to be there for navigation or for aircraft safety purposes , no equipment or installation shall be:
 - (1) on a runway strip, a runway end safety area, a taxiway strip or within the distance specified in Table 5.6 for the distance from the taxiway centerline of an object (not a taxilane); or
 - (2) on a clearway if it would endanger an aircraft in the air without the approval of the LYCAA

- (b) Any equipment required and approved by the LYCAA for air navigation or for aircraft safety purposes shall be frangible and mounted as low as possible where it must be located:
 - (1) on that portion of a runway strip within:
 - (i) 75 m of the runway center line where the code number is 3 or 4; or
 - (ii) 45 m of the runway center line where the code number is 1 or 2; or
 - (2) on a runway end safety area, a taxiway strip or within the distances specified in Table 5-6 for the distance from the taxiway center line of an object (not a taxilane); or
 - (3) on a clearway and which would endanger an aircraft in the air
- (c) In the case of a precision approach runway category I, II or III no equipment or installation shall be located:
 - (1) on that portion on that portion of the strip within 77.5m of the runway center line where the code number is 4 and the code letter is F; or
 - (2) within 240 m from the end of the strip and within:
 - (i) 60m of the extended center line where the code number is 3 or 4; or
 - (ii) 45 m of the extended center line where the code number is 1 or 2; or
 - (3) penetrates the inner approach surface, the inner transitional surface or the balked landing surface; unless it is required to be there for air navigation purposes, and has been approved by the LYCAA.
- (d) Any equipment or installation required for air navigation or for aircraft safety purpose which is located within the areas subject to 139.CHR.70.C shall be frangible and mounted as low as possible.
- (e) Any equipment or installation required for air navigation or for aircraft safety purpose which is an obstacle of operational significance protruding through any obstacle limitation shall be frangible and mounted as low as possible and approved by the Subpart F MARKINGS

Subpart F - MARKINGS

139. MAR.005 Markings General

- (a) At an intersection of two (or more) runways the marking 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. The order of importance of runways for the display of runway markings shall be as follows:
 - (1) precision approach runway;
 - (2) non–precision approach runway; and
 - (3) Non–instrument runway.
- (b) At an intersection of a runway and taxiway or turn pad the markings of the runway shall be displayed and the markings of the taxiway or turn pad interrupted, except that runway side stripe markings may be interrupted.
- (c) Runway markings shall be white.
- (d) Taxiway markings, runway turn pad markings and aircraft stand markings shall be yellow.
- (e) Apron safety lines shall be white.
- (f) Pavement markings shall be made with reflective material to enhance their visibility at night.
- (g) An unpaved taxiway should be provided, so far as practicable, with the markings prescribed for paved taxiways.

139. MAR.010 Runway Markings

- (a) A runway designation marking shall be provided at the threshold of a paved runway.
- (b) A runway designation marking shall meet the specification of ICAO Annex 14 Vol 1.
- (c) A runway center line marking shall be provided on a paved runway.
- (d) A runway center line marking shall meet the specification of ICAO Annex 14 Vol 1.
- (e) A threshold marking shall be provided at the threshold of a runway. A threshold marking shall include a transverse stripe, not less than 1.8 m wide, where the threshold is displaced from the extremity of the runway or where the extremity of the runway is not square with the runway center line.
- (f) A runway threshold marking shall meet the specification of ICAO Annex 14 Vol 1.
- (g) Where a runway threshold is permanently displaced arrows conforming to ICAO Annex 14 Vol 1 shall be provided on the portion of the runway before the displaced threshold.
- (h) When a runway is temporarily displaced from the normal position, it shall be marked in accordance with ICAO Annex 14 Vol 1. and all markings prior to the displaced threshold shall be obscured except the runway center line marking, which shall be converted to arrows.
- (i) Where that portion of the runway before the threshold is unfit for the movement of aircraft, closed markings of either yellow chevrons or white crosses shall be used.
- (j) An aiming point marking shall be provided at each approach end of a paved runway where the code number is 3 or 4.
- (k) An aiming point marking shall be provided at each approach end of a paved instrument runway where the code number is 1 or 2.
- (l) An aiming point marking shall conform to ICAO Annex 14 Vol 1.
- (m) A touchdown zone marking shall be provided at each approach end of a paved runway where the code number is 3 or 4, and at each end of a paved precision approach runway where the code number is 2.
- (n) A touchdown zone marking shall conform to ICAO Annex 14 Vol 1.

- (o) A runway side stripe marking shall be provided between the thresholds of a paved runway, and where a runway turn pad is provided the runway side stripe marking shall be continued between the runway and the runway turn pad.
- (p) A runway side stripe marking shall 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.

139.MAR.015 Taxiway Markings

- (a) A taxiway center line marking shall be provided on a paved taxiway and apron in such a way as to provide continuous guidance from the runway center line to the aircraft stands.
- (b) Taxiway center line marking shall be provided on a paved runway when the runway is part of a taxi route, and where the taxiway center line is not coincident with the runway center line.
- (c) Where it is necessary to denote the proximity of a runway-holding position, enhanced taxiway center line marking shall be provided.
- (d) Where provided, enhanced taxiway center line marking shall be installed at each taxiway/runway intersection.
- (e) On a straight section of a taxiway the taxiway center line marking shall be located along the taxiway center line. On a taxiway curve the marking shall continue from the straight portion of the taxiway at a constant distance from the outside edge of the curve.
- (f) At an intersection of a taxiway with a runway where the taxiway serves as an exit from the runway, the taxiway center line marking shall be curved into the runway center line marking. The taxiway center line marking shall be extended parallel to the runway center 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.
- (g) Where taxiway center line marking is provided on a runway in accordance with 139.MAR.015.(B) the marking shall be located on the center line of the designated taxiway.
- (h) Where provided:
 - (1) An enhanced taxiway center line marking shall extend from the runway-holding position Pattern A (as defined in ICAO Annex 14.) to a distance of up to 47m in the direction of travel away from the runway.
 - (2) If the enhanced taxiway center 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 center line marking shall be interrupted 0.9m prior to and after the intersected runway-holding position marking. The enhanced taxiway center 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.
 - (3) If the enhanced taxiway center line marking continues through a taxiway/taxiway intersection that is located within 47m of the runway-holding position marking, the enhanced taxiway center line marking shall be interrupted 1.5m prior to and after the point where the intersected taxiway center line crosses the enhanced taxiway center line. The enhanced taxiway center 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.
 - (4) Where two taxiway center lines converge at or before the runway-holding position marking, the inner dashed line shall not be less than 3m in length.
 - (5) Where there are two opposing runway-holding position markings and the distance between the markings is less than 94m, the enhanced taxiway center line markings shall extend over this entire distance. The enhanced taxiway center line markings shall not extend beyond either runway-holding position marking.
- (i) A taxiway center line marking shall conform to ICAO Annex 14 Vol 1.

- (j) A taxiway side stripe marking shall be provided at the outer edge of the load bearing pavement of a taxiway, runway turn pad and apron where non load bearing surfaces cannot readily be distinguished from load bearing surfaces. A taxiway side stripe marking shall consist of a pair of solid yellow lines each 150mm wide and spaced 150mm apart. Where taxiway side stripe markings are provided on an intersection, whether taxiway to taxiway, or taxiway to runway, the taxiway side stripe marking shall be augmented by yellow transverse stripes with dimensions 0.9 m and 150mm in conformance ICAO Annex 14 Vol 1.
- (k) Where a runway turn pad is provided, a runway turn pad marking shall be provided for continuous guidance to enable an aeroplane to complete a 180 degree turn and align with the runway centerline. A runway turn pad marking shall conform to ICAO Annex 14 Vol. 1.
- (l) A runway holding position marking shall be displayed at a runway holding position. Markings shall be yellow and conform to Pattern A or Pattern B as defined in ICAO Annex 14 Vol 1.
- (m) At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway the marking shall be pattern A. Where a single runway holding position is provided at an intersection of a taxiway and a precision approach runway the marking shall be 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 pattern A, and the markings farther from the runway shall be pattern B.
- (n) Where a pattern B runway holding position marking exceeds 60 m in length, the term -CAT II or -CAT III as appropriate shall be marked on the surface at the ends of the runway holding position marking and at equal intervals not exceeding 45 m between successive marks. The letters shall be not less than 1.8m high and shall be placed not more than 0.9 m beyond the holding position marking.
- (o) A runway holding position marking displayed at a runway/runway intersection shall be perpendicular to the center line of the runway forming part of the standard taxiway route, and shall be pattern A.
- (p) An intermediate holding position marking shall be displayed along an intermediate holding position. 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.
- (q) An intermediate holding position marking shall consist of a single yellow broken line in compliance with ICAO Annex 14 Vol 1.
- (r) When a VOR checkpoint is established it shall be identified by a VOR aerodrome checkpoint marking in accordance with ICAO Annex 14, Vol 1.

139. MAR.020 Apron Markings

- (a) Aircraft stand markings be provided for designated parking positions on a paved apron. Aircraft stand markings on a paved apron shall be located so as to provide the clearances specified in 139.CHR.60(f)
- (b) Aircraft stand markings should include all necessary markings as required by the parking configuration, including stand identification, lead-in line, direction arrow, turn bar, turn line, alignment bar, stop line, and lead-out line. The aerodrome operator shall ensure that aircraft stand markings are compatible with other parking aids including automated aids and aircraft marshaling procedures.
- (c) Lead-in, turning, and lead-out lines shall be yellow, continuous in length and have a minimum width of 150mm, alternatives may be agreed with the LYCAA.
- (d) Apron safety lines should be provided on a paved apron as required by the parking configurations and ground facilities. 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. Apron safety lines shall be 100mm wide white lines:

single white lines for service road, equipment parking, air jetty and aircraft stand limit lines; double white lines for marking the limit of the apron bordering the maneuvering area. Other colors except yellow may be used within white bordered boxes to indicate restricted or prohibited areas. Where other colours are used their visibility shall be assessed under all foreseeable lighting conditions.

- (e) Where passengers are required to walk on the apron passenger path lines shall be used to guide passengers clear of hazards. The area between the path lines shall be distinctively marked to indicate its purpose.

139.MAR.025 Road–Holding Position Marking

A road–holding position marking shall be provided across the road at all road entrances to a runway; the marking shall be in accordance with the standards as approved by the Public Works and the General Directorate of Traffic.

139.MAR.030 Instruction and Information Marking

- (a) A mandatory instruction marking shall be provided on the surface of the pavement where it is impracticable to install a mandatory instruction sign in accordance with 130.LIT.55. Mandatory instruction markings shall be as specified in ICAO Annex 14 Vol 1.
- (b) 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 shall be supplemented by a mandatory instruction marking.
- (c) 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 of the runway–holding position marking as shown in ICAO Annex 14 Vol 1. The distance between the nearest edge of the marking and the runway holding position marking or the taxiway center line marking shall be not less than 1 m.
- (d) The mandatory instruction marking on taxiways, where the code letter is E or F, shall be located on both sides of the taxiway center line marking and on the holding side of the runway–holding position marking as shown in ICAO Annex 14 Vol 1. The distance between the nearest edge of the marking and the runway holding position marking or the taxiway center line marking shall be not less than 1 m.
- (e) An information marking shall be provided on the surface of the pavement where it is impracticable to install an information sign in accordance with Regulation 7.12. Information markings shall be as specified in ICAO Annex 14 Vol 1.
- (f) Where operationally required, an information sign should be supplemented by an information marking.

139.MAR.035 Marking of Restricted Use Areas

- (a) A closed marking shall be displayed on a runway or taxiway, or portion thereof, which is permanently closed to the use of all aircraft. The closed marking shall conform to the specifications in ICAO Annex 14, Vol 1.
- (b) A closed marking shall 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.
- (c) 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.
- (d) When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated.
- (e) 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 taxiway side stripe marking.

- (f) 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 shall be marked with a yellow chevron marking. The chevron marking shall be of the form illustrated in ICAO Annex 14 Vol 1.
- (g) Unserviceability markers consisting of conspicuous upstanding devices 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.
- (h) Unserviceability markers 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 shall not be used 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 shall be closed.

139.MAR.040 Markers

- (a) Markers shall comply with the specifications in ICAO Annex 14 Vol 1.
- (b) 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.
- (c) Stopway edge markers shall be provided when the extent of a stopway is not clearly indicated by its appearance compared with that of the surrounding ground.
- (d) Taxiway edge markers shall be provided on a taxiway where the code number is 1 or 2 and taxiway center line or edge lights or taxiway center line markers are not provided. Taxiway edge markers should conform to the specification in ICAO ANNEX 14 Vol 1.
- (e) Taxiway center line markers should be provided on a taxiway where the code number is 1 or 2 and taxiway center line or edge lights or taxiway edge markers are not provided.
- (f) Taxiway center line markers should be provided on a taxiway where the code number is 3 or 4 and taxiway center lights are not provided if there is a need to improve the guidance provided by the taxiway center line marking.
- (g) Taxiway center line markers shall be installed at least at the same location as would taxiway center line lights had they been used and shall conform to the specification in ICAO ANNEX 14 Vol 1.
- (h) Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers shall be provided. Where taxiway lights are provided, the markers shall be incorporated in the light fixtures. Where there are no lights, markers of conical shape shall be placed so as to delimit the taxiway clearly.

Subpart G - LIGHTING AND SIGNS

139.LIT.005 Lighting General

- (a) *Lights which may endanger the safety of aircraft:* any 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.
- (b) *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 in accordance with ICAO Annex 14 Vol 1.
 - a laser-beam free flight zone (LFFZ);
 - a laser-beam critical flight zone (LCFZ); and
 - a laser-beam sensitive flight zone.
- (c) *Lights which may cause confusion:* any 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 shall be extinguished, screened or otherwise modified so as to eliminate such a possibility. In particular, attention shall be directed to a non-aeronautical ground light visible from the air within the approach area.
- (d) *Aeronautical ground lights which may cause confusion to mariners:* in the case of aeronautical ground lights near navigable waters, due consideration shall be given to ensuring that the lights do not cause confusion to mariners.
- (e) *Elevated approach lights:* elevated approach lights and their supporting structures shall be frangible if they are sited within 300 m from the threshold or up to a distance where they no longer constitute a major hazard to an aircraft in flight or an aircraft over-running the runway end, whichever is the lesser. The top 12 m of the support structure of elevated approach lights sited beyond 300 m from the threshold shall be frangible if the height of the support structure exceeds 12 m.
- (f) When an approach light fixture or supporting structure is not, in itself, sufficiently conspicuous, it shall be suitably marked.
- (g) *Elevated runway, stopway and taxiway lights:* elevated runway, stopway and taxiway lights shall be frangible and shall be marked so as to be conspicuous by day. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft; obstacle lights shall not be fitted.
- (h) *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.
- (i) Unless otherwise indicated, the aerodrome lighting provided in accordance with these Regulations shall conform to the relevant specifications within ICAO Annex 14 Vol 1.
- (j) Note: 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 shall be of adequate intensity. To obtain the required intensity, it is necessary to make the light directional, in which case the arcs over which the light shows shall be adequate and so orientated as to meet the operational requirements. The runway lighting system shall be considered as a whole, to ensure that the relative light intensities are suitably matched to the same end.
- (k) 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.
- (l) Note: 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.

- (m) 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:
- (1) approach lighting system;
 - (2) runway edge lights;
 - (3) runway threshold and wing bar lights;
 - (4) runway end lights;
 - (5) runway center line lights;
 - (6) runway touchdown zone lights; and
 - (7) taxiway center line lights.

139.LIT.010 Aeronautical Beacons

- (a) Where operationally necessary an aerodrome beacon or an identification beacon shall be provided at an aerodrome intended for operation at night. 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.
- (b) *Aerodrome beacon*: an aerodrome beacon shall be provided at an aerodrome intended for use at night if one or more of the following conditions are met:
- (1) aircraft navigate predominantly by visual means;
 - (2) reduced visibilities are frequent; or,
 - (3) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.
- (c) Where provided, the aerodrome beacon shall be located on or adjacent to the aerodrome in an area of low ambient background lighting and shall conform to the requirements of ICAO Annex 14 Vol 1.
- (d) *Identification beacon*: an identification beacon shall be provided at an aerodrome which is intended for use at night and cannot easily be identified from the air by other means.
- (e) Where provided, the identification beacon shall be located on the aerodrome in an area of low ambient background lighting and shall conform to the requirements of ICAO Annex 14 Vol 1.

139. LIT.015 Approach Lighting System

- (a) *Non-instrument runway*: a simple Approach Lighting System shall be provided where practicable 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.
- (b) *Non precision approach runway*: a simple approach lighting system 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. Consideration shall be given to the installation of a precision approach category I lighting system.
- (c) *Precision approach runway*: a precision approach category I lighting system shall be provided to serve a precision approach runway category I.
- (d) A precision approach runway category II and III lighting systems shall be provided to serve a precision approach runway category II or III.
- (e) *Runway lead-in lighting*: lead-in lighting system shall 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.

139.LIT.020 Precision Approach Path Indicator Systems

- (a) A precision approach path indicator system shall be provided to serve the approach to a runway where one or more of the following conditions exist:

- (1) the runway is used by turbojet or other aircraft with similar approach guidance requirements;
- (2) the pilot of any type of aircraft may have difficulty in judging the approach due to:
 - (i) 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
 - (ii) misleading information such as is produced by deceptive surrounding terrain or runway slopes.
- (3) the presence of objects in the approach area may involve serious hazard if an aircraft descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects;
- (4) physical conditions at either end of the runway present a serious hazard in the event of an aircraft under shooting or overrunning the runway; and
- (5) terrain or prevalent meteorological conditions are such that the aircraft may be subjected to unusual turbulence during approach.

139.LIT.025 Runway Lights

- (a) *Runway threshold identification lights*: threshold identification lights shall be provided:
 - (1) at the threshold of a non-precision approach runway where it is not practical to provide other visual approach aids or where additional threshold conspicuity is necessary due to extraneous lighting or lack of daytime contrast ; and
 - (2) where a runway threshold is permanently displaced from the runway extremity or temporarily displaced from the normal position and additional threshold conspicuity is necessary.
- (b) Where provided, runway threshold identification lights shall conform to the requirements of ICAO Annex 14 Vol 1.
- (c) *Runway edge lights*: 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.
- (d) Runway edge lights shall be provided on a runway intended for take off with an operating minima below a runway visual range (RVR) of 800m by day.
- (e) *Runway threshold lights*: 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. The lights shall conform to the requirements of ICAO Annex 14 Vol 1.
- (f) *Wing bar lights*: threshold wing bar lights shall be provided:
 - (1) on a precision approach runway when additional conspicuity is considered necessary; and
 - (2) on a non-instrument or non-precision runway where the threshold is displaced and runway threshold lights are required, but are not provided.
- (g) Where provided, wing bar lights shall conform to the requirements of ICAO Annex 14 Vol 1.
- (h) *Runway end lights*: end lights shall be provided for a runway equipped with runway edge lights.
- (i) *Runway center line lights*: center line lights shall be provided on a precision approach runway category II or III.
- (j) Runway center line lights shall 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.
- (k) *Touchdown zone lights*: touchdown zone lights shall be provided in the touchdown zone of a precision approach runway category II or III.

- (l) *Simple touchdown zone lights*: Except where TDZ lights are provided in accordance with 139.LIT.25.(k) , 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 shall be provided.
- (m) *Simple Touchdown Zone Lights* shall be a pair of lights located on each side of the runway centerline 0.3 meters 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. Where provided on a runway without TDZ markings, Simple Touchdown Zone lights shall be installed in such a position that provides the equivalent TDZ information. 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. Simple Touchdown Zone Lights shall be in accordance with the specifications in ICAO Annex 14.
- (n) *Stopway lights*: stopway lights shall be provided for a stopway intended for use at night.
- (o) *Runway turn-pad lights*: turn-pad lights shall be provided for continuous guidance where a turn-pad is intended for use in visual conditions less than 350m.

139.LIT.030 Taxiway Lights

- (a) *Taxiway center line lights*: center 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 350m in such a manner as to provide continuous guidance between the runway center line and the point on the apron where aircraft commence manoeuvring for parking. Except as provided for in this paragraph, taxiway center 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. Taxiway center line lights on an exit taxiway shall be fixed lights. Alternate taxiway center line lights shall show green and yellow from their beginning near the runway center line to the perimeter of the ILS 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. The first light in the exit center line shall always show green and the light nearest to the perimeter shall always show yellow. Where it is necessary to denote the proximity to a runway, taxiway center line lights shall be fixed lights showing alternating green and yellow from the perimeter of the ILS 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:
 - (1) their end point near the runway center line; or
 - (2) in the case of the taxiway center 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.
- (b) *Taxiway edge lights*: edge lights shall be provided on a runway turn pad, holding bay, apron, etc. intended for use at night and on a taxiway not provided with taxiway center 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.
- (c) 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 lights.
- (d) Taxiway edge lights shall be fixed lights showing blue. The lights shall show up to at least 75° 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.

- (e) 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°.
- (f) *Stopbars*: a stop bar shall be provided across the taxiway 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 550m except where:
 - (1) operational procedures are in place to limit the number of aircraft on the manoeuvring area to one at any time when visual range conditions of less than 550m arise, or
 - (2) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway.
- (g) Stop bars shall be controlled either manually or automatically by air traffic services.
- (h) Where there is more than one stop bar associated with a taxiway/runway intersection, only one shall be illuminated at any given time. A pair of elevated lights shall 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 snow or 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.
- (i) Stop bars installed at a runway-holding position shall be unidirectional and shall show red in the direction of approach to the runway. Where the additional lights 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. The intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications in ICAO Annex 14.
- (j) 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 ICAO Annex 14. 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 ICAO Annex 14 .
- (k) The lighting circuit shall be designed so that:
 - (1) stop bars located across entrance taxiways are selectively switchable;
 - (2) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups;
 - (3) when a stop bar is illuminated, any taxiway center line lights installed beyond the stop bar shall be extinguished for a distance of at least 90 m; and
 - (4) stop bars are interlocked with the taxiway center line lights so that when the center line lights beyond the stop bar are illuminated the stop bar is extinguished and vice versa.
- (l) *Intermediate holding position lights*: intermediate holding position lights shall be provided at a taxiway intermediate holding position intended for use in RVR conditions less than 350m.
- (m) *Runway guard lights*: runway guard lights, of configuration A, as illustrated in ICAO Annex 14 Vol 1, shall be provided at each taxiway/runway intersection associated with a runway intended for use in:
 - (1) runway visual range (RVR) conditions less than a value of 550m where a stop bar is not installed; and
 - (2) runway visual range (RVR) conditions of values between 550m and 1200m.
- (n) Configuration B runway guard lights shall not be collocated with a stop bar.
- (o) No-entry bar

- (1) A no-entry bar shall 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) A no-entry bar shall 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 shall 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.
- (4) A pair of elevated lights shall 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, for example, by snow or 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.
- (5) The intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications in ICAO Annex 14.
- (6) 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 shall be in accordance with the specifications of ICAO Annex 14. 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 ICAO Annex 14 Vol 1.
- (7) The lighting circuit shall be designed so that:
 - (i) no-entry bars are switchable selectively or in groups;
 - (ii) when a no-entry bar is illuminated, any taxiway center line lights installed beyond the no-entry bar, when viewed towards the runway, shall be extinguished for a distance of at least 90 m; and
 - (iii) when a no-entry bar is illuminated, any stop bar installed between the no-entry bar and the runway shall be extinguished.

139.LIT.035 Apron Lighting

- (a) *Apron floodlighting*: floodlighting shall be provided on an apron, and on a designated isolated aircraft parking position, intended to be used at night.
- (b) Apron floodlights shall 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 shall be such that an aircraft stand receives light from two or more directions to minimize shadows.
- (c) The spectral distribution of apron floodlights shall be such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking can be correctly identified.
- (d) The average illuminance on an apron should be at least:
 - (1) Aircraft stand:
 - (i) horizontal illuminance: 20 lux with a uniformity ratio (average to minimum) of not more than 4:1; and
 - (ii) vertical illuminance: 20 lux at a height of 2 m above the apron in relevant directions.
 - (2) *Other apron areas*: horizontal illuminance: 50 per cent of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.
- (e) *Visual docking guidance system*: 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 marshallers, are not practicable.

- (f) The need for a visual docking guidance system shall be evaluated in accordance the guidance provided in ICAO Annex 14 Vol 1. Where provided, such a system shall comply with the requirements of that paragraph.
- (g) *Aircraft stand manoeuvring guidance lights*: manoeuvring guidance lights shall be provided to facilitate the positioning of an aircraft on an aircraft stand intended for use in poor visibility conditions unless adequate guidance is provided by other means. Aircraft stand manoeuvring guidance lights shall be collocated with the aircraft stand markings, and shall comply with ICAO Annex 14 Vol 1.

139. LIT.040 Road–Holding Position Light

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 550m.

139.LIT.045 Signs General

- (a) Signs may be either fixed message signs or variable message signs. All signs shall be frangible and, if located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft.
- (b) 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 a Surface Movement Guidance and Control System provided in accordance with 139.LIT.010
- (c) Signs should be marked so as to be conspicuous by day if they are located within the clearance distances specified for an obstacle from a taxiway or taxilane in ICAO Annex 14, Vol 1. Obstacle lights shall not be installed on signs on the movement area.
- (d) Unless otherwise indicated, the aerodrome signs provided in accordance with these Regulations shall conform to the relevant specifications within ICAO Annex 14 Vol 1.

139. LIT.050 Mandatory Instruction Signs

- (a) 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. Where this is impracticable mandatory instruction markings shall be provided in accordance with 139.MAR.30.(a).
- (b) 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.
- (c) A pattern "A" runway-holding position marking provided in accordance with 139.MAR.015 (h). shall be supplemented at a taxiway/runway intersection or a runway/runway intersection with a runway designation sign.
- (d) A pattern "B" runway-holding position marking provided in accordance with 139.MAR.015(g). shall be supplemented with a Category I, Category II, Category III or Category II/III holding position sign.
- (e) A mandatory instruction sign shall consist of an inscription in white on a red background.
- (f) 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 shall 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.

139.LIT.055 Information Signs

- (a) An information sign shall be provided where there is an operational need to identify by a sign, a specific location or routing information. Where this is impracticable information markings shall be provided in accordance with 139.MAR.030(c).

- (b) Information signs shall include direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.
- (c) *Runway exit sign*: a runway exit sign shall be provided where there is an operational need to identify a runway exit.
- (d) *Runway vacated sign*: a runway vacated sign shall be provided where the exit taxiway from a precision approach runway is not provided with taxiway center line lights and there is a need to indicate to a pilot leaving the runway the perimeter of the ILS critical/sensitive area or the lower edge of the inner transitional slope whichever is farther from the runway center line.
- (e) *Location and direction signs*: a combined location and direction sign shall be provided when it is intended to indicate routing information prior to a taxiway intersection.
- (f) A direction sign shall be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.
- (g) A location sign shall be provided in conjunction with a runway designation sign except at a runway/runway intersection.
- (h) 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.
- (i) A location sign shall, where necessary, be provided to identify taxiways exiting an apron or to identify taxiways beyond an intersection.
- (j) Where a taxiway ends at an intersection such as a -TII and it is necessary to identify this, a direction sign and/or other appropriate visual aid shall be used. The sign and/or other visual aid shall be located on the opposite side of the intersection facing the taxiway.
- (k) At a taxiway intersection, information signs shall be located prior to the intersection and in line with the taxiway intersection marking. Where there is no taxiway intersection marking, the signs shall be installed at least 60 m from the center line of the intersecting taxiway where the code number is 3 or 4 and at least 40 m where the code number is 1 or 2. A taxiway location sign installed beyond a taxiway intersection may be located on either side of the taxiway.
- (l) A runway exit sign shall be located on the same side of the runway (left or right) as the exit. 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.
- (m) A runway vacated sign shall be located at least on one side of the taxiway and shall be positioned in accordance with ICAO Annex 14 Vol.
- (n) Information signs should, wherever practicable, be located on the left-hand side of the taxiway except as specified in 139.LIT.055(j), 139.LIT.055 (k), 139.LIT.055(l), 139.LIT.055 (m).
- (o) A taxiway location sign installed in conjunction with a runway designation sign or runway vacated sign shall be positioned outboard of that sign.
- (p) A destination sign shall not normally be collocated with a location or direction sign.
- (q) An information sign other than a location sign shall not be collocated with a mandatory instruction sign.

139. LIT.060 VOR Aerodrome Checkpoint Sign

When a VOR aerodrome checkpoint is established it shall be identified by a sign which shall conform to ICAO Annex 14 Vol 1. The sign shall be provided in addition to the marking required by 139.MAR.015 (l).

139. LIT.065 Aerodrome Identification Sign

An aerodrome identification sign shall be provided at an aerodrome where there is insufficient alternative means of visual identification.

139. LIT.070 Aircraft Stand Identification Signs

An aircraft stand identification marking shall be supplemented with an aircraft stand identification sign where feasible.

139. LIT.075 Road-Holding Position Sign

A road-holding position sign shall be provided at all road entrances to a runway. The road-holding position sign shall be located 1.5 m from the edge of the road at the holding position. The road holding position sign shall be in accordance with the standards as approved by the Public Works and the General Directorate of Traffic, except that the Aerodrome Operator shall determine the siting, height and illumination of the sign under the aerodrome's SMS. Wording on the sign shall be in Arabic and English.

Subpart H - EQUIPMENT AND INSTALLATIONS

139. EQU.005 Indicators and Signaling Devices

- (a) An aerodrome shall be equipped with at least one wind direction indicator. Wind direction indicators shall be of the form specified in ICAO Annex 14 Vol1.
- (b) 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. Sufficient number of wind direction indicators shall be installed in suitable locations such that a wind direction indicator is visible from every runway threshold.
- (c) A wind direction indicator provided in relation to a runway notified as being available for use by night shall be illuminated.
- (d) Where provided, a landing direction indicator shall be located in a conspicuous place on the aerodrome, and where required for use by night shall be illuminated or outlined by white lights.
- (e) A signaling lamp to the specification of ICAO Annex 14 Vol 1. shall be provided at a controlled aerodrome in the aerodrome control tower.

139. EQU.010 Surface Movement and Guidance System

- (a) A surface movement guidance and control system shall be provided at an aerodrome.
- (b) The design of a surface movement guidance and control system shall take into account:
 - (1) the density of air traffic;
 - (2) the visibility conditions under which operations are intended;
 - (3) the need for pilot orientation;
 - (4) the complexity of the aerodrome layout; and
 - (5) movements of vehicles.
- (c) The visual aid components of a surface movement guidance and control system, i.e. markings, lights and signs shall be designed to conform to the relevant specifications in 139.MAR, 139.LIT.
- (d) The surface movement guidance control system shall be designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway.
- (e) The system shall 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.
- (f) Where a surface movement guidance and control system is provided by selective switching of stop bars and taxiway center line lights in accordance with 139.LIT.030., the following requirements shall be met:
 - (1) taxiway routes which are indicated by illuminated taxiway center line lights shall be capable of being terminated by an illuminated stop bar;

- (2) the control circuits shall be so arranged that when a stop bar located ahead of an aircraft is illuminated the appropriate section of taxiway center line lights beyond it is suppressed; and
- (3) the taxiway center line lights are activated ahead of an aircraft when the stop bar is suppressed.
- (g) Surface movement radar for the manoeuvring area shall be provided at an aerodrome intended for use in runway visual range conditions less than a value of 350 m and at other aerodromes when traffic density and operating conditions are such that traffic flow cannot safely be maintained by alternative procedures and facilities.
- (h) All vehicles entering the maneuvering area shall be fitted with a transponder approved by the LYCAA. If, for any reason, a vehicle not suitably equipped with an approved transponder is required to enter the maneuvering area, it shall be escorted by a vehicle equipped with an approved transponder.

139.EQU.015 Power Supply

- (a) Adequate primary power supply shall be available at aerodromes for the safe functioning of air navigation facilities.
- (b) The following aerodrome facilities shall be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply:
 - (1) the signaling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties;
 - (2) all obstacle lights which are essential to ensure the safe operation of aircraft;
 - (3) approach, runway and taxiway lighting;
 - (4) meteorological equipment;
 - (5) essential security lighting, if provided in accordance with 139.EQU.025.
 - (6) essential equipment and facilities for the aerodrome responding emergency agencies;
 - (7) floodlighting on designated isolated aircraft parking positions, where provided; and
 - (8) illumination of apron areas over which passengers may walk.
- (c) 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 normal source of power.
- (d) The time interval between failure of the normal source of power and the complete restoration of the service shall 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 shall apply.
- (e) Requirements for a secondary power supply should be met by either of the following:
 - (1) 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
 - (2) standby power unit(s), which are engine generators, batteries, etc., from which electric power can be obtained.
- (f) At an aerodrome where the primary runway is a non-instrument runway, a secondary power supply capable of meeting the requirements of Table 8-1 shall 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 ICAO Annex 14 Vol 1. is provided and is capable of being deployed in 15 minutes.

- (g) At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply shall be provided except that a secondary power supply for visual aids shall be provided for the non-precision approach runway in use.

Runway	Lighting aids requiring power	Max switch over time
Non instrument	PAPI	Secondary power supply recommended, with switch over time as short as possible
	Runway edge	
	Runway threshold	
	Runway end	
	Obstacle	
Non-precision approach	Approach light system	15 secs
	PAPI	15 secs
	Runway edge	15 secs
	Runway threshold	15 secs
	Runway end	15 secs
	Obstacle	15 secs

Precision approach category I	Approach light system	15 secs
	PAPI	15 secs
	PAPI (where approach is over hazardous or precipitous terrain)	1 sec
	Runway edge	15 secs
	Runway edge (where approach is over hazardous or precipitous terrain)	1 sec
	Runway threshold where runway centerline provided	15 secs
	Runway threshold where no runway centerline provided	15 secs
	Runway end	15 secs
	Essential taxiway	15 secs
	Obstacle	15 secs
Precision approach category II/III	Inner 300m of the approach light system	1 sec
	Other parts of the approach light system	15 secs
	Obstacle (that are essential to safety of flight operation)	15 secs
	Runway edge	15 secs
	Runway threshold	1 sec
	Runway end	1 sec
	Runway centre line	1 sec
	Runway touchdown zone	1 sec
	All stop bars	1 sec
	Essential taxiway	15 secs
	Runway edge	15 secs

Take-off runways (meant for take-off in RVR conditions less than 800m)	Runway end	1 sec
	Stopway	1 sec
	Runway centre line	1 sec
	All stop bars	1 sec
	Essential taxiway	15 secs
	Obstacle (that are essential to safety of flight operation)	15 secs

Table 8-1 Secondary power supply requirements

- (h) 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 normal source of power.
- (i) 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.

139. EQU.020 Electrical Systems

- (a) The design and provision of electrical power systems for aerodrome visual and radio navigation aids, including the power supply, lighting and control of the lighting systems included in table 9-1 shall be such that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information.
- (b) 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.
- (c) 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.

139.EQU.025 Monitoring

- (a) A system of monitoring visual aids shall be employed to ensure lighting system reliability. Where lighting systems are used for aircraft control purposes, such systems shall be monitored automatically so as to provide an immediate indication of any fault which may affect the control functions. This information shall be automatically relayed to the air traffic service unit.
- (b) 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 shall be monitored so as to provide an immediate indication when the serviceability level of any element falls below the relevant minimum serviceability level specified in ICAO Annex 14 Vol 1. This information shall be immediately relayed to the maintenance crew.
- (c) For a runway meant for use in runway visual range conditions less than a value of 350m, the lighting systems detailed in Table 8-1 shall be monitored automatically to provide an immediate indication when the serviceability level of any element falls below the relevant minimum level specified in ICAO Annex 14 Vol 1. or other level specified by the LYCAA.

This information shall be automatically relayed to the aerodrome controller and displayed in a prominent position.

139.EQU.030 Fencing

- (a) A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of both animals large enough to be a hazard to aircraft, and to deter the inadvertent or premeditated access of an unauthorized person onto the non-public area of the aerodrome. This shall include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access. Suitable barriers shall be provided to prevent the access of unauthorized personnel to runways or taxiways which overpass public roads.
- (b) 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. These means of protection shall be subject to approval by the LYCAA.
- (c) 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. A cleared area of at least 3 m shall be provided on both sides of the fence or barrier to facilitate the work of patrols, and to make trespassing more difficult by the removal of climbing aids such as trees, signs, lighting equipment and parked vehicles.

139.EQU.038 Security Lighting

Fencing and other barriers provided in accordance with 139.EQU.025. shall be illuminated at a minimum essential level to ensure the security of the boundary between public and non-public areas. At access points, and elsewhere as appropriate, lights shall be located so as to illuminate the ground area on both sides of the fence or barrier. Such lights shall not interfere with or detract from the effectiveness of aeronautical lights

139.EQU.040 Airport Design

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.

Subpart I EMERGENCY SERVICES

139 EMR.005 Aerodrome Emergency Planning

- (a) An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome. 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.
- (b) The aerodrome emergency plan shall set forth the procedures for coordinating the response of various aerodrome and government agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency including:
- (c) air traffic services provider;
 - (1) rescue and fire fighting services;
 - (2) aerodrome administration;
 - (3) medical and ambulance services;
 - (4) aircraft operators;
 - (5) security services
 - (6) police.
 - (7) fire departments;
 - (8) hospitals;
 - (9) defense
 - (10) forces
 - (11) coast guard.
 - (12) Government departments
 - (13) Rescue Co-ordination Centre
- (d) The emergency plan shall observe Human Factors principles to ensure optimum response by all agencies participating in emergency operations.
- (e) The aerodrome emergency plan shall include plans for responding to emergencies including:
 - (1) aircraft emergencies including aircraft accidents on or in the vicinity of the aerodrome;
 - (2) sabotage including bomb threats;
 - (3) unlawfully seized aircraft;
 - (4) medical and public health emergencies;
 - (5) dangerous goods occurrences;
 - (6) building fires and failures of essential systems in terminal buildings;
 - (7) extreme weather conditions and natural disasters.
- (f) The aerodrome emergency plan document shall include at least the following:
 - (1) types of emergencies planned for;
 - (2) agencies involved in the plan (both on and off the aerodrome) along with their telephone numbers and notification procedures;
 - (3) responsibility and role of each agency, the emergency operations center and the command post, for each type of emergency;
 - (4) a clearly specified commander and chain of command and authority for each emergency specified and covering all phases of the emergency;
 - (5) information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency;

- (6) a list of pertinent on-aerodrome services available with telephone numbers and contact procedures;
 - (7) copies of Memoranda of Understanding (MOUs) or agreements with other agencies for mutual aid and the provision of emergency services; and
 - (8) Grid map(s) of the aerodrome and its immediate vicinity to appropriate scales.
- (g) A grid map of the aerodrome and its immediate vicinity shall be provided to the emergency response vehicle(s) normally providing first emergency response.

139. EMR.010 Medical Services and Equipment

- (a) The aerodrome operator shall assess the level of medical supplies and emergency equipment to be held on the aerodrome for emergency purposes and shall seek the advice and cooperation of the Ministry of Health and responding ambulance services in establishing this level.
- (b) The aerodrome operator shall ensure that sufficient and appropriate ambulances operated by appropriately trained and qualified personnel and carrying sufficient medical supplies are available at all times when the aerodrome is available for use by aircraft. Such provision shall have regard for the ambulance facilities available in the area of the airport and their ability to meet within a reasonable time a sudden demand for assistance on the scale envisaged.

139.EMR.015 Emergency Operations Centre and Command Post

- (a) A fixed emergency operations center and a mobile command post shall be available for use during an emergency. The emergency operations center shall be a part of the aerodrome facilities and shall be responsible for the overall coordination and general direction of the response to an emergency.
- (b) The command post shall be a facility capable of being moved rapidly to the site of an emergency, when required, and shall undertake the local coordination of those agencies responding to the emergency.
- (c) The aerodrome operator shall assign a person to assume control of the emergency operations center and, when appropriate, another person the command post.
- (d) Adequate communication systems linking the command post and the emergency operations center with each other and with the participating agencies shall be provided in accordance with the plan and consistent with the particular requirements of the aerodrome and the external emergency services.

139.EMR.020 Aerodrome Emergency Exercise

- (a) The aerodrome emergency plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness. Tests shall involve the participation of relevant agencies and associated resources.
- (b) The aerodrome emergency plan shall be tested by conducting:
 - (1) a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or
 - (2) 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.
- (c) 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.

139.EMR.025 Rescue and Fire Fighting

- (a) Rescue and firefighting equipment and services shall be provided at a certified aerodrome to at least the minimum standards detailed in these Regulations.
- (b) Public or private organizations, suitably located and equipped, may be designated to provide the rescue and fire fighting service. The fire station housing these organizations shall be located on the aerodrome.
- (c) Where an aerodrome is located close to water, swampy areas, or difficult terrain, and where a significant portion of the approach or departure operations takes place over these areas, specialist rescue and firefighting services and equipment appropriate to the hazard shall be available. For aerodromes located close to water or swampy areas, as per the foregoing, sufficient rescue boats and life saving flotation equipment shall be kept available with a suitable means of deployment commensurate with the largest aeroplane normally using the aerodrome. The requirements for specialist services and equipment shall be assessed in accordance with ICAO Annex 14 Vol 1.

139. EMR.030 Level of Protection to be provided

- (a) The level of protection provided at an aerodrome for rescue and firefighting shall be appropriate to the aerodrome category determined using the principles in 139.EMR.010.
- (b) The aerodrome category shall be determined from Table 9-1 and shall be based on the longest aeroplanes using the aerodromes and their fuselage width. In order to categorize the aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width. 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.

Aerodrome	Aeroplane overall length	Maximum
(1)	(2)	(3)
1	0 m up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

Table 9-1 Aerodrome category for rescue and fire fighting

- (c) 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.
- (d) In the event of unforeseen temporary depletion in the level of RFF protection, whether by a reduction in media, vehicles or manpower available, the aerodrome operator shall

inform the air traffic service provider and aircraft operators and take all necessary steps to restrict landings and take-offs by aircraft using the airport until the level required by 139.EMR.030 (b) for those aircraft is restored.

139. EMR.035 Rescue and Fire Fighting Vehicles

- (a) The aerodrome operator shall undertake a study to determine the number, type, and specification of rescue and fire fighting vehicles appropriate to a certified aerodrome to enable it to meet at least the minimum response time and subsequent requirements as detailed in 139.EMR.050.

Characteristics	Vehicles up to 4500 L RFF category 1 and 2	Vehicles up to 4500 L RFF category 3 to 9	Vehicles over 4500 L
Monitor	Optional	Required	Required
Monitor design feature	High discharge capacity	High discharge capacity	High and low discharge capacity
Monitor range	Appropriate to longest aeroplane	Appropriate to longest aeroplane	Appropriate to longest aeroplane
Foam production whilst mobile (up to 8kph)	Required	Required	Required
Hand lines	Required	Required	Required
Under vehicle nozzles	Optional	Optional	Required
Bumper turret	Optional	Optional	Required
Acceleration to 80kph (minimum) at normal operating temperature	25sec	25sec	40sec
Top speed (minimum)	105kph	105kph	100kph
All-wheel drive capability	Required	Required	Required
Auto, or semi auto transmission	Required	Required	Required
Single rear wheel configuration	Preferred	Required	Required
Minimum angle of approach and departure	30 ^o	30 ^o	30 ^o
Minimum angle of static tilt	30 ^o	30 ^o	28 ^o

Table 9-2 Minimum characteristics for RFF vehicles

- (b) Rescue and fire fighting vehicles shall meet at least the minimum characteristics detailed in table 9.2. The number of operational fire fighting vehicles provided shall not be less than that specified in column (6) of Table 9-3.

139. EMR.040 Extinguishing Agents

- (a) Both principal and complementary agents shall be provided on vehicles at an aerodrome to at least the minimum quantities and discharge rates carried on the minimum number of vehicles as listed in table 9-3. The principal extinguishing agent shall be a foam meeting the minimum performance level B . The complementary agents shall comply

with the appropriate specifications of the International Organization for Standardization (ISO).*

- (b) Extinguishing agents shall comply with the required physical properties and fire extinguishing performance criteria needed for a foam to achieve an acceptable performance level B. The amount of foam concentrate provided on a vehicle shall be sufficient to produce a least two loads of foam solution based on the quantities given in column (3) of Table 9-3.

Aerodrome category	Foam meeting performance level B			Complementary agents		Minimum number of rescue and fire fighting vehicles
	Water (l)	Foam Concentrate for 2 loads* (l)	Discharge rate foam solution/ minute (l)	Dry powders (kg)	Chemical	
(1)	(2)	(3)	(4)	(5)	(6)	
1	230	28	230	45	1	
2	670	81	550	90	1	
3	1200	144	900	135	1	
4	2400	288	1800	135	1	
5	5400	648	3000	180	1	
6	7900	948	4000	225	2	
7	12100	1452	5300	225	2	
8	18200	2184	7200	450	3	
9	24300	2916	9000	450	3	
10	32300	3876	11200	450	3	

*Note: The quantity of foam concentrate is based upon that required to produce a 6% solution

Table 9-3 Minimum extinguishing agents and vehicles

- (c) The complementary extinguishing agent shall be a dry chemical powder suitable for extinguishing hydrocarbon fires, and shall be compatible for use with foam. Alternative complementary agents having equivalent firefighting capability may be utilized with approval of the LYCAA. Dry chemical powders shall only be substituted with an agent that has equivalent or better firefighting capabilities, for all types of fires where complementary agent is expected to be used.
- (d) A reserve supply of foam concentrate and complementary agent, equivalent to 200 per cent of the quantities of these agents in accordance with Table 9-3 shall be maintained on the aerodrome for vehicle replenishment purposes. Category 1 and 2 aerodromes that have replaced up to 100 per cent of the water with complementary agent shall hold a reserve supply of complementary agent of 200 per cent.

- (e) Supplementary water supplies, for the expeditious replenishment of rescue and fire fighting vehicles at the scene of an aircraft accident shall be provided. Such water supplies shall be capable of replenishing fire foam vehicles at an aircraft accident scene such that the flow of foam onto the aircraft is continuous for the expected duration for which fire fighting can be reasonably anticipated. Supplementary water supplies should be provided by the provision of auxiliary water tank vehicles and/or other suitable means.

139.EMR.045 Rescue Equipment

- (a) Rescue equipment commensurate with the level of aircraft operations which is manufactured and maintained to an appropriate standard shall be provided on the rescue and fire fighting vehicle(s), and shall be not less than that indicated in Table 9-4.

Equipment	Airport RFF Category			
	1-2	3-5	6-7	8-10
Adjustable wrench	1	1	1	1
Rescue axe, large non-wedge type	–	1	1	1
Rescue axe, small non-wedge type	1	2	4	4
Bolt cutter, 61cm	1	1	1	1
Crowbar, 95 cm	1	1	1	1
Crowbar, 1.65 cm	–	–	1	1
Cold chisel, 2.5cm	–	1	1	1
Flashlight/hand lamps	2	3	4	8
Hammer, 1.8kg	–	1	1	1
Grab or salvaging hook	1	1	2	3
Metal cutting saw, or hacksaw, heavy duty, complete with spare blades	1	1	1	1
Fire resistant blanket	1	1	2	3
Extending ladder, of overall length appropriate to the aircraft types in use	1	1	2	3
Rope line, 15m length	1	1	2	3
Rope line, 30m length	–	–	2	3
Side cutting pliers, 17.8cm	1	1	1	1
Slip joint pliers, 25cm	1	1	1	1

Assorted screwdrivers, set	1	1	1	1
Tin snippers	1	1	1	1
Chocks, 15cm high	–	–	1	1
Chocks, 10cm high	1	1	–	–
Powered rescue saw complete with 2 blades	1 of either	1 of either	1 of either	1
Pneumatic rescue chisel complete, plus spare cylinder, chisel and retaining clip				1
Seat belt/harness cutting tool	1	2	3	4
Flame resistant gloves, pairs	2	3	4	8
Breathing apparatus, including cylinder	One set per fire fighter on duty			
Spare cylinder for breathing apparatus	One per fire fighter on duty			
Oxygen inhaler	–	1	1	1
Hydraulic or pneumatic forcing tool	–	1	1	1
Medical first aid kit	1	1	2	3
Tarpaulin	1	1	2	3
Ventilation/cooling fan	–	1	2	3
Stretcher	1	2	2	2
Protective clothing	One set per fire fighter on duty			

Table 9-4 Minimum list of rescue equipment to be carried on RFF vehicles

139. EMR.050 Response Time

- (a) The rescue and firefighting service shall be able to achieve and consistently demonstrate response times not exceeding two minutes to the ends of each runway, and not exceeding three minutes to any other part of the movement area in optimum visibility and surface conditions. Response time is interpreted as the time between the initial call to the rescue and firefighting 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 9-3.
- (b) 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 firefighting services shall be provided.

- (c) Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 9-3 shall ensure continuous agent application and shall arrive no more than four minutes from the initial call. 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.
- (d) A system of preventive maintenance of rescue and fire fighting vehicles and rescue equipment shall be employed to ensure effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle.

139. EMR.055 Emergency Access Roads

- (a) Emergency access roads shall 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 1000m from the threshold, or at least within the aerodrome boundary. Where a fence is provided, the need for convenient access to outside areas shall be taken into account. Aerodrome service roads may serve as emergency access roads when they are suitably located and constructed.
- (b) Emergency access roads shall be capable of supporting the heaviest vehicles which will use them, and be usable in all weather conditions. Roads within 90m of a runway shall be surfaced to prevent surface erosion and the transfer of debris to the runway. Sufficient vertical and horizontal clearance shall be provided from overhead and roadside obstructions for the largest vehicles.
- (c) When the surface of the road is indistinguishable from the surrounding area, or additional guidance is necessary to indicate the edge or corner of the road, edge markers shall be placed at intervals of about 10m.

139.EMR.060 Fire Stations

All operational rescue and fire fighting vehicles shall be housed in a fire station. Satellite fire stations shall be provided whenever the response time cannot be achieved from a single fire station. The fire station shall 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.

139. EMR.065 Communication and Alerting Systems

- (a) 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.
- (b) An alerting system for rescue and firefighting personnel, capable of being operated from that station, shall be provided at a fire station, any other fire station on the aerodrome and the aerodrome control tower.

139. EMR.070 Personnel

- (a) All rescue and firefighting personnel shall meet the medical and physical standards as described in Appendix D.
- (b) All rescue and firefighting 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 firefighting equipment in use at the aerodrome, including pressure-fed fuel fires. RFF personnel shall be under the direction of a designated chief of emergency crew. Sufficient numbers of personnel shall receive driving instruction in off-road and soft ground techniques to ensure that at any time every designated driver of an operational RFF vehicle is so trained. Sufficient numbers of personnel shall receive instruction in water borne rescue and boat handling techniques to ensure that at any time every designated crew member of an operational rescue boat is so trained.
- (c) The rescue and firefighting personnel training program shall include training in human performance, including team coordination.

- (d) During flight operations, sufficient trained and competent personnel shall be designated to be readily available to ride the rescue and fire fighting vehicles and to operate the equipment at maximum capacity. These personnel shall be deployed in a way that ensures that minimum response times as detailed in Regulation 9.10.1 riding at least the number of vehicles specified in column (6) of Table 9-3 can be achieved, and that continuous agent application at the rate specified in Table 9-3 can be fully maintained. When appropriate, personnel shall be competent in the use of hand lines, ladders and other rescue and firefighting equipment associated with aircraft rescue and fire fighting operations.
- (e) The aerodrome operator shall submit to the LYCAA analyses and plans for the minimum number of trained personnel to be on duty for each airport RFF category to be provided. Such analyses and plans shall include sufficient personnel for:
 - (1) Management of the RFF personnel and fire station;
 - (2) Duty RFF watch command supervision;
 - (3) Duty RFF vehicle crew command supervision for each operational major RFF vehicle
 - (4) Duty operating crew of each operational RFF vehicle.
 - (5) Duty operating crew of supplementary water vehicles and facilities;
 - (6) Duty control room or communications facility crew where the facility is operated by and/or serving the RFF services;
 - (7) Duty operational crew to form appropriate breathing apparatus team(s), complete with breathing apparatus control officer(s) appropriate to the size and type of aircraft using the aerodrome.
 - (8) Duty operational crew of ambulances where ambulances are provided by the aerodrome under the aerodrome emergency plan.
- (f) The types of aircraft using the aerodrome, and types and operation of the rescue and fire fighting vehicles shall be taken into account when determining the number of personnel required to be provided for rescue and firefighting. The aerodrome operator shall take account of the operating systems and methodology of all RFFS equipment and the number and type of vehicles in use when determining the minimum number of RFF personnel to be on duty for any given RFF category. In so doing supervisory RFF personnel shall not be included in the minimum number of operating personnel for any vehicle. The level of staffing shall be documented in the Aerodrome Manual.
- (g) All responding rescue and firefighting personnel shall be provided with suitable protective clothing and respiratory equipment to enable them to perform their duties in an effective manner. Protective clothing and respiratory equipment shall be inspected and maintained in accordance with the manufacturers' instructions.

139. EMR.075 Disabled Aircraft Removal

- (a) The aerodrome operator shall establish a plan, in consultation with aircraft owners and operators, for the removal of an aircraft disabled on, or adjacent to, the movement area, and a coordinator designated to implement the plan, when necessary. The disabled aircraft removal plan shall be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include:
 - (1) a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose;
 - (2) arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes;
 - (3) a list of nominated agents acting on behalf of each aircraft operator at the aerodrome;
 - (4) a statement of the aircraft operator arrangements for the use of pooled specialist equipment; and

- (5) a list of local contractors (with contacts and telephone numbers) with suitable removal equipment for hire.
 - (6) plans for the offloading of baggage, cargo and fuel in situ.
 - (7) procedures for the protection of evidence, custody and removal of the aircraft, its equipment and contents in support of accident and incident investigations.
- (b) All major users of the aerodrome shall be informed of the preparations and capabilities contained within the disabled aircraft removal plan. The designated coordinator shall be made known to all aircraft owners, operators and their nominated agents.

Subpart J AERODROME SERVICES

139.SER.005 Maintenance Program

- (a) A maintenance program including 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. Details of such a program shall be outlined in the aerodrome manual. "Facilities" are intended to include, but are not limited to, such items as pavements, prepared surfaces, visual aids, fencing, drainage and electrical systems and buildings.
- (b) The design and application of the maintenance program shall observe Human Factors principles and comply with the aerodrome's safety management system.

139. SER.010 Pavements Maintenance

- (a) The surfaces of all movement areas including pavements (runways, taxiways, and aprons and adjacent areas) shall be inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any loose and kept clear of any loose objects/debris that might cause damage to aircraft or impair the operation of aircraft systems. The surface of a runway shall be maintained in a condition such as to preclude formation of harmful irregularities.
- (b) A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level.
- (c) Runway surface friction characteristics for maintenance purpose shall be measured at least every four months (the frequency of these measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway) with a continuous friction measuring device using self-wetting features and documented. The friction characteristics shall also be measured after runway overlay renewal or repair and following incidents or reports of reduced friction from aircraft operators.
- (d) Corrective maintenance action shall be programmed when either the average coefficient of friction for the entire runway, or a portion of the runway of 100m in length or more, is below the maintenance planning level specified in column 3 of table 5-5. Immediate corrective maintenance action, and if appropriate notification action, shall be taken when the average coefficient of friction for the entire runway, or a portion of the runway of 100m in length or more, is below the minimum friction level specified in column 4 of table 5-5.
- (e) When there is reason to believe that the drainage characteristics of a runway or portions thereof are poor due to slopes or depressions then the runway surface friction characteristics shall be assessed under natural or simulated conditions that are representative of local conditions and corrective maintenance action shall be taken as necessary.
- (f) When a taxiway is used by turbine-engined aeroplanes the surface of the taxiway shoulders shall be maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines.
- (g) Dust, sand, oil, standing water, rubber deposits and other contaminants shall be removed from the surface of runways in use as rapidly and completely as possible to minimize accumulation. This may be as part of a preventative maintenance program including sweeping and/or in response to inspection reports.
- (h) Maintenance procedures shall not require the use of substances that may damage the surface of a runway, taxiway or other paved area in a manner that may affect safety.

139. SER.015 Runway Pavement Overlays

- (a) 139. SER.015 (b) to 139.SER 025 (e) shall apply whenever a runway is to be returned temporarily to operational service before resurfacing is complete. This may necessitate a temporary ramp between the new and old runway surfaces.

- (b) The longitudinal slope of the temporary ramp shall be between 0.5 per cent and per cent measured with reference to the existing runway surface or previous overlay course for overlays up to 5cm in thickness and shall not exceed 1.0 per cent for thicker overlays.
- (c) Overlaying shall 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.
- (d) The entire width of the runway shall be overlaid during each work session, and the overlay should be constructed and maintained above the minimum friction level specified by the LYCAA.
- (e) Before a runway being overlaid is returned to a temporary operational status a runway center line marking shall be provided in accordance with 139.MAR.010 Additionally, the location of any temporary threshold shall be identified by either a 3.6 m minimum width transverse stripe or suitable markers.

139. SER.020 Visual Aids Maintenance

- (a) system of preventive maintenance of visual aids shall be employed to ensure lighting and marking system reliability
- (b) The system of preventive maintenance shall be so designed and implemented as to meet the performance level objectives for visual aids set out in 139.SER.020 (c) to 139.SER.020 (k). A light shall be deemed unserviceable when its intensity falls to meet the criteria set out in ICAO Annex 14 Vol 1.
- (c) The system of preventive maintenance employed for a precision approach runway category II or III shall have the 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:
 - (1) 95 per cent of the lights are serviceable in each of the following particular significant elements:
 - (i) precision approach category II and III lighting system, the inner 450 m;
 - (ii) runway center line lights;
 - (iii) runway threshold lights; and iv) runway edge lights;
 - (2) 90 per cent of the lights are serviceable in the touchdown zone lights;
 - (3) 85 per cent of the lights are serviceable in the approach lighting system beyond 450 m; and
 - (4) 75 per cent of the lights are serviceable in the runway end lights.
- (d) In order to provide continuity of guidance, the allowable percentage of unserviceable lights in a system listed in 139.SER.020 (c) 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.
- (e) For the purpose of these Regulations and with respect to barrettes, crossbars and runway edge lights:
 - (1)
 - (i) laterally: in the same barrette or crossbar; or
 - (ii) Longitudinally: in the same row of edge lights or barrettes.
- (f) The system of preventive maintenance employed for a stop bar provided at a taxi 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 objective:
 - (1) no more than two lights will remain unserviceable; and
 - (2) two adjacent lights will not remain unserviceable unless the light spacing is significantly less than that specified.
- (g) 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 center line lights be unserviceable.

- (h) 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:
 - (1) precision approach category I lighting system
 - (2) runway threshold lights;
 - (3) runway edge lights; and
 - (4) runway end lights.
- (i) In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.
- (j) The system of preventive maintenance employed for a runway intended for take- off in runway visual range conditions less than a value of 550 m shall have as its objective that all runway lights are serviceable, and that in any event at least:
 - (1) 95 per cent of the lights are serviceable in the runway center line lights and runway edge lights; and
 - (2) 75 per cent of the lights are serviceable in the runway end lights.
- (k) The system of preventive maintenance employed for a runway intended for take- off in runway visual range conditions of 550 m or greater shall have as its objective that 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.

139. SER.025 Wildlife Hazard Reduction

- (a) The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through the recording of wildlife strikes to aircraft and the collection of information from aircraft operators, airport personnel, and other sources etc. on the presence of birds on or around the aerodrome constituting a potential hazard to aircraft operations and an ongoing evaluation of the wildlife hazard by competent personnel.
- (b) In the event of a wildlife strike, or a near miss, a wildlife strike occurrence report form shall be completed by the tower controller and submitted (as soon as possible, but in any case within 48 hours) to the LYCAA's Air Transport Directorate for further action. The reporting process shall comply with The ICAO Bird Strike Information System (IBIS) that is designed to collect and disseminate information on bird strikes to aircraft.
- (c) The aerodrome operator shall take appropriate action to reduce the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft. .
- (d) Garbage disposal dumps or any such other source which may attract wildlife to the aerodrome, or its vicinity, shall be eliminated or their establishment prevented, unless an aeronautical study incorporating a 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.

139. SER.030 Apron Management Service

- (a) An appropriate apron management service shall, when warranted by the volume of traffic and operating conditions, be provided on an apron by the aerodrome operator in order to:
 - (1) regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;
 - (2) regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and
 - (3) ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.

- (b) When the aerodrome control tower does not directly participate in the apron management service, procedures shall be established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower.
- (c) An apron management service shall be provided with radiotelephony communications facilities.
- (d) Where low visibility procedures are in effect, persons and vehicles operating on an apron shall be restricted to the essential minimum.
- (e) An aircraft stand shall be visually monitored to ensure that the recommended clearance distances are provided to an aircraft using the stand.

139. SER.035 Aerodrome Vehicle Operations

- (a) An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic on an apron.
- (b) Roads located on the movement area shall be restricted to the exclusive use of aerodrome personnel and other authorized persons, and access to the public buildings by an unauthorized person shall not require use of such roads.
- (c) A vehicle shall be operated:
 - (1) on a manoeuvring area only as authorized by the aerodrome control tower and;
 - (2) on an apron only as authorized by the appropriate designated authority.
- (d) A vehicle operating on an apron shall:
 - (1) give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and
 - (2) give way to other vehicles in accordance with local regulations.
- (e) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by:
 - (1) the aerodrome control tower when on the manoeuvring area; or
 - (2) the appropriate designated authority when on the apron.
- (f) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights.
- (g) The driver of a vehicle on the movement area shall hold a driving license, be appropriately trained for the tasks to be performed and shall hold an airport driving permit.
- (h) The driver of a vehicle on the movement area shall comply with the instructions issued by:
 - (1) the aerodrome control tower, when on the manoeuvring area; and
 - (2) the appropriate designated authority, when on the apron.
- (i) The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communications with the aerodrome control tower before entering the manoeuvring 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 manoeuvring area.

139. SER.040-Ground Servicing of Aircraft

- (a) 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 emergency response service in the event of a fire or major fuel spill.
- (b) When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, ground equipment shall be positioned so as to allow:
 - (1) the use of a sufficient number of exits for expeditious evacuation; and
 - (2) a ready escape route from each of the exits to be used in an emergency.

139. SER.045 marking and/or lighting of objects

- (a) The presence of objects which must be lighted, as specified in ICAO Annex Vol 1 shall be indicated by low-, medium- or high-intensity lights, or a combination of such lights.
- (b) Low-intensity obstacle lights, Types A, B, C and D, medium-intensity obstacle lights, types A, B and C, high-intensity obstacle lights Type A and B, shall be in accordance with ICAO Annex 14 Vol 1.
- (c) 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.
- (d) All mobile objects to be marked shall be coloured or display flags.
- (e) When mobile objects are marked by colour, a colour scheme approved by the LYCAA shall be used.
- (f) 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.
- (g) Flags used to mark mobile objects shall not be less than 0.9 m square 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.
- (h) Low intensity obstacle lights, Type C, shall be displayed on vehicles and other mobile objects excluding aircraft. 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. Low intensity obstacle lights, type D, shall be displayed on follow-me vehicles.
- (i) 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 6-3. 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.

139.SER.050 Fixed objects

- (a) 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.
- (b) An object shall be coloured to show a chequer 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 than 3 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.
- (c) An object shall be coloured to show alternating contrasting bands if:
 - (1) 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
 - (2) 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.

- (d) An object shall 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.
- (e) Marking by Flags.
 - (1) 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 group of closely spaced objects, they shall be displayed at least every 15 m.
 - (2) Flags shall not increase the hazard presented by the object they mark.
 - (3) Flags used to mark fixed objects shall not be less than 0.6 m on each side.
 - (4) Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other white, or one red and the other white, except that where such colours merge with the background, other conspicuous colours should be used.
- (f) Lighting
 - (1) 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.
 - (2) In the case of a 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.
- (g) 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.
- (h) In case of an extensive object or a group of closely spaced objects to be lighted that are:
 - (1) penetrating a horizontal 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; and
 - (2) 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.
- (i) Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and
 - (1) low-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 45 m.
 - (2) medium-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 900 m.
- (j) High-intensity obstacle lights, Type A, medium-intensity obstacle lights, Types A and B, located on an object shall flash simultaneously.

Appendix A: Application for Aerodrome Certificate

STATE OF LIBYA MINISTRY OF TRANSPORT CIVIL AVIATION AUTHORITY		
APPLICATION FOR AERODROME CERTIFICATE		
Name of Aerodrome		
Aerodrome Reference Point	Lat:	Long:
Aerodrome Owner		
Aerodrome Operator		
Accountable Manager		
Type of Traffic Required		
On behalf of the Aerodrome Operator named above, I hereby certify that the information contained the Aerodrome Manual is complete and accurate in every respect and that no relevant information has withheld		
Name:		
Signature:		
Date:		

Appendix B: Aerodrome Certificate

Part 1 - AERODROME CERTIFICATE

وزارة المواصلات

Certificate Number 2018

Name of the Aerodrome *****

Lat : ° ° ' " N Long : ° ° ' " E

Aerodrome Reference Point *****

Aerodrome Operator

This Aerodrome Certificate is issued by the Libyan Civil Aviation (the LYCAA) in pursuance of its obligations to ensure enforcement of the Civil Aviation LYCAA Law, and accepted international regulations and standards at aerodromes that serve international civil air traffic in the State of Libya. The LYCAA hereby certifies that named aerodrome is in compliance with the Libyan Aerodrome Standards and Certification Regulations, LYCAA / CAR / 001 (the Regulations), except as noted in Part II – Deviation from Standards.

Conditions and Special Procedures applicable to this Aerodrome Certificate are listed in Part III.

This Certificate may be amended, suspended or withdrawn at any time by the LYCAA in the event of failure on the part of the Aerodrome Operator to comply with the Regulations and/or the applicable Conditions and Special Procedures.

The validity of this Certificate is based on the particulars contained in the Approved Aerodrome Manual and continued operation in compliance with the LYCAR 139 The Certificate shall remain in force until it is amended, suspended or withdrawn.

Libyan Civil Aviation Authority

Original Approval Date: -----

Current Certificate Date: -----

Certificate Expiry Date: -----

PART III – Conditions and Special Procedures

The LYCAA certifies the above named aerodrome as an aerodrome to be used as a place of take- off and landing of aircraft engaged in international flights, subject to the following conditions.

General Conditions:

The aerodrome is licensed for international civil air traffic operations and shall at all times when it is available for the take-off or landing of aircraft be so available to all persons on equal terms and conditions except as directed by the LYCAA.

No aircraft shall take-off or land at the aerodrome unless such fire-fighting and rescue services and such medical services and equipment as are required in respect of such an aircraft in the Regulations are provided there. Such services and equipment shall at all times when the aerodrome is available for the take-off or landing of aircraft be kept fit and ready for immediate turnout.

Changes in the physical characteristics of the aerodrome including the erection of new buildings and alterations to existing buildings or to visual aids shall not be made without prior approval of the LYCAA.

The Certificate holder shall, by the quickest means available, notify the LYCAA of any material change in the surface of the landing area, or in the obstruction characteristics of the approach, take-off or circuit in relation to the aerodrome.

The aerodrome is approved for the take-off and landing of aircraft at night. Such systems of lighting appropriate to the Category of Runway in use as described in the Regulations shall be in operation at all times when aircraft are taking-off or landing at the aerodrome at night, provided that minor temporary un-serviceability, not of a character likely to affect the safety of operations, shall not preclude the take-off or landing of aircraft.

The Certificate holder shall inform the LYCAA of the times during which the aerodrome is to be generally available for the take-off or landing of aircraft, and of any changes in those times, and whether the aerodrome is to be available by arrangement with the Certificate holder outside those times.

Without prejudice to condition 1, nothing in this Certificate shall be taken to confer on any person the right to use the aerodrome without the consent of the Certificate holder,

Expressions used in this certificate shall have the same respective meanings as in the Regulations.

Special Conditions and Procedures

(Conditions applying to operators relating to any accepted deviations in Part II – Deviations from standards)

Part II – Deviation from Standards

Part II – Deviation from Standards

Name of the Aerodrome

Aerodrome Reference Point

The following deviations from standards have been accepted by the Authority subject to the Conditions and Special Procedures listed in Part III.

Authorized Signatory

Date

PART III – Conditions and Special Procedures

The LYCAA certifies the above named aerodrome as an aerodrome to be used as a place of take-off and landing of aircraft engaged in international flights, subject to the following conditions.

General Conditions:

1. The aerodrome is licensed for international civil air traffic operations and shall at all times when it is available for the take-off or landing of aircraft be so available to all persons on equal terms and conditions except as directed by the LYCAA.
2. No aircraft shall take-off or land at the aerodrome unless such fire-fighting and rescue services and such medical services and equipment as are required in respect of such an aircraft in the Regulations are provided there. Such services and equipment shall at all times when the aerodrome is available for the take-off or landing of aircraft be kept fit and ready for immediate turnout.
3. Changes in the physical characteristics of the aerodrome including the erection of new buildings and alterations to existing buildings or to visual aids shall not be made without prior approval of the LYCAA.
4. The Certificate holder shall, by the quickest means available, notify the LYCAA of any material change in the surface of the landing area, or in the obstruction characteristics of the approach, take-off or circuit in relation to the aerodrome.
5. The aerodrome is approved for the take-off and landing of aircraft at night. Such systems of lighting appropriate to the Category of Runway in use as described in the Regulations shall be in operation at all times when aircraft are taking-off or landing at the aerodrome at night, provided that minor temporary unserviceability, not of a character likely to affect the safety of operations, shall not preclude the take-off or landing of aircraft.
6. The Certificate holder shall inform the LYCAA of the times during which the aerodrome is to be generally available for the take-off or landing of aircraft, and of any changes in those times, and whether the aerodrome is to be available by arrangement with the Certificate holder outside those times.
7. Without prejudice to condition 1, nothing in this Certificate shall be taken to confer on any person the right to use the aerodrome without the consent of the Certificate holder,

8. Expressions used in this certificate shall have the same respective meanings as in the Regulations.

Special Conditions and Procedures

*(Conditions applying to operators relating to any accepted deviations in Part II –
Deviations from standards)*

Authorized Signatory

Date

Appendix C: Schedule of Particulars to be Included in an Aerodrome Manual

Part 1 GENERAL

C1.1 Purpose and scope of the manual;

C1.2 Legal requirements for an aerodrome certificate and the manual as prescribed in the Aerodrome Standards and Certification Regulations;

C1.3 Conditions for use of the aerodrome;

C1.4 The system provided for generating and updating aeronautical information and the arrangements for its promulgation;

C1.5 The system for recording aircraft movements; and

C1.6 Obligations of the Aerodrome Operator in accordance with Subpart D Obligation of these Regulations.

Part 2 PARTICULARS OF THE AERODROME SITE

C2.1 General information pertaining to the aerodrome including, as a minimum, the particulars specified in C2.2 to C2.4 inclusive;

C2.2 A plan or plans to a suitable scale (1:2500 or 1:5000) of the aerodrome showing the main aerodrome facilities for the operation of the aerodrome including, particularly, the location of each wind direction indicator and the aerodrome boundaries;

C2.3 A plan or plans showing the distance of the aerodrome from the nearest city, town or other populous areas, and the location of any aerodrome facilities and equipment outside the boundaries of the aerodrome; and

C2.4 Particulars of the title of the aerodrome site; or if the boundaries of the aerodrome are not defined in the documents of the title, particulars of title of, or interest in, the property on which the aerodrome is located and a plan showing the boundaries and position of the aerodrome.

Part 3 PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO AERONAUTICAL INFORMATION SERVICE (AIS)

C3 Note 1: Accuracy of the information in Part 3 is critical to aircraft safety. Information requiring engineering survey and operational assessment should be gathered or verified by suitably qualified technical persons.

C3 Note 2: Information shall conform to Data Quality Standards detailed in ICAO Annexes 14 and 15.

C3.1 GENERAL INFORMATION

C3.1.1 Name of the aerodrome; C3.1.2 Location of the aerodrome;

C3.1.3 Geographical co-ordination of the Aerodrome Reference Point determined in terms of World Geodetic System 1984 (WGS-84) reference datum;

C3.1.4 Aerodrome elevation and geoid undulation;

C3.1.5 The elevation of each threshold and geoid undulation, the elevation of the runway end and any significant high and low points along the runway, and the highest elevation of the touchdown zone of a precision approach runway;

C3.1.6 Aerodrome reference temperature;

C3.1.7 Details of the aerodrome beacon; and

C3.1.8 Name of the aerodrome operator and the postal address, telephone numbers and e-mail addresses at which the aerodrome operator may be contacted at all times.

C3.2 AERODROME DIMENSIONS AND RELATED INFORMATION

C3.2.1 Runway true bearing, magnetic variation, including the source and means of calculation and updating the variation, designation number, length, width, strength (PCN), including means of calculation of PCN, displaced threshold location, slope, surface type, type of runway including operational minima, and for a precision approach runway, the existence of an obstacle free zone;

C3.2.2 Length, width and surface type of strip, runway shoulders, runway end safety areas, stopways, including strength of shoulders and stopways;

C3.2.3 Locations and means of control of all road access points to all runways; C3.2.4 Length, width, strength and surface type of taxiways;

C3.2.5 Apron surface type and strength, and aircraft stands; C3.2.6 Clearway length, width and ground profile;

C3.2.7 Visual aids for approach procedures i.e. approach lighting type and precision approach path indicator system (PAPI); marking and lighting of runways, taxiways, aprons, and airside roads; other visual guidance and control aids on taxiways (including runway holding positions, intermediate holding positions and stop bars), aprons, and airside roads, location and type of visual docking guidance system; availability of standby power for lighting and aerodrome services;

C3.2.8 Location and radio frequency of VOR aerodrome check-points; C3.2.9 Location and designation of standard taxi-routes;

C3.2.10 The geographical co-ordinates of each threshold;

C3.2.11 The geographical co-ordinates of appropriate taxiway centre line points; C3.2.12 The geographical co-ordinates of each aircraft stand;

C3.2.13 The geographical co-ordinates and the top elevation of significant obstacles in the approach and take-off areas, transitional surface area, in the circling area and in the vicinity of the aerodrome. (The information should be shown in the form of charts as required for the preparation of aeronautical information publications as specified in Annexes 4 and 15 to the Convention of International Civil Aviation);

C3.2.14 Pavement surface type and bearing strength using Aircraft Classification Number - Pavement Classification Number (ACN-PCN) method;

C3.2.15 One or more pre-flight altimeter check locations established on an apron and their elevation;

C3.2.16 Declared distances, and the means of calculation thereof, including the correction factors applied in accordance with Regulation 5.2:

- a) take-off run available (TORA);
- b) take-off distance available (TODA);
- c) accelerate-stop distance available (ASDA);
- d) landing distance available (LDA);

C3.2.17 Disabled aircraft removal plan, including:

a) the telephone, telex, facsimile numbers, and e-mail address of the aerodrome coordinator for the removal of a disabled aircraft;

b) information on the capability to remove a disabled aircraft - expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.

C3.2.18 Rescue and fire fighting:

- a) level of protection, expressed in terms of the category of the rescue and fire fighting services which should be in accordance with the longest aeroplane normally using the aerodrome;
- b) the type and amounts of extinguishing agents normally available at the aerodrome;
- c) The type and operational details of RFF vehicles normally available at the aerodrome;

Part 4 PARTICULARS OF THE AERODROME OPERATING PROCEDURES AND SAFETY MEASURES

C4.1 INTRODUCTION

C4.1.1 Prior to applying for an aerodrome certificate or an amendment to a valid certificate the aerodrome operator shall undertake an assessment of the hazards associated with operating the aerodrome. A synopsis of the hazards identified and the proposed methods to control the risks arising from such hazards shall be presented in the aerodrome manual. The hazard assessment shall be reviewed on a regular basis and before any proposals for significant changes to aerodrome operations, facilities or physical characteristics are submitted to the LYCAA for consideration. Where appropriate the hazard assessment shall be supported by an aeronautical study.

C4.1.2 Particulars of operating procedures and safety measures shall be provided for each of the categories set out in C4.2 to C4.17 as a minimum. In writing the procedure for each category, clear and precise information should be included on:

- a) when, or in what circumstances, is an operating procedure to be activated;
- b) how is each operating procedure activated, and by whom;
- c) a summary of any hazards associated with the procedure, and the methods to control the risks arising from such hazards;
- d) actions to be taken;
- e) the person responsible for the procedure and the actions f) the person(s) to carry out the actions; and
- g) equipment, and access to such equipment, necessary for carrying out the actions.

C4.1.3 If any of the procedures specified in C4.2 to C4.17 is not relevant or applicable, the reason should be given.

C4.2 AERODROME REPORTING

C4.2.1 Particulars of the procedures for reporting any changes to the aerodrome information set out in the AIP and procedures for requesting the issue of NOTAMS, including the following:

- a) Arrangements for reporting any changes to the LYCAA and recording the reporting of changes, during and outside the normal hours of aerodrome operations;
- b) Names and roles of persons responsible for notifying the changes and their telephone number during and outside the normal hours of aerodrome operations; and
- c) The location and telephone numbers, as provided by the LYCAA, of the place at which changes are to be reported to the LYCAA.

C4.3 ACCESS TO AERODROME MOVEMENT AREA

C4.3.1 Particulars of the procedures developed and to be followed, in coordination with the agency responsible for preventing unlawful interference in civil aviation at the aerodrome, for preventing unauthorized entry of persons, vehicles equipment, animals or other things, into the movement area including the following:

- a) The role of aerodrome operator, aircraft operator, aerodrome fixed-based operators, aerodrome security entity, the LYCAA and other government departments, as applicable; and

b) The names and roles of the personnel responsible for controlling access to the aerodrome and the telephone number for contacting those personnel during and after working hours.

C4.4 AERODROME EMERGENCY PLAN

C4.4.1 Particulars of the aerodrome emergency plan, including the following:

- a) Plans for dealing with emergencies occurring at the aerodrome or in its vicinity, including malfunction of aircraft in flight, structural fires, sabotage including bomb threat (aircraft or structure), unlawful seizure of aircraft and incidents on the airport covering "during the emergency" and "after the emergency" considerations;
- b) Details of tests for aerodrome facilities and equipment to be used in emergencies, including the frequency of these tests;
- c) Details of exercises to tests emergency plans, including the frequency of those exercises;
- d) Arrangements for reviewing the frequency of those exercises;
- e) List of organizations, agencies and persons of authority both on - and -off- airport for site roles; their telephone numbers, facsimile numbers, e-mail and SITA addresses and radio-frequencies of offices;
- f) Establishment of an aerodrome emergency committee to organize training and other preparations for dealing with emergencies; and
- g) Appointment of an on-scene commander of and overall emergency operation.

C4.5 RESCUE AND FIRE FIGHTING

C4.5.1 Particulars of the facilities, equipment, personnel and procedures for meeting the rescue and fire fighting requirements, including the names and roles of the persons responsible for dealing with the rescue and fire fighting services at the aerodrome.

- a) Details of the manning and supervision of the RFF services;
- b) Details of the title and location of documents detailing the training procedures and records for RFF personnel.

Note: This subject should also be covered in appropriate detail in the aerodrome emergency plan.

C4.6 AIR NAVIGATION SERVICES

C4.6.1 Particulars of the arrangements in place for the control of aerodrome traffic.

C4.6.2 Particulars, and means of compliance, of any responsibilities of the aerodrome operator that are carried out by staff of the air traffic services provider, including reporting and audit procedures.

C4.7 AERODROME MOVEMENT AREA AND OBSTACLE LIMITATION SURFACE INSPECTION BY THE AERODROME OPERATOR.

C4.7.1 Particulars of the procedures for the inspection of the aerodrome movement area and obstacle limitation surfaces, including the following:

- a) Arrangement for carrying out inspections, including runway friction and water depth measurement on runways and taxiways, during and outside the normal hours of aerodrome operations;
- b) Arrangement and means of communicating with the Air Traffic Control and the appropriate aerodrome operator's office during an inspection;
- c) Arrangements for keeping inspection records, and the location of such records;

- d) Details of inspection intervals and times;
- e) Inspection checklist;
- f) Arrangements for reporting the results of the inspection and for taking prompt follow-up actions to ensure correction of unsafe conditions; and
- g) The names and roles of persons responsible for carrying out inspections and their telephone numbers during and after working hours.

C4.8 VISUAL AID AND AERODROME ELECTRICAL SYSTEM

C4.8.1 Particulars of the procedures for the inspection and maintenance of the aeronautical lights (including obstacle lighting), signs, markers and aerodrome electrical system including the following:

- a) Arrangements for carrying out inspections during and outside the normal hours of aerodrome operations and the checklist for inspections;
- b) Arrangements for recording the result of inspections and for taking follow-up action to correct deficiencies;
- c) Arrangements for carrying out routine maintenance and emergency maintenance;
- d) Arrangements for primary power supplies;
- e) Arrangements for secondary power supplies, if any, and if applicable, particulars of any other method of dealing with partial or total system failure; and
- f) The names and roles of the persons responsible for the inspection and maintenance of the lighting and the telephone numbers for contacting those persons during and after working hours.

C4.9 AIRSIDE AREA MAINTENANCE

C4.9.1 Particulars of the facilities and procedures for the maintenance of movement area, including:

- a) Arrangements for maintaining the paved areas;
- b) Arrangements for maintaining the unpaved runways and taxiways;
- c) Arrangements for maintaining the runway and taxiway strip, and roads;
- d) Arrangements for the maintenance of aerodrome drainage;
- e) Arrangements for the maintenance of other areas of operational significance, including for wildlife control purposes.

C4.10 AERODROME WORKS SAFETY

C4.10.1 Particulars of the procedures for planning and carrying out works safely (including works which may have to be carried out at short notice) on or in the vicinity of the movement area that may extend above and obstacle limitation surface including the following:

- a) Arrangements for communicating with Air Traffic Control during the progress of such works;
- b) Names, telephone numbers and roles of the persons and organizations responsible for planning and carrying out the works and the arrangements for contacting those persons and organizations at all times;
- c) Names of the aerodrome fixed-base and aircraft operators and ground handling agents who are to be notified of the work, their telephone numbers during and after working hours and, where appropriate, their e-mail addresses;
- d) Distribution list for work plans, if required;

e) Arrangements for preventing interruption or damage to power supplies required for visual aids or other air navigation equipment during work in their vicinity;

f) Arrangements for demarcation of work areas, and operational areas, including arrangements for works access, and immobilization of aeronautical ground lighting in out of service parts of the movement area.

C4.11 APRON MANAGEMENT

C4.11.1 Particulars of the apron management procedures, including the following arrangements between air traffic control and the apron management unit;

a) Arrangements for planning, allocating, controlling and communicating aircraft parking positions;

b) Arrangements for initiating engine start and ensuring clearance of aircraft push-back;

c) Marshalling and follow me (vehicle) services.

C4.11.2 Procedures to ensure apron safety, including:

a) Protection from jet blasts, propeller wash, and movement of propellers;

b) Enforcement of safety precautions during aircraft refuelling operations;

c) Apron FOD control, cleaning and sweeping;

d) Arrangements for reporting incidents/accidents on and apron;

e) Arrangements for auditing the safety compliance of all personnel working on the apron.

C4.12 AIRSIDE VEHICLE CONTROL

C4.12.1 Particulars of the procedures for the control of surface vehicles operating on, or in the vicinity of, the movement area, including the following:

a) Details of the applicable traffic rules (including speed limits and the means of enforcement of the rules); and

b) The method of issuing vehicle permits for operating vehicles in the movement area.

c) The method of issuing driving permits for drivers of vehicles and mechanized equipment operating in the movement area.

C4.12.2 Details of the marking and lighting schemes applied to vehicles on the manoeuvring area, aprons, and airside roads.

C4.13 WILDLIFE HAZARD MANAGEMENT

C4.13.1 Particulars of the procedure to deal with danger to aircraft operations caused by the presence of birds or animals in the aerodrome flight pattern or movement area, including the following:

a) Arrangements for assessing any wildlife hazard;

b) Arrangements for implementing and maintaining wildlife control programs; and c) Names and roles of the persons responsible for dealing with wildlife hazards, and their telephone numbers during and after working hours.

C4.14 DISABLED AIRCRAFT REMOVAL PLAN AND PROCEDURE

C4.14.1 Particulars of the procedure for removing an aircraft which is disabled on or adjacent to the movement area including the following:

a) Roles of the aerodrome operator and the holder of the aircraft certificate of registration;

b) Arrangements for notifying the holder of the certificate of registration;

- c) Arrangements for liaising with air traffic control;
- d) Arrangements for obtaining equipment and personnel to remove the disabled aircraft; and
- e) the names, roles and telephone numbers of persons responsible for arrangement of the removal of disabled aircraft, their telephone number and, where appropriate, their e-mail addresses.

C4.15 HANDLING OF HAZARDOUS MATERIAL

C4.15.1 Particulars of the procedures for the safe handling, storage and disposal of hazardous material on the aerodrome, including the following:

- a) The arrangements for special areas on the aerodrome to be set-up for the storage of inflammable liquids (including aviation fuels) and any other hazardous material; and
- b) The method to be followed for the delivery, storage, dispensing and handling of hazardous materials.

Note: Hazardous materials include inflammable liquids and solids, corrosive liquids, compressed gases and magnetized or radioactive materials. The arrangement to deal with an accidental spillage or release of hazardous material should be included in the aerodrome emergency plan.

C4.16 LOW VISIBILITY OPERATIONS

C4.16.1 Particulars of procedures to be introduced for low visibility operations, including:

- a) The measurement and reporting of runway visual range, as and when required;
- b) The names and telephone numbers during and after working hours of the persons responsible for measuring the runway visual range;
- c) Procedures to control access to the movement area.

C4.17 PROTECTION OF RADAR AND NAVIGATIONAL SITES

C4.17.1 Particulars of the procedures for the protection of radar and radio navigational aids located on the aerodrome to ensure that their performance will not be degraded, including the following:

- a) The arrangement for the control of activities in the vicinity of radar and navigational aid installations including those which are outside the aerodrome boundary but which are the responsibility of the aerodrome operator;
- b) The arrangements for ground maintenance in the vicinity of these installations; and
- c) The arrangements for the supply and installations of signs warning of hazardous microwave radiation.

Part 5 AERODROME ADMINISTRATION & SAFETY MANAGEMENT SYSTEM

C5.1 AERODROME ADMINISTRATION

C5.1.1 Particulars of the aerodrome administration, including:

- a) Aerodrome organization structure chart showing the names and positions of key personnel;
- b) Responsibilities and accountabilities of key personnel;
- c) The name, position and telephone numbers of the person who has overall responsibility for aerodrome safety;
- d) The names, position and contact details of persons who may substitute for the Accountable Manager, the circumstances and order in which such substitution may occur and the arrangements for notifying relevant third parties of such substitution.

e) Airport committees.

C5.2 SAFETY MANAGEMENT SYSTEM (SMS)

C5.2.1 Particulars of the aerodrome's safety management system established for ensuring compliance with all safety requirements and achieving continuous improvement in safety performance, the essential features being:

a) Safety policy including the relationship between safety management and operational and maintenance processes;

b) Structure and organization of the SMS including staffing and assignment of individual and group responsibilities on safety issues;

c) SMS strategy and planning, such as setting safety performance measures, standards and targets, allocating priority for implementing safety initiatives, and providing a framework for controlling the risks to an acceptable level agreed with the LYCAA keeping always in view the requirements of ICAO Annex 14 Vol 1, the Civil Aviation Law and other national standards rules and regulations;

d) SMS implementation including facilities, methods and procedures for the effective communication of safety messages and enforcement of safety requirements;

e) The system for hazard identification and risk assessment including the arrangements for undertaking, reviewing and updating the aerodrome hazard assessment and for commissioning aeronautical studies in accordance with C4.1;

f) The system for the identification of, and action on, critical safety areas which require a higher level of safety management integrity (Safety Measures Program);

g) Measuring performance of the SMS by internal safety audit and review system detailing the systems and program for quality control on safety

h) Measures for safety promotion, accident prevention an system for risk control involving analysis and handling of accidents, incidents, complaints, defects, faults, discrepancies and failures, and continuing safety monitoring;

i) System for the documentation of all safety related airport facilities as well as airport operational and maintenance records including information on the design and construction of aircraft pavements and aerodrome lighting. The system should enable easy retrieval of records including charts;

j) Staff training and competency including review and evaluation of the adequacy of training provided to staff on safety related duties and of the certification system for testing their competency;

k) Incorporation of safety related clauses in the contracts for work at the aerodrome and enforcement, thereof

l) Methods of reviewing performance and procedures with named individual responsibilities for reviewing safety policy, arising from the findings of reviews, audits, and risk assessments.

m) Means of application of quality assurance measures to the entire SMS.

C5.2.2 The safety policy shall be signed by the aerodrome operator, and reflect the commitment at the highest level of the aerodrome organization to the structured management of safety. The policy should be as brief as possible but shall include statements addressing:

a) Statement of high level commitment to safety;

b) Statement of the duties imposed on all personnel with regard to safety;

c) Statement of the duties imposed on all aerodrome organizations to cooperate with, promote and comply with the SMS approach to safety, and the aerodrome operator's safety policy;

- d) Reference to the means of hazard identification and risk assessment contained in the SMS;
- e) Statement of how significant risks are communicated to those who need to know;
- f) Statement of how safety is incorporated into other policy and budgetary decision making processes;
- g) Statement of the SMS review processes.

C5.2.3 The structure of the organization should include:

- a) Competence: how competence is defined within the organization, and how it is achieved including through recruitment, training and advisory support;
- b) Control: the allocation of responsibilities, securing of commitment, instruction, supervision, discipline, and
- c) Co-operation: how co-operation is achieved between individuals and groups, including the LYCAA, other government agencies and all organizations operating on the aerodrome, and the application of a no blame culture where appropriate.
- d) Communication: how the SMS is communicated by spoken, written, and visual means.

C5.2.4 Standards and objectives set within the SMS should be shown to be:

- a) Specific;
- b) Measurable;
- c) Achievable;
- d) Realistic;
- e) Time scheduled.

C5.2.5 The review and performance monitoring processes should include procedures for:

- a) Active monitoring aiming to reduce risks by achieving objectives and standards, and ensuring that such objectives and standards are effective.
- b) Reactive monitoring investigating incidents, accidents, damage, injuries and safety reports aiming to both identify the cause for performance to be substandard, and recommending within the SMS procedure how to best avoid any repetition;
- c) Identifying the degree of compliance with safety performance standards and/or targets as identified by the SMS;
- d) Identifying areas where standards are absent or inadequate;
- e) Achievement of stated objectives within the given timescales;
- f) Analysis of reports to identify immediate and underlying causes, trends, and common features.

Appendix D: Medical Examinations for Aerodrome RFFS Personnel

D1.0 Introduction

D1.1 RFFS personnel shall be subject to medical examination prior to recruitment, and at regular intervals thereafter, to ensure:

- a) individuals attain an acceptable standard of fitness commensurate with the physical and psychological demands of foreseeable operational duties; and
- b) that the performance of the RFFS is not compromised by physical or psychological limitations of personnel.

D1.2 Failure to meet the required standards of health and/or fitness may disqualify an applicant or lead from appointment to temporary or permanent suspension from operational duties of serving RFFS personnel.

D1.3 The aerodrome operator shall establish a health and fitness monitoring programme as an integral part of the aerodrome Safety Management System (SMS) to meet the requirements of D1.1. This programme shall be based upon assessment of health and fitness against medical standards which shall be published in the Safety Management Manual or a supplement thereto and shall be subject to approval by the LYCAA.

D1.4 The monitoring programme shall include arrangements for the development, review and revision of the medical standards shall form part of the SMS. Provision shall be made for scheduled medical examinations at a frequency approved by the LYCAA. Additional examinations of particular individuals shall be undertaken when changes in physical condition and/or behaviour or so require.

D1.5 The aerodrome operator shall ensure that the medical standards and the criteria for assessing the suitability of individuals for RFFS duties are based on the factors set out in D2. The criteria for appointment and suspension from duty shall be in accordance with the Laws of the Kingdom of Bahrain relating to the employment of persons and the management of occupational health and safety.

D1.6 Health and fitness examinations shall be undertaken by suitably qualified and experienced persons including, where necessary, licensed and approved medical practitioners. All persons undertaking health and fitness examinations and making recommendations concerning the employment of individuals shall be duly appointed by the aerodrome operator and fully conversant with the duties to be undertaken by applicants and serving personnel and the medical standards and associated test procedures.

D2.0 Factors affecting the suitability of individuals for RFFS duties

D2.1 Medical standards shall address the physical condition of an individual including chronic or acute pathology and any behavioural factors that might affect their ability to perform the required RFFS duties. The effects of long term prescribed medication shall also be considered.

D2.2 Physical condition

D2.2.1 The physical condition of the individual shall be formally assessed at each examination. The assessment shall include but not be limited to:

- a) physique including muscle power , weight and body mass index;
- b) exercise tolerance;
- c) balance;
- d) hearing; and
- e) sight, including visual acuity and colour perception.

D2.3 Behavioral Factors

D2.3.1 The following behavioural factors shall be considered when assessing suitability or continuing fitness for RFFS operational duties:

- a) emotional and mental stability;
- b) mental capacity;
- c) drug or alcohol abuse/dependency

D3.0 Pathology Leading to Possible Disqualification or Suspension from Active Duties

D3.1 The following conditions may be temporary and/or susceptible to remedial treatment and will need individual assessment by a specialist prior to appointment to operational duties, or to permit retention on RFF duties for serving personnel.

- a) a history of epilepsy;
- b) relapsing gastric or duodenal ulcer;
- c) certain perforations of the ears, otitis media, or gross nasal sepsis or obstruction; certain labyrinthine disturbances; uncomplicated perforation of one eardrum may be acceptable provided there is no serious hearing loss or chronic discharge;
- d) hernia or hydrocele;
- e) serious varicose veins giving rise to symptoms;
- f) certain serious, chronic skin diseases;
- g) diseases of the lungs which may produce limitation of physical performance;
- h) significant disease of the cardiovascular system;
- i) diabetes or other causes of glycosuria;
- j) organic nervous disorders including a history of vertigo or any condition which might impair the sense of balance;
- k) significant obesity.
- l) pregnancy (women may be assessed post-delivery).

Appendix E: Friction Characteristics of Runway Surfaces

E1 Approved Measuring Equipment

E1.1 The device approved by the LYCAA for measuring friction characteristics of runway surfaces is the Grip Tester Trailer. The aerodrome operator shall obtain prior approval from the LYCAA before any other friction measuring equipment is utilized.

E1.2 The measuring equipment shall be maintained in a fully functional condition and shall be calibrated in accordance with the manufacturer's instructions.

E2 Friction Classification Survey

E2.1 Friction classification surveys shall be undertaken as required by 139.CHR.010.(g) and 139.CHR. 010 (b).

E2.2 Surveys shall be undertaken at nominal speeds of 65 kph and 95 kph. Runs shall be made in both directions along a runway and a mean value taken.

E2.3 Surveys shall be undertaken with tire pressure and water depth as specified in

Table E-1. The test tire shall be of type C as specified in ICAO Document 9137

Part 2, Chapter 5.

(1)	(2)	(3)	(4)	(5)	(6)
Test speed km/h (tolerance)	Tire pressure kPa	Test water depth (tolerance)	Design objective for new runway surfaces	Maintenance planning level	Minimum friction level
65 (± 5)	140	1mm (± 5%)	>0.74	0.53	0.43
95 (± 5)	140	1mm (± 5%)	>0.64	0.36	0.24

Table E-1 Runway surface condition levels and test conditions

APPENDIX F. Framework for Safety Management Systems (SMS)

Introduction

This appendix specifies the framework for the implementation and maintenance of a safety management system (SMS) by a certified aerodrome. An SMS is a management system for the management of safety by an organization. The framework includes four components and twelve elements representing the minimum requirements for SMS implementation. The implementation of the framework shall be commensurate with the size of the organization and the complexity of the services provided. This appendix also includes a brief description of each element of the framework.

1. Safety policy and objectives
 - 1.1 – Management commitment and responsibility
 - 1.2 – Safety accountabilities
 - 1.3 – Appointment of key safety personnel
 - 1.4 – Coordination of emergency response planning
 - 1.5 – SMS documentation
2. Safety risk management
 - 2.1 – Hazard identification
 - 2.2 – Safety risk assessment and mitigation
3. Safety assurance
 - 3.1 – Safety performance monitoring and measurement
 - 3.2 – The management of change
 - 3.3 – Continuous improvement of the SMS
4. Safety promotion
 - 4.1 – Training and education
 - 4.2 – Safety communication

1. Safety policy and objectives

1.1 Management commitment and responsibility

The certified aerodrome shall define the organization's safety policy which shall be in accordance with international and national requirements, and which shall be signed by the accountable executive of the organization. The safety policy shall reflect organizational commitments regarding safety; shall include a clear statement about the provision of the necessary resources for the implementation of the safety policy; and shall be communicated, with visible endorsement, throughout the organization. The safety policy shall include the safety reporting procedures; shall clearly indicate which types of operational behaviours are unacceptable; and shall include the conditions under which disciplinary action would not apply. The safety policy shall be periodically reviewed to ensure it remains relevant and appropriate to the organization.

1.2 Safety accountabilities

The certified aerodrome shall identify the accountable executive who, irrespective of other functions, shall have ultimate responsibility and accountability, on behalf of

the certified aerodrome, for the implementation and maintenance of the SMS. The certified aerodrome shall also identify the accountabilities of all members of

management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS. Safety responsibilities, accountabilities and authorities shall be documented and communicated throughout the organization,

and shall include a definition of the levels of management with authority to make decisions regarding safety risk tolerability.

1.3 Appointment of key safety personnel

The certified aerodrome shall identify a safety manager to be the responsible individual and focal point for the implementation and maintenance of an effective SMS.

1.4 Coordination of emergency response planning

The certified aerodrome shall ensure that an emergency response plan that provides for the orderly and efficient transition from normal to emergency

operations and the return to normal operations, is properly coordinated with the emergency response plans of those organizations it must interface with during the

provision of its services.

1.5 SMS documentation

The certified aerodrome shall develop an SMS implementation plan, endorsed by senior management of the organization, that defines the organization's approach to the management of safety in a manner that meets the organization's safety objectives. The organization shall develop and maintain SMS documentation describing safety policy and objectives, the SMS requirements, the SMS processes and procedures, the accountabilities, responsibilities and authorities for processes and procedures, and the SMS outputs. Also as part of the SMS documentation, the certified aerodrome shall develop and maintain a safety management systems manual (SMSM), to communicate its approach to the management of safety throughout the organization.

2. Safety risk management

2.1 Hazard identification

The certified aerodrome shall develop and maintain a formal process that ensures that hazards in operations are identified. Hazard identification shall be based on a combination of reactive, proactive and predictive methods of safety data collection.

2.2 Safety risk assessment and mitigation

The certified aerodrome shall develop and maintain a formal process that ensures analysis, assessment and control of the safety risks in aerodrome operations.

3. Safety assurance

3.1 Safety performance monitoring and measurement

The certified aerodrome shall develop and maintain the means to verify the safety performance of the organization, and to validate the effectiveness of safety risks controls. The safety performance of the organization shall be verified in reference to the safety performance indicators and safety performance targets of the SMS.

3.2 The management of change

The certified aerodrome shall develop and maintain a formal process to identify changes within the organization which may affect established processes and

services; to describe the arrangements to ensure safety performance before

implementing changes; and to eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment.

3.3 Continuous improvement of the SMS

The certified aerodrome shall develop and maintain a formal process to identify the causes of substandard performance of the SMS, determine the implications of substandard performance of the SMS in operations, and eliminate or mitigate such causes.

4. Safety promotion

4.1 Training and education

The certified aerodrome shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform the SMS duties. The scope of the safety training shall be appropriate to each individual's involvement in the SMS.

4.2 Safety communication

The certified aerodrome shall develop and maintain formal means for safety communication that ensures that all personnel are fully aware of the SMS, conveys safety critical information, and explains why particular safety actions are taken and why safety procedures are introduced or change