Læsevejledning:

- 1) Dette materiale er beregnet til at drage sammenligning med Annex 14 standarder og rekommandationer med CS'er "Certification specifications" samt EU forordning 139/2014 herunder AMC'er "Acceptable means of compliance".
- 2)1. kolonne er alle Annex 14 punkterne opstillet i kronologisk rækkefølge fra Annex 14.
- 3)2. kolonne er de tilsvarende CS krav opstillet.
- 4)3. kolonne er tilsvarende uddrag af EU forordning 139/2014 samt tilhørende AMC anvisninger.
- 5)4. kolonne er der under kommentarer nævnt relevante henvisninger til henholdsvis guidensmateriale (GM1) til CS'er, dvs. Book 2 eller henholdvis til guidensmateriale til AMC'en.
- 6)I kommentarfeltet er små afvigelser mærket med lysebrun farve i hele feltet, hvorimod større afvigelser i regelsættet er afmærket med mørkebrun farve i hele kommentarfeltet.
- 7) Alt hvad der har med figurer, diagrammer eller pictogrammer at gøre, er skrevet med grøn skrift i kommentarfeltet.
- 8) Endelig er alle tabeller anført med rød skrift i kommentarfeltet.

(Materialet er fortrinsvis beregnet for internt brug i TS og vi fraskriver os ethvert ansvar for eventuelle fejl og mangler i materialet som eventuelt måtte forekomme.)

SARP'S dvs. Annex 14, herunder uddrag i form af forkortet tekst (NB! Kronologisk rækkefølge)	EASA'S (CS)certification specifications, herunder uddrag i form af forkortet tekst fra Book 1	EU forordning 139/2014 (ADR) samt tilhørende AMC herunder uddrag i form af forkortet tekst fra AMC'en (AMC= acceptebel means of complians)	Kommentarer
1.1 Definitions	CS ADR-DSN.A.002 Definitions		Antal af indsatte definitioner i SC'en er meget forskellig fra det der er anført i SARP. Der hvor der er sammenfald er definitionen dog udtrykt med det samme ordvalg.
Chapter 1. General 1.2 Applicability	CS ADR-DSN.A.001 Applicability Scope of regulation (EC) No 216/2008		SC henviser til "Regulation (EC) No 216/2008", hvorimod der i SARP henvises til specifikationerne i Annex 14 Volume I, Doc 9150 samt Appendix I Supp. Info GM1 ADR-DSN.A.001
1.2.1 The interpretation of			(a) The certification specifications of Book 1 Teksten i SARP ikke identisk med teksten i CS/GM, men målsætningen er den samme.

	T		
1.2.2 The specifications, unless			(b) At an aerodrome, which falls in the scope of the Basic
			Regulation
			Teksten i SARP ikke identisk med teksten i CS/GM, men målsætningen ligner
1.2.3 Wherever a colour is referred			maisætilligen ligher
1.2.3 Wherever a colour is referred			
1.3 Common reference systems			Der findes ikke en CS med helt samme indhold, men
			AMC'en dækker i vid udstrækning SARP krav
1.3.1 Horizontal reference system		AMC1 ADR.OPS.A.010 Data quality requirements	Der findes ikke en CS med helt samme indhold, men
		(d) Geographical coordinates indicating latitude and longitude	AMC'en dækker i vid udstrækning SARP krav herunder
		should	henvisning til WGS 84
1.3.2 Vertical reference system			
1.3.3 Temporal reference system			
1.4 Certification of aerodromes		ADR.AR.A.005 Competent Authority	
		The Competent Authority designated by the Member State	
		ANACA ADD AD C 015(a) Initiation of the contification	
		AMC1 ADR.AR.C.015(a) Initiation of the certification ADR.AR.C.020(a) Certification Basis	
		AMC1 ADR.AR.C.035(c) Issuance of certificates	
1.4.1 States shall certify		ADR.AR.A.005 Competent Authority	
		The Competent Authority designated by the Member State	
1.4.2 Recommendation. — States should		, , ,	
1.4.3 The regulatory framework			
1.4.4 As part of the certification		ADR.AR.C.035 Issuance of certificates	
		(d) The certificate shall be considered to include the aerodrome's	
		certification basis, the aerodrome manual	
1.5 Airport design			
1.5.1 Architectural and infrastructure-related			
requirements			
1.5.2 Recommendation. — The design of aerodromes			
should			
1.6 Reference code	CS ADR-DSN.A.005 Aerodrome reference code		Supp. Info GM1 ADR-DSN.A.005
Introductory Note.— The intent of the reference code is to			Supp. Info GM1 ADR-DSN.A.005 (a) (b)
provide a simple method for interrelating the numerous			эцрр. IIII о от дол
specifications concerning the characteristics of aerodromes so as			
to provide a series of aerodrome facilities that are suitable for			
the aeroplanes that are intended to operate at the aerodrome.			
1.6.1 An aerodrome reference	(a) An aerodrome reference		
1.6.2 The aerodrome reference	(b) The aerodrome reference code numbers		
1.6.3 The code number for	(c) The code number for element 1		
Note.— The determination of the aeroplane reference field length			Curry Info CM1 ADD DCN A CCC (-)
is solely for the selection of a code number and is not intended to			Supp. Info GM1 ADR-DSN.A.005 (c)
influence the actual runway length provided			
1.6.4 The code letter for element 2 shall	(d) The code letter for element 2		
Table 1-1. Aerodrome reference code	Table A-1 Aerodrome reference code		SARP tabel 1-1 identisk med CS tabel A-1.
Table 2 217161 Gall Silve Following Gode	. a.a. o r a r a r a r a r a r a r a r a r a r		J tabel I I lacitable fried of tabel // I.

CHAPTER 2. AERODROME DATA		ADR "Scope" identisk
2.1.1 Determination and	ADR.OR.D.007 Management of aeronautical data and	Tabeller vedr. tolerancer for data fra SARP Tabel A5-1 til
(Tabel A5-1 til Tabel A5-5)	aeronautical information	Tabel A5-5
APPENDIX 5. AERONAUTICAL DATA QUALITY	(a) As part of its management system, the aerodrome operator	er identisk med AMC/GM tabeller AMC/GM TO ANNEX IV –
REQUIREMENTS	ADR.OPS.A.005 Aerodrome data	PART ADR-OPS
	The aerodrome operator shall as appropriate:	SUBPART A – AERODROME DATA Tabel 1 til Tabel 5 side
	(a) determine, document and maintain data relevant to the aerodrome and available services;	137 til 140 i AMC/GM
	(b) provide data relevant to the aerodrome and available services to the users and the relevant air traffic services and aeronautical information services providers. AMC/GM TO ANNEX IV – PART ADR-OPS	
2.1.2 Recommendation.— Aerodrome mapping	SUBPART A – AERODROME DATA	ADR "Scope" identisk
2.1.2 Neconimendation.— Aerodrome mapping	ADR.OPS.A.010 Data quality requirements	SARP "Recommendation" findes ikke i CS
	The aerodrome operator shall have formal arrangements with organisations with which it exchanges aeronautical data and/or aeronautical information	S III Necestimienaatisti maas iiiie i
	ADR.OPS.B.001 Provision of services	
	The services under Subpart B of this Annex shall be provided at the aerodrome	
2.1.3 Where made available in accordance		
2.1.4 Where made available in accordance		
2.1.5 Contracting States shall ensure	ADR.OPS.A.015 Coordination between aerodrome operators and providers of aeronautical information services	ADR "Scope" identisk
	(a) To ensure that aeronautical information services providers obtain information to enable them to provide up-to-date preflight information and to meet the need for in-flight information	
2.1.6 Protection of electronic aeronautical		
2.1.7 Recommendation. — To achieve protection		
2.1.8 Geographical coordinates indicating latitude		
2.1.9 The order of accuracy of the field		
2.1.10 In addition to the elevation		
2.2 Aerodrome reference point	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 (a) (b) GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE POINT
2.2.1 An aerodrome reference point shall be established for an aerodrome		
2.2.2 The aerodrome reference point shall		
2.2.3 The position of the aerodrome reference		
2.3 Aerodrome and runway elevations	 AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 (a)(b)(c)
2.3.1 The aerodrome elevation and geoid		
2.3.2 For an aerodrome used by international		
2.3.3 For precision approach runway, the		
2.4 Aerodrome reference temperature	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 (a)(b)
2.4.1 An aerodrome reference temperature		
2.4.2 Recommendation. — The aerodrome		
2.5 Aerodrome dimensions and related information	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005

2.5.1 The following data shall be measured		
a) runway — true bearing to one-hundredth		
b) strip		
runway end safety area		
c) taxiway — designation, width, surface type		
d) apron — surface type, aircraft stands		
e) the boundaries of the air traffic control service		
f) clearway — length to the nearest metre or foot, ground		
profile		
g) visual aids for approach procedures, marking		
h) location and radio frequency of any VOR		
i) location and designation of standard taxi-routes; and		
j) distances to the nearest metre or foot of localizer		
37		
2.5.2 The geographical coordinates		
2.5.3 The geographical coordinates of appropriate taxiway		
2.5.4 The geographical coordinates of each aircraft		
2.5.5 The geographical coordinates of obstacles in	AMC1 ADR.OPS.A.005 Aerodrome data (b) The aerodrome	Indhold i store træk identisk med AMC/GM men redigeret
Area 2	operator should measure and report	på en anden måde
2.6 Strength of pavements	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005
2.6.2 The bearing strength of a pavement	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info STRENGTH OF PAVEMENTS
a) the pavement classification number (PCN);	AWICE ADMINI SIA, 003 ACTORIONIC data	(a) The bearing strength of a pavement intended for aircraft of
b) pavement type for ACN-PCN determination;		apron (ramp) mass greater than 5 700 kg should be made
c) subgrade strength category;		available using the aircraft classification — pavement
d) maximum allowable tire pressure category or maximum		classification number (ACN-PCN)
allowable tire pressure value; and		
e) evaluation method		
2.6.3 The pavement classification number (PCN) reported	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.0.3 The pavement classification number (1 Civ) reported	AWCI ADMOFS.A.003 Actoditime data	Supp. Into dividabili. Of S.A. 003 STRENGTH OF FAVENERIS
2.6.4 The ACN of an aircraft shall be determined in	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
accordance	AWICE ADMINI SIA, 003 ACTORIONIC data	Supplimo divizitario si moos sintendiri di ilivetina
2.6.5 For the purposes of determining the ACN, the	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
behaviour	AWICE ADMINI SIA, 003 ACTORIONIC data	Supp. IIIIO GIVIE AUGUS STRENGTII OT TAVENENTS
2.6.6 Information on pavement type for ACN-PCN	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.0.0 information on pavement type for ACN-FCN	ANICI ADN. 073.A.003 ACIOGIOINE data	Supp. IIIIO divit ADIN.O1 S.A.003 STRENGTH OF FAVENENTS
2.6.6 a) Pavement type for ACN-PCN determination:	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
Code		
Rigid pavement R		
Flexible pavement		
2.6.6 b) Subgrade strength category:	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
Code		
<i>High strength:</i> characterized by K = 150 MN/m3		
2.6.6 c) Maximum allowable tire pressure		
2.6.6 d) Evaluation method:		
Code		
Technical evaluation: representing		
Using aircraft experience: representing		
2.6.7 Recommendation. — Criteria should be established to		
regulate		
2.6.8 The bearing strength of a pavement intended		
2.6.8 a) maximum allowable aircraft mass; and		

2.6.8 b) maximum allowable tire pressure	1	<u> </u>
2.7 Pre-flight altimeter check location		
2.7.1 One or more pre-flight altimeter check locations	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 PRE-FLIGHT ALTIMETER CHECK LOCATION
2.7.2 Recommendation. — A pre-flight check location		
2.7.3 The elevation of a pre-flight altimeter check location shall		
be		
2.8 Declared distances	AMC1 ADR.OPS.A.005 Aerodrome data	Supp. Info GM1 ADR.OPS.A.005 DECLARED DISTANCES
The following distances shall		
a) take-off run available;		
b) take-off distance available;		
c) accelerate-stop distance available; and		
d) landing distance available		
2.9 Condition of the movement area and related facilities		Supp. Info GM1 ADR.OPS.A.005
2.9.1 Information on the condition of the movement area and		
2.9.2 The condition of the movement area	ADR.OPS.B.015 Monitoring and inspection of movement area	ADR "Scope" identisk
a) construction or maintenance work;	and related facilities	
b) rough or broken surfaces on a runway, a taxiway or an apron;		
	(a) The aerodrome operator shall monitor the condition	
c) snow, slush, ice, or frost on a runway, a taxiway or an apron;		
		
d) water on a runway, a taxiway or an apron;		
e) snow banks or drifts adjacent to a runway, a taxiway or an		
apron;		
f) anti-icing or de-icing liquid chemicals or other contaminants		
on a runway, taxiway or apron;		
g) other temporary hazards, including parked aircraft;		
h) failure or irregular operation of part or all of the aerodrome visual aids; and		
i) failure of the normal or secondary power supply 2.9.3 To facilitate compliance with 2.9.1 and 2.9.2,		
inspections		
2.9.4 Recommendation. — Personnel assessing and reporting		SARP "Recommendation" findes ikke i CS
runway		SARP RECOmmendation indes ikke i CS
Water on a runway		Supp. Info GM1 ADR.OPS.A.005
2.9.5 Recommendation.— Whenever water is present on a		Supp. IIII0 GIVI1 ADN.OFS.A.003
runway		
DAMP — the surface shows a change of colour due to moisture.		
WET — the surface is soaked but there is no standing water.		
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 2.9.6 Information that a runway or portion thereof may be		
slippery		
2.9.7 Notification shall be given to aerodrome users when the		
friction		
2.9.8 Whenever an operational runway is contaminated by snow,		
slush, ice or frost, the runway surface condition shall be assessed		
and reported		
2.9.9 Recommendation.— Runway surface friction		
measurements made		
2.9.10 Recommendation. — When friction measurements		

are		
2.9.11 Recommendation. — Whenever snow, slush, ice or frost		
is present and reported, the description of the runway surface		
condition should use the following terms		
DRY SNOW;		
WET SNOW;		
COMPACTED SNOW;		
WET COMPACTED SNOW;		
SLUSH;		
ICE;		
WET ICE;		
FROST;		
DRY SNOW ON ICE;		
WET SNOW ON ICE;		
CHEMICALLY TREATED.		
SANDED.		
2.9.12 Recommendation. — Whenever dry snow, wet snow or	AMC1 ADR.OPS.A.005 Aerodrome data	GM1 ADR.OPS.A.005 Aerodrome data
slush		CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES
2.10 Disabled aircraft removal		Supp. Info GM1 ADR.OPS.A.005
2.10.1 Recommendation. — The telephone/telex number(s) of		
the office		
2.10.2 Recommendation. — Information concerning the		
capability		
Note.— The capability to remove a disabled aircraft		
2.11 Rescue and fire fighting		Supp. Info GM1 ADR.OPS.A.005
2.11.1 Information concerning the level of protection		
2.11.2 Recommendation. — The level of protection normally		
available		
2.11.3 Changes in the level of protection normally available at an		
aerodrome		
Note.— Changes in the level of protection from that normally		
available		
2.11.4 Recommendation. — A change should be expressed in		
terms of the		
2.12 Visual approach slope indicator systems		Supp. Info GM1 ADR.OPS.A.005
The following information concerning a visual approach		
a) associated runway designation number;		
b) type of system according to 5.3.5.2. For an AT-VASIS		AT- VASIS er ikke nævnt i CS/AMC/GM materialet
c) where the axis of the system is not parallel to the runway		Indhold identisk
d) nominal approach slope angle(s). For a T-VASIS or an AT-		AT- VASIS er ikke nævnt i CS/AMC/GM materialet og specifikke
VASIS this		værdier for PAPI "slope" ikke nævnt i CS/AMC/GM
e) minimum eye height(s) over the threshold of the on-slope		AT- VASIS er ikke nævnt i CS/AMC/GM materialet og specifikke
signal(s). For a T-VASIS		værdier for PAPI "eye hight" ikke nævnt i CS/AMC/GM
3-8(-)/-2-3-11-2-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-		
2.13 Coordination between aeronautical information	AMC1 ADR.OPS.A.015 Coordination between aerodrome	
	operators	
2.13.1 To ensure that aeronautical	(b) A change in the level of protection normally available at an	SARP pkt. 2.13.1 svarer i nogen udstrækning til AMC1 ADR.
a) information on the status	, , , , , , , , , , , , , , , , , , , ,	OPS.A.015 pkt. b)
	aerodrome	OF 3.Α.013 μκτ. υ)
b) the operational status of associated		
c) any other information considered		
2.13.2 Before introducing changes to the air		
2.13.3 Of a particular importance are changes to aeronautical	(c) The aerodrome operator should observe the predetermined	SARP pkt. 2.13.3 svarer i nogen udstrækning til AMC1 ADR.
information		OPS.A.015 pkt. c)

2.13.4 The aerodrome services responsible for the provision		
Note 1.— Specifications for the issue		
Note 2.— AIRAC information is distributed		
Note 3.— The schedule of the predetermined		
CHAPTER 3. PHYSICAL CHARACTERISTICS	CHAPTER B — RUNWAYS	
3.1 Runways		
3.1.1 Recommendation. — The number and orientation of	CS ADR-DSN.B.015 Number, siting and orientation of runways	Indhold i nogen grad identisk, dvs. skrevet på en mere specifik
runways at an aerodrome		måde i GM 1
		Supp. Info GM1 ADR-DSN.B.015
3.1.2 Recommendation. — The siting and orientation of		
runways at an aerodrome		
3.1.3 Choice of maximum permissible crosswind components	CS ADR-DSN.B.020 Choice of maximum permissible crosswind	Punktet i CS har betegnelsen "Blank" dvs. EASA har ikke
	components	udarbejdet dette punkt.
		Supp. info GM1 ADR-DSN.B.020
Recommendation. — In the application of 3.1.1 it should be		Supp. Info GM1 ADR-DSN.B.020
assumed		
- 37 km/h (20 kt) in the case of aeroplanes whose		Supp. Info GM1 ADR-DSN.B.020
— 24 km/h (13 kt) in the case of aeroplanes whose reference		
— 19 km/h (10 kt) in the case of aeroplanes		
Note.— In Attachment A, Section 1, guidance is given on factors		
3.1.4 Data to be used	CS ADR-DSN.B.025 Data to be used	Supp. Info GM1 ADR-DSN.B.025
Recommendation. — The selection of data to be used for the	Intentionally blank	
calculation		
Note.— These winds are mean winds. Reference		
Location of threshold	CS ADR-DSN.B.030 Runway threshold	Supp. Info GM1 ADR-DSN.B.030
	(a) A threshold should be provided on a runway	
	(b) A threshold needs not to be provided on a take-off runway	
	(d) When it is necessary to displace a threshold	
	OC ADD DOU D COO	
3.1.5 Recommendation. — A threshold should normally	CS ADR-DSN.B.030	Indhold i CS stort set identisk
	(c) A threshold should be located at the extremity of a runway unless	
	operational considerations justify the choice of another location	
3.1.6 Recommendation. — When it is necessary to displace	CS ADR-DSN.B.030	Indhold i CS stort set identisk
<i>a</i>	(e) When the threshold is displaced, the threshold location should be	Supp. Info GM1 ADR-DSN.B.030
	measured at the inner edge of the threshold marking (the transverse	
	stripe across the runway)	
Actual length of runways	CS ADR-DSN.B.035 Actual length of runway and declared distances	Supp. Info GM1 ADR-DSN.B.035
	(b) The following distances should be calculated	
	(1) Take-off run available;	
	(2) Take-off distance available;	
	(3) Accelerate-stop distance available; and	
	(4) Landing distance available	
	(c) The length of the runway is measured	
3.1.7 Primary runway	CS ADR-DSN.B.035	Indhold i "Recommodation" er identisk hvad angår pkt. a) i
Recommendation. — Except as provided in 3.1.9, the actual	(a) The length of a runway should provide declared distances adequate	CS
runway length	to meet the operational requirements for the aircraft which the runway	
J	is intended to serve	Cum Info CAM ADD DON 5 COS
	is interided to serve	Supp. Info GM1 ADR-DSN.B.035
Note 1.— This specification does not necessarily		Supp. Info GM1 ADR-DSN.B.035
Note 2.— Both take-off and landing requirements		בנט.פ.איסא בואוט טואו אקאף.
1.0.0 2. Don't wife off and tanding requirements		

Note 3.— Local conditions that may need to be		
Note 4.— When performance data on aeroplanes for which		
the		
3.1.8 Secondary runway		
Recommendation. — The length of a secondary runway should		
be determined similarly		
3.1.9 Runways with stopways or clearways	CS ADR-DSN.B.040 Runways with stopways or clearways	Supp. Info GM1 ADR-DSN.B.040
Recommendation. — Where a runway is associated with a	The length(s) of a stopway or clearway, where provided, should be of	Supp. Info GM1 ADR-DSN.B.040
stopway or clearway, an actual runway length less than that	adequate distance to meet the operational requirements for the	
resulting from application of 3.1.7 or 3.1.8, as appropriate, may	aircraft which the runway is intended to serve	
be considered satisfactory, but in such a case any combination of		
runway, stopway and clearway provided		
Width of runways	CS ADR-DSN.B.045 Width of runways	Supp. Info GM1 ADR-DSN.B.045
3.1.10 Recommendation. — The width of a runway should be	(a) The width of a runway should be not less than the appropriate	SARP pkt. 3.1.10 hovedsagelig identisk med pkt. a) men
not less than the appropriate dimension specified in the following	dimension specified in the Table B-1.	også "following tabulation" er identisk med tabel B-1 i CS
tabulation		Supp. Info GM1 ADR-DSN.B.045
Note 1.— The combinations of code numbers and letters for	(b) The width of the runway should be measured	
which widths are specified have been developed for typical aeroplane characteristics		
Note 2.— Factors affecting runway width are given in the		
Aerodrome Design Manual (Doc 9157), Part 1		
Minimum distance between parallel runways	CS ADR-DSN.B.050 Minimum distance between parallel non-	Supp. Info GM1 ADR-DSN.B.050
Transmant distance between parametranways	instrument runways	Supp. IIIIO GIVIT NEW ESIVISIOSO
3.1.11 Recommendation. — Where parallel non-instrument	(a) Where parallel non-instrument runways are intended for	Indhold identisk hvad angår CS
— 210 m where the higher code number is 3 or 4;	simultaneous use, the minimum distance between their centre lines	Supp. Info GM1 ADR-DSN.B.050
— 150 m where the higher code number is 2; and	should be:	
— 120 m where the higher code number is 1.	(a) (1) 210 m where the higher code number is 3 or 4;	
Note.— Procedures for wake turbulence categorization of		
aircraft and wake turbulence separation minima are	(a) (2) 150 m where the higher code number is 2; and	
contained in the Procedures for Air Navigation Services	(a) (3) 120 m where the higher code number is 1.	
3.1.12 Recommendation. — Where parallel instrument	CS ADR-DSN.B.055 Minimum distance between parallel	Supp. Info GM1 ADR-DSN.B.055
runways	instrument runways	
— 1 035 m for independent parallel approaches;	(a) Where parallel instrument runways	Indhold i CS identisk
— 915 m for dependent parallel approaches;	(a) (1) 1 035 m for independent parallel approaches;	
— 760 m for independent parallel departures;	() (2) (45 () 1 1 1 1 1	
— 760 m for segregated parallel operations;	(a) (2) 915 m for dependent parallel approaches;	
	(a) (3) 760 m for independent parallel departures; and	
	() () 750 ()	
	(a) (4) 760 m for segregated parallel operatio	
except that:	(b) Apart from provided in (a) above, for segregated parallel operations	Indhold i CS identisk
a) for segregated parallel operations the specified minimum	the specified minimum distance:	
distance:	(b) (1) should be decreased by 30 m for each 150 m that the arrival	
1) may be decreased by 30 m for each 150 m that the arrival	runway is staggered toward the arriving aircraft, to a minimum of 300	
runway is staggered toward the arriving aircraft, to a minimum	m; and	
of 300 m; and	(1) (2) 1 111 1 22 (1) 12	
2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving	(b) (2) should be increased by 30 m for each 150 m that the arrival	
aircraft	runway is staggered away from the arriving aircraft	
b) for independent parallel approaches, combinations of	(c) Other combinations of minimum distances should apply taking into	Indhald i CC i nagan grad idential
minimum distances and associated conditions other than those	account ATM and operational aspects.	Indhold i CS i nogen grad identisk
specified in the PANS-ATM (Doc 4444)	account Arivi and operational aspects.	
Slopes on runways	CS ADR-DSN.B.060 Longitudinal slopes of runways	Supp. Info GM1 ADR-DSN.B.060
3.1.13 Longitudinal slopes	(a) The safety objective of limiting	
Recommendation.— The slope computed by dividing	(b) The slope computed by dividing the difference between the	Kun pkt. b) (1) og (2) i CS svarer indholdsmæssigt til SARP
— 1 per cent where the code number is 3 or 4; and	maximum and minimum elevation along the runway centre line by the	Supp. Info GM1 ADR-DSN.B.060
-2 per cent where the code number is 1 or 2.	runway length should not exceed:	SAPPI IIIO GITTABA BURABADO
	•	

	/h) /4) 4 0/h = == th = == d= ====h=== i= 2 == A === d	
	(b) (1) 1 % where the code number is 3 or 4; and	
	(b) (2) 2 % where the code number is 1 or 2.	
3.1.14 Recommendation. —Along no portion	(c) Along no portion of a runway	Indhold i CS identisk
— 1.25 per cent where the code number is 4, except	(C) (1) 1.25 % where the code number is 4,	manora i eo facillisk
— 1.5 per cent where the code number is 3,	(C) (2) 1.5 % where the code number is 3,	
— 2 per cent where the code number is 1 or 2.	(C) (3) 2 % where the code number is 1 or 2.	
3.1.15 Longitudinal slope changes	CS ADR-DSN.B.065 Longitudinal slope changes on runways	Supp. info GM1 ADR-DSN.B.065
Recommendation.— Where slope changes	(a) The safety objective of limiting the longitudinal runway slope	Indhold i CS identisk
— 1.5 per cent where the code number is 3 or 4; and	changes	Supp. info GM1 ADR-DSN.B.065
— 2 per cent where the code number is 1 or 2.	(b) Where slope changes cannot be avoided	
Note.— Guidance on slope changes before a runway	(b) (1) 1.5 % where the code number is 3 or 4; and (2) 2 % where the	
	code number is 1 or 2.	
3.1.16 Recommendation. — The transition from	(c) The transition from one slope to another should be accomplished	Indhold i CS identisk
— 0.1 per cent per 30 m (minimum radius of curvature of 30 000	(c) (1) 0.1 % per 30 m (minimum radius of curvature of 30 000 m)	
m) 15 000	(c) (2) 0.2 % per 30 m (minimum radius of curvature of 15 000 m	
— 0.2 per cent per 30 m (minimum radius of curvature of 15 000	(c) (3) 0.4 % per 30 m (minimum radius of curvature of 7 500 m)	
— 0.4 per cent per 30 m (minimum radius of curvature of 7 500		
m)		
3.1.17 Sight distance	CS ADR-DSN.B.070 Sight distance for slopes on runways	Supp. Info GM1 ADR-DSN.B.070
Recommendation. — Where slope changes cannot be avoided	(a) The safety objective of minimum runway sight	Indhold i CS identisk
— any point 3 m above a runway to all other points 3 m above	(b) Where slope changes on runways cannot be avoided	Supp. Info GM1 ADR-DSN.B.070
— any point 2 m above a runway to all other points 2 m above — any point 1.5 m above a runway to all other points 1.5 m	(b) (1) any point 3 m above a runway to all	
above	(b) (2) any point 2 m above a runway	
Note.— Consideration will have to be given to providing an	(b) (3) any point 1.5 m above a runway	
unobstructed line of sight over the entire length		
3.1.18 Distance between slope changes	CS ADR-DSN.B.075 Distance between slope changes on runways	Supp. Info GM1 ADR-DSN.B.075
Recommendation.— Undulations or appreciable changes	Undulations or appreciable changes in slopes located	Supp. Info GM1 ADR-DSN.B.075 Indhold i CS identisk
Recommendation. — Undulations or appreciable changes a) the sum of the absolute numerical values of the	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values	
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding	Undulations or appreciable changes in slopes located	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4;	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4;	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4;	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m;	Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B;	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent,	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 %	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B;	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent,	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 %	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent,	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout Strength of runways	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength CS ADR-DSN.B.085 Runway strength	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085 Indhold i CS identisk
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout Strength of runways 3.1.21 Recommendation.— A runway should be capable of	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength CS ADR-DSN.B.085 Runway strength	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout Strength of runways 3.1.21 Recommendation.— A runway should be capable of withstanding Surface of runways	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength CS ADR-DSN.B.085 Runway strength The runway should be of sufficient strength to support normal	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085 Supp. Info GM1 ADR-DSN.B.090
Recommendation.— Undulations or appreciable changes a) the sum of the absolute numerical values of the corresponding — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and a) — 5 000 m where the code number is 1 or 2; or b) b) 45 m; whichever is greater 3.1.19 Transverse slopes Recommendation.— To promote the most rapid drainage — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B; but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each 3.1.20 Recommendation.— The transverse slope should be substantially the same throughout Strength of runways 3.1.21 Recommendation.— A runway should be capable of withstanding	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater CS ADR-DSN.B.080 Transverse slopes on runways (a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each (d) The transverse slope should be substantially The runway should be of sufficient strength CS ADR-DSN.B.085 Runway strength The runway should be of sufficient strength to support normal	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075 Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085 Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085

	(b) The surface of a paved runway should be constructed so as to	Indhold i CS identisk
provide surface friction	provide good friction	
3.1.24 Recommendation. — The surface of a paved runway		
should be evaluated when		
3.1.25 Recommendation. — <i>Measurements of the surface</i>		
friction characteristics		
3.1.26 Recommendation. — The average surface texture depth	(c) The average surface texture depth of a new surface should be not	Indhold i CS identisk
of a new surface should be not less than 1.0 mm	less than 1.0 mm	manora i es racinask
3.1.27 Recommendation. — When the surface is grooved or	(d) If the surface is grooved or scored, the grooves or	Indhold i CS identisk
scored, the grooves or scorings should	(a) It the surface is grooved or scored, the grooves or	manola resilacitask
3.2 Runway shoulders	SECTION 2 — RUNWAY SHOULDERS	Supp. Info GM1 ADR-DSN.B.125
3.2 Kuliway shoulders	CS ADR-DSN.B.125 Runway shoulders	3upp. IIII0 GIVI1 ADR-D3N.B.123
	(a) The safety objective of runway shoulder	
3.2.1 Recommendation. — Runway shoulders should be	(b) Runway shoulders should be provided for a runway where the code	Indhold i CS identisk
provided	letter is D or E, and the runway width is less than 60 m	Supp. Info GM1 ADR-DSN.B.125
3.2.2 Recommendation. — Runway shoulders should be	(c) Runway shoulders should be provided for a runway where the code	1 ''
provided for a		Indhold i CS identisk
* *	letter is F	Curry Info CNA1 ADD DCN D 135
Width of runway shoulders	CS ADR-DSN.B.135 Width of runway shoulders	Supp. Info GM1 ADR-DSN.B.135
3.2.3 Recommendation. — The runway shoulders should extend	The runway shoulders should extend symmetrically	Indhold i CS identisk
symmetrically	(a) 60 m where the code letter is D or E; and	
overall width of the runway and its shoulders is not less than: — 60 m where the code letter is D or E; and	(b) 75 m where the code letter is F.	
— 60 m where the code letter is D or E, and — 75 m where the code letter is F.		
3.2.4 Recommendation. — The surface of the shoulder that	CS ADR-DSN.B.130 Slopes on runway shoulders	Indhold i CS identisk
abuts the runway should be flush with the surface of the	(b) The surface of the paved shoulder that abuts the runway should be	Supp. Info GM1 ADR-DSN.B.130
runway and its transverse slope should not exceed 2.5 per cent.	flush with the surface of the runway and its transverse slope should not	Зирр. IIII0 GWI АБК-БЗК.В.130
	exceed 2.5 %.	
	CACCCU 2.5 70.	
Strength of runway shoulders	CS ADR-DSN.B.140 Strength of runway shoulders	Supp. Info GM1 ADR-DSN.B.140
3.2.5 Recommendation. — A runway shoulder should be	A runway shoulder should be prepared or constructed so as to be	Indhold i CS identisk
prepared or constructed	capable, in the event of an aeroplane running off the runway, of	Supp. Info GM1 ADR-DSN.B.140
prepared or constructed	supporting the aeroplane	Supp. IIII0 GIVIT ADIX-DSIN.B. 140
3.3 Runway turn pads	SECTION 1 — RUNWAY TURN PADS	Cupa Info CN41 ADD DCNID 000
5.5 Kunway turn paus	CS ADR-DSN.B.095 Runway turn pads	Supp. Info GM1 ADR-DSN.B.095
General	CS ADR-DSN.B.095	LCC'on or day on mare general or mindre specifik ardlyd
3.3.1 Where the end of a runway is not served by a taxiway	(b) Where the end of a runway is not served by a taxiway or a taxiway	I CS'en er der en mere general og mindre specifik ordlyd,
3.3.1 Where the end of a fullway is not served by a taxiway	turnaround, and if required, a runway turn pad should be provided to	men indhold i nogen udstrækning identisk
	facilitate a 180-degree turn of aeroplanes	Supp. Info GM1 ADR-DSN.B.095
	racilitate a 180-degree turii or aeropianes	
0.00 P. 1.0 W. 1.00		
3.3.2 Recommendation. — Where the end of a runway is not	CS ADR-DSN.B.095	I CS'en er der en mere general og mindre specifik ordlyd,
served by a taxiway	(a) The safety objective of the runway turn pad is to facilitate a safe	men indhold i nogen udstrækning identisk
	180-degree turn by aeroplanes on runway ends that are not served by a	
	taxiway or taxiway turnaround	
3.3.3 Recommendation. — The runway turn pad may be located	CS ADR-DSN.B.095	Indhold i CS identisk
on either	(d) The runway turn pad should be located on either the left or right	
	side of the runway and adjoining the runway pavement at both ends of	
	the runway and at some intermediate locations where deemed	
	necessary	
3.3.4 Recommendation. — The intersection angle of the runway	(e) The intersection angle of the runway turn pad with the runway	Indhold i CS identisk
turn pad with	should not exceed 30 degrees	
3.3.5 Recommendation. — The nose wheel steering angle to be	(f) The nose wheel steering angle to be used in the design of the	 Indhold i CS identisk
used in the design	runway turn pad should not exceed 45 degrees	
3.3.6 The design of a runway turn pad shall be such that, when	(c) The design of a runway turn pad should be such that when the	Indhold identisk i dels teksten dels i de to tabeller som
the cockpit	cockpit of the most demanding aircraft for which the turn pad is	også er identiske
	1	2000 or inclinions

Following tabulation	intended remains over the turn pad marking, the clearance distance	
Tollowing tabulation	between any wheel of the aeroplane landing Following tabulation	
3.3.7 Recommendation. — Where severe weather conditions and		SARP "Recommendation" findes ikke i CS
resultant lowering		Supp. Info GM1 ADR-DSN.B.095
Slopes on runway turn pads	CS ADR-DSN.B.100 Slopes on runway turn pads	Supp. Info GM1 ADR-DSN.B.100
3.3.8 Recommendation. — The longitudinal and transverse	The longitudinal and transverse slopes on a runway turn pad should	Indhold i CS identisk
slopes on a runwa	be	Supp. Info GM1 ADR-DSN.B.100
Strength of runway turn pads	CS ADR-DSN.B.105 Strength of runway turn pads	Supp. Info GM1 ADR-DSN.B.105
3.3.9 Recommendation. — The strength of a runway turn pad should be at least equal	The strength of a runway turn pad should be compatible	Indhold i CS identisk
Surface of runway turn pads	CS ADR-DSN.B.110 Surface of runway turn pads	Supp. Info GM1 ADR-DSN.B.110
3.3.10 The surface of a runway turn pad shall not have	(a) The surface of a runway turn pad should	Indhold i CS identisk
3.3.11 Recommendation. — The surface of a runway turn pad should be so constructed	(b) The surface of a runway turn pad should be constructed	Indhold i CS identisk
Shoulders for runway turn pads	CS ADR-DSN.B.115 Width of shoulders for runway turn pads	Supp. Info GM1 ADR-DSN.B.115
3.3.12 Recommendation. — The runway turn pads should be	The runway turn pads should be provided with shoulders of	Supp. Info GM1 ADR-DSN.B.115
provided with shoulders Note.— As a minimum, the width of the shoulders would need to		
cover the outer engine of the most demanding aeroplane and thus		
may be wider than the associated runway shoulders		
3.3.13 Recommendation. — The strength of runway turn pad shoulders should be capable	CS ADR-DSN.B.120 Strength of shoulders for runway turn pads	Indhold i CS identisk
showaers showa be capable	The strength of runway turn pad shoulders should be capable	Supp. Info GM1 ADR-DSN.B.120
3.4 Runway strips	SECTION 3 — RUNWAY STRIP	
General	CS ADR-DSN.B.150 Runway strip to be provided	Indhold i CS identisk
3.4.1 A runway and any associated stopways	A runway and any associated stopways should be included in a strip.	Supp. Info GM1 ADR-DSN.B.150
Length of runway strips	CS ADR-DSN.B.155 Length of runway strip	
Length of runway strips 3.4.2 A strip shall extend before the threshold		Indhold i CS identisk
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4;	CS ADR-DSN.B.155 Length of runway strip	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4;	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4;	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-	
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway	Indhold i CS identisk
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2;	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2;	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3 Indhold i CS identisk
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its 3.4.5 Recommendation.— A strip including a non-instrument	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre (d) A strip including a non-instrument runway should	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its 3.4.5 Recommendation.— A strip including a non-instrument — 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre (d) A strip including a non-instrument runway should (d) (1) 75 m where the code number is 3 or 4;	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3 Indhold i CS identisk
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its 3.4.5 Recommendation.— A strip including a non-instrument — 75 m where the code number is 3 or 4;	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3 Indhold i CS identisk
Length of runway strips 3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one Width of runway strips 3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend 3.4.4 Recommendation.— A strip including — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its 3.4.5 Recommendation.— A strip including a non-instrument — 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and	CS ADR-DSN.B.155 Length of runway strip A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one. CS ADR-DSN.B.160 Width of runway strip (a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout (c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre (d) A strip including a non-instrument runway should (d) (1) 75 m where the code number is 3 or 4;	Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160 Kun pkt. b) er identisk med SARP 3.4.3 Indhold i CS identisk

	(c) To eliminate a buried vertical surface	
3.4.6 Recommendation. — An object situated on a runway	(a) An object situated on a runway strip which may endanger	Indhold i CS identisk
3.4.0 Recommendation.— 11tt object studied on a runway	aeroplanes	Supp. Info GM1 ADR-DSN.B.160
3.4.7 No fixed object, other than visual aids required		Indhold i CS identisk
a) within 77.5 m of the runway centre line of a precision	(b) No fixed object, other than visual aids	
approach runway category I, II or III where the code number is 4	(b) (1) within 77.5 m of the runway centre line	
and the code letter is F; or	(b) (2) within 60 m of the runway centre line	
b) within 60 m of the runway centre line of a precision approach runway category I, II or III where the code number is 3 or 4; or	(b) (3) within 45 m of the runway centre line of	
c) within 45 m of the runway centre line of a precision approach		
runway category I where the code number is 1 or 2		
, , ,		
No mobile object shall be permitted on this part of the runway	(d) No mobile object should be permitted on this part of the runway	Kun pkt. d) Identisk med 3.4.7
strip during the use of the runway for landing or take-off.	strip during the use of the runway for landing or take-off.	
Grading of runway strips	CS ADR-DSN.B.175 Grading of runway strips	Supp. Info GM1 ADR-DSN.B.175
3.4.8 Recommendation. — That portion	(a) That portion of a strip of an instrument runway within a distance of	Indhold i CS identisk
— 75 m where the code number is 3 or 4; and — 40 m where the code number is 1 or 2;	at least:	Supp. Info GM1 ADR-DSN.B.175
from the centre line of the runway and its extended centre	(a) (1) 75 m where the code number is 3 or 4; and	
J. S	(a) (2) 40 m where the code number is 1 or 2;	
	from the centre line of the runway and its	
3.4.9 Recommendation. — That portion of a strip of a non-	(b) That portion of a strip of a non-instrument runway	Indhold i CS identisk
instrument runway	(b) (1) 75 m where the code number is 3 or 4;	
— 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and	(b) (2) 40 m where the code number is 2; and	
— 40 m where the code number is 2; and — 30 m where the code number is 1;		
from the centre line of the runway and its	(b) (3) 30 m where the code number is 1;	
· · · · · · · · · · · · · · · · · · ·	from the centre line of the runway and its extended	Ladhald CC da atal
3.4.10 The surface of that portion of a strip that abuts a	(c) The surface of that portion of a strip that abuts a runway, shoulder, or stopway should be flush with the surface of the runway, shoulder, or	Indhold i CS identisk
runway	stopway	
3.4.11 Recommendation. — That portion of a strip to at least 30		Indhold i CS identisk
m before a	(,,	
3.4.12 Recommendation. — Where the areas in 3.4.11 have		GM1 ADR.OPS.B.090 Use of the aerodrome by higher code letter
paved surfaces, they should be able to withstand		aircraft
		ELEMENTS TO BE ASSESSED
Clarace are recovered at the control	CC ADD DON D 190 Longitudinal alongs on minority string	(a) the aircraft mass, tire pressure and ACN values
Slopes on runway strips 3.4.13 Longitudinal slopes	CS ADR-DSN.B.180 Longitudinal slopes on runway strips (a) The safety objective of longitudinal	Supp. Info GM1 ADR-DSN.B.180
Recommendation.— A longitudinal slope along	CS ADR-DSN.B.180	Kun pkt. b) og pkt. 1) 2) og 3) er identisk med SARP 3.4.13
— 1.5 per cent where the code number is 4;	(b) A longitudinal slope along that portion of a strip	p 0, 05 p 1, 2, 05 0, 01 ldelition filed 0, 111 0.1.13
-1.75 per cent where the code number is 3; and	(b) (1) 1.5 % where the code number is 4;	
— 2 per cent where the code number is 1 or 2.	(b) (2) 1.75 % where the code number is 3; and	
	(b) (3) 2 % where the code number is 1 or 2.	
3.4.14 Longitudinal slope changes	(c) Longitudinal slope changes on that portion of a strip to be graded	 Indhold i CS identisk
Recommendation. — Slope changes on that portion of a strip to	should be as gradual as practicable, and abrupt changes or sudden	
be graded should	reversals of slopes should be avoided	Cupp Info CM1 ADD DCN D 105
3.4.15 Transverse slopes	CS ADR-DSN.B.185 Transverse slopes on runway strips	Supp. Info GM1 ADR-DSN.B.185
Recommendation. — <i>Transverse slopes on that portion</i> — 2.5 per cent where the code number is 3 or 4; and	(a) Transverse slopes on that portion of a strip (a) (1) 2.5 % where the code number is 3 or 4; and	Indhold i CS identisk
- 3 per cent where the code number is 3 or 4, and - 3 per cent where the code number is 1 or 2;		
except that to facilitate drainage the slope for the first 3 m	(a) (2) 3 % where the code number is 1 or 2;	
outward	except that to facilitate drainage from the slope for the first 3 m	
	outward	
3.4.16 Recommendation. — The transverse slopes of any	(b) The transverse slopes of any portion of a strip beyond that to be	Indhold i CS identisk

portion of a strip beyond that to be graded should not exceed an	graded should not exceed an upward slope of 5 % as measured	
upward slope of 5 per		
Strength of runway strips	CS ADR-DSN.B.190 Strength of runway strips	Supp. Info GM1 ADR-DSN.B.190
3.4.17 Recommendation. — That portion of	(a) That portion of a strip of an instrument runway	Indhold i CS identisk
— 75 m where the code number is 3 or 4; and	(a) (1) 75 m where the code number is 3 or 4; and	Supp. Info GM1 ADR-DSN.B.190
— 40 m where the code number is 1 or 2; from the centre line of the runway and its extended	(a) (2) 40 m where the code number is 1 or 2;	
from the centre line of the runway and its extended	from the centre line of the runway and its extended	
3.4.18 Recommendation. — That portion of a strip containing a	(b) That portion of a strip containing a non-instrument runway	Indhold i CS identisk
non-instrument	(b) (1) 75 m where the code number is 3 or 4;	
— 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and	(b) (2) 40 m where the code number is 2; and	
— 30 m where the code number is 1;	(h) (2) 20 vs whove the gode number is 1.	
from the centre line of the runway and its extended	(b) (3) 30 m where the code number is 1; from the centre line of the runway and its extended	
2.5 Dunway and cofety energ		Cura Info CM4 ADD DCM C 240
3.5 Runway end safety areas	CHAPTER C — RUNWAY END SAFETY AREA CS ADR-DSN.C.210 Runway End Safety Areas	Supp. Info GM1 ADR-DSN.C.210
	(a) The safety objective of the runway end safety area (RESA)	
General	(b) A runway end safety area should be provided at each end of a	Kun pkt. b) og pkt. 1) 2) er identisk med SARP 3.5.1
3.5.1 A runway end safety area shall be provided at each end of a		Ruil pkt. b) og pkt. 1/2/ el luelitisk filed SANF 3.3.1
runway strip where:		Supp. Info GM1 ADR-DSN.C.210
— the code number is 3 or 4; and	(b) (1) the code number is 3 or 4; and	Supp. IIIIO GIVIT ADIV-DSIV.C.210
— the code number is 1 or 2 and the runway is an instrument	(b) (2) the code number is 1 or 2 and the runway is an instrument one.	
one. 3.5.2 Recommendation. — A runway end safety area should be		Datta ar ikka madtagat i CC cam at kray far kadasiffar 1 ag
provided at each end of a runway strip where the code		Dette er ikke medtaget i CS som et krav for kodeciffer 1 og 2 VMC baner
number is 1 or 2 and the runway is a non-instrument one.		2 VIVIC Datiet
·		
Dimensions of runway end safety areas	CS ADR-DSN.C.215 Dimensions of runway end safety areas	Supp. Info GM 1 ADR-DSN.C.215
3.5.3 A runway end safety area shall extend	(a) A runway end safety area should extend from the end of a runway	Indhold i CS identisk
— the code number is 3 or 4; and	strip to a distance of at least 90 m and, as far as practicable, extend to a	Supp. Info GM 1 ADR-DSN.C.215
— the code number is 1 or 2 and the runway is an instrument	distance of:	
one. If an arresting system is installed, the above length may be		
reduce		
3.5.4 Recommendation. — A runway end safety area should, as	(a) (1) 240 m where the code number is 3 or 4 and	Indhold i CS identisk
far as practicable		
— 240 m where the code number is 3 or 4; or a reduced length	(a) (2) 120 m where the code number is 1 or 2 and the runway is an	
when an arresting system is installed;	instrument one; (b) Notwithstanding the provisions in (a) above,	
— 120 m where the code number is 1 or 2 and the runway is an	(b) Notwithstanding the provisions in (a) above,	
instrument one; or a reduced length when an arresting system is installed; and	(a) \A(i) deb at DECA	
— 30 m where the code number is 1 or 2 and the runway is a	(c) Width of RESA	
non-instrument one.	The width of a runway end safety area should be at least	
3.5.5 The width of a runway end safety area shall		
3.5.6 Recommendation. — The width of a runway end safety	(c) Width of RESA	Indhold i CS identisk
area should, wherever practicable, be equal to that of the	The width of a runway end safety area should be at least twice that of	
graded portion of the associated runway stri	the associated runway and, wherever practicable, be equal to that of	
	the graded portion of the associated runway strip.	
Objects on runway end safety areas	CS ADR-DSN.C.220 Objects on runway end safety areas	Supp. Info GM1 ADR-DSN.C.220
3.5.7 Recommendation. — An object situated on a runway end	No fixed object, other than equipment and installations required for air	Indhold stort set identisk
safety area which may endanger	navigation or for aeroplane safety purposes and satisfying the relevant	Supp. Info GM1 ADR-DSN.C.220
	frangibility requirement CS ADR-DSN.T.910, should be permitted on a	
	runway end safety area	Curry Info CAMA ADD DCAL C 225
Clearing and grading of runway end safety areas	CS ADR-DSN.C.225 Clearing and grading of runway end safety areas	Supp. Info GM1 ADR-DSN.C.225
3.5.8 Recommendation. —A runway end safety area should	A runway end safety area should provide a cleared and graded area for	Indhold i CS identisk
provide a cleared and graded Note.— The surface of the ground in the runway end safety area	aeroplanes which the runway is intended to serve in the event of an	Supp. Info GM1 ADR-DSN.C.225
The surjuct of the ground in the runway end sufery area	aeroplane	

does not need to be prepared to the same quality as the runway		
strip. See, however, 3.5.12.	oc and post close of	C
Slopes on runway end safety areas	CS ADR-DSN.C.230 Slopes on runway end safety areas	Supp. Info GM1 ADR-DSN.C.230
3.5.9 General	(a) Longitudinal slopes	Indhold i CS identisk
Recommendation. — The slopes of a runway end safety area	(a) (1) The slopes of a runway end safety area should be such that no	Supp. Info GM1 ADR-DSN.C.230
should be such that no part of the	part of the runway end safety area penetrates the approach or take-off	
	climb surface	
3.5.10 Longitudinal slopes	(a) (2) The longitudinal slopes of a runway end safety area should not	Indhold i CS identisk
Recommendation. — The longitudinal slopes of a runway end	exceed a downward slope of 5 %. Longitudinal slope changes should be	
safety area should not exceed	as gradual as practicable, and abrupt changes or sudden reversals of	
	slopes should be avoided.	
3.5.11 Transverse slopes	(b) Transverse slopes	Indhold i CS identisk
Recommendation. — The transverse slopes of a runway end	The transverse slopes of a runway end safety area should not exceed	
safety area should	an upward or downward slope of 5 %. Transitions between	
	differing	
Strength of runway end safety areas 3.5.12 Recommendation.— A runway end safety area should be	CS ADR-DSN.C.235 Strength of runway end safety areas	Dette er ikke medtaget i CS som et krav
so prepared or constructed as to reduce the risk of damage to an	Intentionally blank	Supp. Info GM1 ADR-DSN.C.235
aeroplane undershooting or overrunning the runway,		
3.6 Clearways	SECTION 4 — CLEARWAYS, STOPWAYS AND RADIO ALTIMETER	Cupp Info CM1 ADD DCN D 10F
5.0 Clear ways	OPERATING AREA	Supp. Info GM1 ADR-DSN.B.195
	CS ADR-DSN.B.195 Clearways	
	(a) The inclusion of detailed specifications	
Location of clearways	CS ADR-DSN.B.195	Indhold i CS identisk
3.6.1 Recommendation. — The origin of a clearway should be at		manora i es racinask
the end	The origin of a clearway should be	Supp. Info GM1 ADR-DSN.B.195
Length of clearways	(c) Length of clearways	Indhold i CS identisk
3.6.2 Recommendation. — The length of a clearway should not	The length of a clearway should not exceed half the length of the take-	
exceed	off run available	
Width of clearways	(d) Width of clearways:	Indhold i CS identisk
3.6.3 Recommendation. —A clearway should extend laterally to	A clearway should extend laterally to a distance of at least 75 m on	
a distance of at least 75 m	each side of the extended centre line of the runway	
Slopes on clearways	(e) Slopes on clearways:	Indhold i CS identisk
3.6.4 Recommendation. — The ground in a clearway should not	The ground in a clearway should not project above a plane having an	
project above a plane having an upward slope of 1.25 per cent, the lower limit of this plane being a horizontal line	upward slope of 1.25 %, the lower limit of this plane being a horizontal	
which:	line which	
a) is perpendicular to the vertical plane containing the runway	(e) (1) is perpendicular to the vertical plane containing the runway centre line; and	
centre line; and	centre inie, and	
b) passes through a point located on the runway centre line at	(e) (2) passes through a point located on the runway centre line at the	
the end of the take-off run available	end of the take-off run available	
3.6.5 Recommendation. — Abrupt upward changes in slope		
should be avoided when the slope on the ground in a		
3.6.6 Recommendation. — An object situated on a clearway	(f) An object situated on a clearway which may endanger aeroplanes in	Indhold i CS identisk
which may endanger aeroplanes in the air should be regarded as		iliuliolu i CS lueliusk
an obstacle and should be removed	the all should be regarded as all obstacle and should be removed	
3.7 Stopways	CS ADR-DSN.B.200 Stopways	Supp. Info GM1 ADR-DSN.B.200
	(a) The inclusion of detailed specifications	''
Width of stopways	(b) Width of stopways:	Indhold i CS identisk
3.7.1 A stopway shall have the same width as the runway	A stopway should have the same width as the runway with which it is	
	associated	Supp. Info GM1 ADR-DSN.B.200
Slopes on stopways	(c) Slopes on stopways:	Indhold i CS identisk
3.7.2 Recommendation. — Slopes and changes in slope on a	Slopes and changes in slope on a stopway, and the transition from	
stopway		

1 1 1 1 1 1 1 1 1 1			,	
b) air ske period and memory and dising ske	a) the limitation in 3.1.14 of a 0.8 per cent slope for the first and	(c) (1) the limitation in CS ADR-DSN.B.060(b) of a 0.8 per cent slope		
Strongth of the area 3.8. Recommendation	•	(c) (2) at the junction of the stopway and runway and		
3.5.3 Hecommodulum— A supervy should be prepared or constructed as as to be capable, in order or equality in the event of an absolute of an event of an absolute of the event of a solution of				
continued as one of the equality, in the error of an abundance allow of group registers which the designation which the dispersion which the the unforced as part of provide a good confinence of principal varieties. 3.7 A The section of a prived supprising area of a price of a provide supprising area of a procession approach runway category it and it,				Indhold i CS identisk
about this verified of supporting the enrophous which the symposium variables of a provided in provided in the second control of the	3.1.3 Recommendation. —A stopway should be prepared or			
As Redo altimeter operating area control control in the surface of a parcel stopway shall be an constructed		1.1		
Surface of a paved stopways shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of a paved stopway shall be so constructed as a story provide a good coefficient of infection to be compatible with that of the account of the surface of surface o		the		
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3.8 Radio altimeter operating area (S. DAD-SNR-208 Radio altimeter operating area should estend before	• • •			ilianola i es laentisk
3.8 Redo altimeter operating area G. ADR DSNB. 2008 Radio altimeter operating area G. ADR DSNB. 2008 Radio altimeter operating area SAL Recommendation.— A radio altimeter operating area stream of the area 3.8.2 Recommendation.— A radio altimeter operating area stream of the area 3.8.2 Recommendation.— A radio altimeter operating area should extend laterally, on each size of the criterial of course of the area 3.8.3 Recommendation.— A radio altimeter operating area should extend laterally, on each size of the criterial of course of the area of the	5.7.4 The surface of a paved stopway shall be so constructed			
3.8 Recommendation — A radio altimeter operating area (a) A radio altimeter operating area (b) A radio altimeter operating area (c) A radio altimeter operating area (c) A radio altimeter operating area (d) A radio altimeter operating area abould extend alterally, on each side of the area (d) A radio altimeter operating area abould extend alterally, on each side of the area (d) A radio altimeter operating area (d) A radio altimeter opera		·		
General Sal. Recommendation. — A rolin altimeter operating area should be established in the pre- threshold area of a precision approach runway category if and iff	3 & Radio altimeter operating area			Supp. Info GM1 ADR-DSN R 205
Supp. Info GM1 ADR DSN.B. 205 Length of the area \$3.8.2 Recommendation.— A radio obtaineder operating area should extend before				
Length of the area 3.8.2 Recommendation—A radio olimeter operating area should extend before Width of the area 3.8.3 Recommendation—A radio olimeter operating area should extend before Width of the area 3.8.3 Recommendation—A radio olimeter operating area should extend laterally, on each side of the transport of the extended centre line of the runway, to a distance of 60 m, Individual slape changes 4.3 Paralysis 5.3 Recommendation—On a radio altimeter operating area, tope changes 3.3 I Recommendation—On a radio altimeter operating area, tope changes 3.3 I Recommendation—Taraway should be provided to permit the Amendment besign Manual (Doe 9157), Para 2 3.3 I Recommendation—Sufficient entrance and est trackways for a ranspos should 3.3 I Recommendation—Sufficient entrance and est trackways for a ranspos should 3.3 Recommendation—Paralysis and the standards of the standards of the standards of the standards of the extended centre line of the runway, to a distance of 60 m, Individual Standards of the standards of the extended centre line of the runway, to a distance of 60 m, (AMPTER D — TAXIWAYS 5.3 PA TA				Indhold I CS Identisk
Longton of the arrea: 3.8.2 Recommendation.— A radio oblinates operating area should extend before	5.8.1 Recommendation. — A radio altimeter operating	threshold area of a precision approach runway category II and III,		
A ratio altimeter operating area should extend before Width of the area 3.3. Recommendation.— A radio altimeter operating area should extend before A ratio altimeter operating area should extend before	T			
Should		• • •		Indhold i CS identisk
Width of the area: As Recommendation		A radio altimeter operating area should extend before		
3.8.3 Recommendation.— A radio altimeter operating area should extend laterally, on each side of the extended centre line of the nurway, to a distance of 60 m, except that, when		(a) Midth of the area.		In all ald : CC : doubtiels
should extend laterally, or each side of the extended centre line of the romway, to a distance of 60 m, Interplaced the rows of the romes, and a distance of 60 m, Interplaced the rows of		· ·		
of the runway, to a distance of 60 m, except that, when Langitudinal topic changes 3.8.4 Recommendation.— On a radio altimeter operating area, whose changes 3.9.1 Recommendation.— Taxiways should be provided to permit the permit of				Supp. Into Givit ADR-DSN.B.205
Langitudinal shope changes 3.8.4 Recommendation.— On a radio allimeter operating area, slope changes 3.9 Taxiways CHAPTER D — TAXIWAYS CS ADR-OSN-D.240 Taxiways CS ADR-OSN-D.240 Taxiways general Unless otherwise indicated, the requirements in Chapter D - Taxiways are applicable to all types of taxiways is given in the Aerodrone Design Annual (Doe 9157), Part 2, 3.9.2 Recommendation.— Sufficient entrance and exit naxiways 3.9.3 Recommendation.— The design of a taxiway should be such that, when Following tabulation 3.9.4 As of 20 November 2008, the design of a taxiways applicable to all types of taxiways such that Following tabulation 3.9.5 Recommendation.— A straight portion Soly Info GM1 ADR-OSN-D.240 Taxiways Der er ikke det same indhold i CS som i SARP pkt. 3.9.2 Der er ikke det same indhold i CS som i SARP pkt. 3.9.2 The design of a taxiway should be such that, when the cockpit of the aeroplane for which the taxiway is intended, remains over the taxiway Enter line Following tabulation 3.9.4 As of 20 November 2008, the design of a taxiway shall be such that Following tabulation 3.9.5 Recommendation.— A straight portion Following tabulation: 3.9.6 Recommendation.— A straight portion Solops. Info GM1 ADR-OSN-D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: 3.9.6 Recommendation.— Changes in direction of taxiways Sopp. Info GM1 ADR-OSN-D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: 3.9.6 Recommendation.— Changes in direction of taxiways Sopp. Info GM1 ADR-OSN-D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: 3.9.6 Recommendation.— Changes in direction of taxiways Sopp. Info GM1 ADR-OSN-D.250 Trailways-Commendation.— Changes in direction of taxiways should be (b) The design of the curve should be such that (b) The des		the extended centre line of the runway, to a distance of 60 m,		
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3.9.2 Recommendation.— Sufficient entrance and exit taxiways for a runway should Says Recommendation.— The design of a taxiway should be such that, when the cockpit of the aeroplane for which the taxiway is intended, remains over the taxiway centre line Following tabulation 3.9.4 As of 20 November 2008, the design of a taxiway shall be such that Width of taxiways Says Recommendation.— A straight portion CS ADR-DSN.D.245 Width of taxiways A straight portion of a taxiways should have a width of not less than that given by the following tabulation: SAPP 3.9.6 Recommendation.— Changes in direction of taxiways Note 1.— An example of widening taxiways to achieve the wheel clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable dimensions is given in the Aerodrome Design Saps Recommendation.— Sufficient entrance and exit taxiway should be such that, when the cockpit of the aeroplane for which the taxiway should be such that, when the cockpit of the aeroplane for which the taxiway is intended, remains over the taxiway centre line De to tabeller i henholdsvis SARP og CS er identiske Following tabulation Omhandler taxiways opført før eller efter 20. Nov. 2008 (Ingen bem. i CS angående denne dato) Supp. Info GM1 ADR-DSN.D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: CS ADR-DSN.D.250 Taxiways curves (a) Changes in direction of taxiways should be (b) The design of the curve should be such that				
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centre line Sollowing tabulation Centre line Combandler taxiways opfort for eller efter 20. Nov. 2008 (Ingen bem. i CS angående denne dato) Width of taxiways Supp. Info GM1 ADR-DSN.D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: Solve Recommendation Combandler taxiways opfort for eller efter 20. Nov. 2008 (Ingen bem. i CS angående denne dato) Supp. Info GM1 ADR-DSN.D.245 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: Solven Info GM1 ADR-DSN.D.250 A straight portion of a taxiway should have a width of not less than that given by the following tabulation: Combandler taxiways opfort for eller efter 20. Nov. 2008 (Ingen bem. i CS angående denne dato) Supp. Info GM1 ADR-DSN.D.245 Following tabulation of taxiways should have a width of not less than that given by the following tabulation: SARP 3.9.6 Rec. findes ikke i CS, men CS ADR-DSN.D.250 "Taxiways curves" findes i Aerodrome Design Manual (b) The design of the curve should be such that (b) The design of the curve should be such that	3.9.3 Recommendation. — The design of a taxiway should be	(a) The design of a taxiway should be such that, when the cockpit of the		Indhold i CS identisk
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Such that Width of taxiways 3.9.5 Recommendation.— A straight portion following tabulation: 3.9.6 Recommendation.— Changes in direction of taxiways Note 1.— An example of widening taxiways to achieve the wheel clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable dimensions is given in the Aerodrome Design (Ingen bem. i CS angående denne dato) Supp. Info GM1 ADR-DSN.D.245 A straight portion of a taxiways should have a width of not less than that given by the following tabulation: SARP 3.9.6 Rec. findes ikke i CS, men CS ADR-DSN.D.250 (a) Changes in direction of taxiways should be (b) The design of the curve should be such that		Following tabulation		
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SARP 3.9.6 Recommendation: given by the following tabulation: given by the following tabulation:	3.9.5 Recommendation. — A straight portion	A straight portion of a taxiway should have a width of not less than that		Following tabulation i bade SARP og i CS er identiske
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clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable dimensions is given in the Aerodrome Design (b) The design of the curve should be such that		(a) Changes in direction of taxiways should be		· · · · · · · · · · · · · · · · · · ·
		(b) The design of the curve should be such that		
Manual (Doc 9157), Part 2.				Supp. Info GM1 ADR-DSN.D.250
Note 2.— The location of taxiway centre line markings				
Note 2.— The location of taxiway centre line markings Note 3.— Compound curves may reduce or eliminate				
Figure 3-2 Taxiway curves Figure GM-D-1 Taxiway curve i Figur identisk.				Figure GM-D-1 Taxiway curve i Figur identisk
Supp. Info GM1 ADR-DSN.D.250	Tigate 5 2 Tuniway calves			
3.9.7 Recommendation. — <i>To facilitate the movement of</i> CS ADR-DSN.D.255 Junction and intersection of taxiways Indhold i CS i store træk identisk	3.9.7 Recommendation. — To facilitate the movement of	CS ADR-DSN.D.255 Junction and intersection of taxiways		
aeroplanes, fillets (a) To facilitate the movement of aeroplanes, fillets Supp. Info GM1 ADR-DSN.D.255		•		
Note.— Consideration will have to be given to the aeroplane datum length when designing fillets. Guidance on the design of by The design of the fillets should ensure that the minimum		(b) The design of the fillets should ensure that the minimum		Supp. IIIIO GIVIT NEW ESTABLESS

fillets and the definition of the term aeroplane datum length are given in the Aerodrome Design Manual (Doc 9157), Part 2.	wheel clearances specified in CS ADR-DSN.D.240	
Taxiway minimum separation distances	CS ADR-DSN.D.260 Taxiway minimum separation distance (a) The safety objective of minimum taxi	Supp. Info GM1 ADR-DSN.D.260
3.9.8 Recommendation. — The separation distance between Note 1.— Guidance on factors which may be considered in the aeronautical study is given in the Aerodrome Design Manual (Doc 9157), Part 2. Note 2.— ILS and MLS installations may also influence the location of taxiways Note 3.— The separation distances of Table 3-1, column 10, do	(b) The separation distance between the centre line of	Supp. Info GM1 ADR-DSN.D.260
not Note 4.— The separation distance between the centre line of an aircraft stand		
Table 3-1. Taxiway minimum separation distances	Table D-1. Taxiway minimum separation distances	Tabeller i SARP og i CS er identiske
3.9.9 Longitudinal slopes	CS ADR-DSN.D.265 Longitudinal slopes on taxiways (a) The safety objective of limiting the longitudinal	Supp. Info GM1 ADR-DSN.D.265
Recommendation. — The longitudinal slope of — 1.5 per cent where the code letter is C, D, E or F; and — 3 per cent where the code letter is A or B.	(b) The longitudinal slope of a taxiway should not exceed:(b) (1) 1.5 % where the code letter is C, D, E, or F; and(b) (2) 3 % where the code letter is A or B.	Indhold i CS identisk hvad angår b) pkt. 1), 2)
3.9.10 Longitudinal slope changes	CS ADR-DSN.D.270 Longitudinal slope changes on taxiways	Supp. Info GM1 ADR-DSN.D.270
Recommendation.— Where slope changes on a taxiway — 1 per cent per 30 m (minimum radius of curvature of 3 000 m — 1 per cent per 25 m (minimum radius of curvature of 2 500 m)	(a) The safety objective of limiting (b) Where slope changes on a taxiway cannot be avoided (b) (1) 1 % per 30 m (minimum radius of curvature of 3 000 m) (b) (2) 1 % per 25 m (minimum radius of curvature of 2 500 m) (c) Where slope changes in (b)(1) and (2) are not achieved	Indhold i CS identisk hvad angår b) pkt. 1), 2)
3.9.11 Sight distance	CS ADR-DSN.D.275 Sight distance of taxiways	Supp. Info GM1 ADR-DSN.D.275
Recommendation.— Where a change in slope on a taxiway — 3 m above the taxiway, it will be possible — 2 m above the taxiway, it will be possible — 1.5 m above the taxiway, it will be possible	(a) The safety objective of minimum (b) Where a change in slope on a taxiway cannot be (b) (1) 3 m above the taxiway, it should (b) (2) 2 m above the taxiway, it (b) (3) 1.5 m above the taxiway	Indhold i CS identisk hvad angår b) pkt. 1), 2) og 3)
3.9.12 Transverse slopes	CS ADR-DSN.D.280 Transverse slopes on taxiways (a) The safety objective of taxiway transverse slopes	Supp. Info GM1 ADR-DSN.D.280
Recommendation.— The transverse slopes of a taxiway — 1.5 per cent where the code letter — 2 per cent where the code letter is A or B.	(b) The transverse slopes of a taxiway should be sufficient(b) (1) 1.5 % where the code letter(b) (2) 2 % where the code letter is A or B.	Indhold i CS identisk hvad angår b) pkt. 1) og 2) Supp. Info GM1 ADR-DSN.D.280
Strength of taxiways	CS ADR-DSN.D.285 Strength of taxiways	Indhold i CS identisk
3.9.13 Recommendation. — The strength of a taxiway	The strength of a taxiway should be suitable for	Supp. Info GM1 ADR-DSN.D.285
Surface of taxiways	CS ADR-DSN.D.290 Surface of taxiways	Supp. Info GM1 ADR-DSN.D.290
3.9.14 Recommendation. — The surface of a taxiway should not have	(a) The surface of a taxiway should not have irregularities	Indhold i CS identisk
3.9.15 Recommendation. — The surface of a paved taxiway should be so constructed	(b) The surface of a taxiway should be constructed or resurfaced	Indhold i CS identisk
Rapid exit taxiways Note.— The following specifications detail requirements particular to rapid exit taxiways. See Figure 3-3.	CS ADR-DSN.D.295 Rapid exit taxiways	Supp. Info GM1 ADR-DSN.D.295
3.9.16 Recommendation. — A rapid exit taxiway should be designed — 550 m where the code number — 275 m where the code number to enable exit speeds under wet conditions of:	(a) The safety objective of rapid (b) A rapid exit taxiway should be designed with a radius of turn (b) (1) 550 m where the code number is 3 or 4; and (b) (2) 275 m where the code number is 1 or 2;	Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.295

	, , , , , , , , , , , , , , , , , , ,	
— 93 km/h where the code	to enable under wet conditions exit speeds of:	
— 65 km/h where the code number	(b) (2) (i) 93 km/h where the code number is 3 or 4; and	
Note.— The locations of rapid exit taxiways along a runway are	(b) (2) (ii) 65 km/h where the code number is 1 or 2.	
based on several criteria described in the Aerodrome Design		
Manual (Doc 9157), Part 2, in addition to different speed		
criteria.		
3.9.17 Recommendation. — The radius of the fillet on the	(c) The radius of the fillet on the inside of the curve at a rapid	Indhold i CS identisk
inside		
3.9.18 Recommendation. — A rapid exit taxiway should include	(d) A rapid exit taxiway should include a straight distance	Indhold i CS identisk
a straight	(a) A rapid call taxiway should include a straight distance	
3.9.19 Recommendation. — The intersection angle of a rapid	(-) The interesting and a few maid with the interesting to	Indhold i CS identisk
exit taxiway with the	(e) The intersection angle of a rapid exit taxiway with the runway	mundia i C3 identisk
Figure 3-3. Rapid exit taxiway	Figure D.4. Denid outstanding.	Firm 2.2 LCAPR or idential mod firms P. 4 LCC
	Figure D-1. Rapid exit taxiway	Figur 3-3 SARP er identisk med figure D-1 CS
Taxiways on bridges	CS ADR-DSN.D.300 Taxiways on bridges	Supp. Info GM1 ADR-DSN.D.300
3.9.20 The width of that portion of a taxiway bridge	(a) The width of that portion of a taxiway bridge	Indhold i CS identisk
The state of the property of the state of th	(a) The math of that portion of a taxina) shage	Supp. Info GM1 ADR-DSN.D.300
3.9.21 Recommendation. — Access should be provided to allow	(h) Assess should be provided to allow ressue and firefighting	Indhold i CS identisk
rescue	(b) Access should be provided to allow rescue and firefighting	mundia i es identisk
Note.— If aeroplane engines overhang the bridge structure,		Cupp Info CN41 ADD DCN D 200
protection of adjacent areas below the bridge from engine blast		Supp. Info GM1 ADR-DSN.D.300
may be required		
		Indhold i CS identisk
3.9.22 Recommendation. —A bridge should be constructed on a	(c) A bridge should be constructed on a straight section	indhold i CS identisk
straight section		S
3.10 Taxiway shoulders	CS ADR-DSN.D.305 Taxiway shoulders	Supp. Info GM1 ADR-DSN.D.305
Note.— Guidance on characteristics of taxiway shoulders and on		
shoulder treatment is given in the Aerodrome Design Manual		
(Doc 9157), Part 2.	() () () () () () () () () ()	
3.10.1 Recommendation. — Straight portions of a taxiway	(a) Straight portions of a taxiway where the code letter is C, D	Indhold i CS identisk
— 60 m where the code letter is F; — 44 m where the code letter is E;	(a) (1) 60 m where the code letter is F;	
— 44 m where the code letter is E; — 38 m where the code letter is D; and	(a) (2) 44 m where the code letter is E;	
— 38 m where the code letter is D; and — 25 m where the code letter is C.	(a) (2) 11 m where the code letter is 2)	
	(a) (3) 38 m where the code letter is D; and	
On taxiway curves and on junctions or intersections where	(a) (4) 25 m where the gods letter is C	
increased pavement	(a) (4) 25 m where the code letter is C.	
2102B	(b) On taxiway curves and on junctions or intersections	
3.10.2 Recommendation. — When a taxiway is intended to be	(c) When a taxiway is intended to be used by turbine-engined	Indhold i CS identisk
used by turbine		
3.11 Taxiway strips	CS ADR-DSN.D.310 Taxiway Strip	Supp. Info GM1 ADR-DSN.D.310
Note.— Guidance on characteristics of taxiway strips is given in		
the Aerodrome Design Manual (Doc 9157), Part 2.		
General	A taxiway, other than an aircraft stand taxilane, should be included in a	Indhold i CS identisk
3.11.1 A taxiway, other than an aircraft stand taxilane	strip	
Width of taxiway strips	CS ADR-DSN.D.315 Width of taxiway strips	Supp. Info GM1 ADR-DSN.D.315
	(a) The safety objective of the width of taxiway	
3.11.2 Recommendation. —A taxiway strip should extend	(b) A taxiway strip should extend symmetrically on each	Indhold i CS identisk hvad angår pkt. b)
Objects on taxiway strips	CS ADR-DSN.D.320 Objects on taxiway strips	
· · · · · · · · · · · · · · · · · · ·		Supp. Info GM1 ADR-DSN.D.320
3.11.3 Recommendation. — The taxiway strip should provide an	The taxiway strip should provide an area clear of objects which	Indhold i CS identisk
area clear		Supp. Info GM1 ADR-DSN.D.320
Note.— Consideration will have to be given to the location and		
design of drains on a taxiway strip to prevent damage to an		
aeroplane accidentally running off a taxiway. Suitably designed		
drain covers may be required		
Grading of taxiway strips	CS ADR-DSN.D.325 Grading of taxiway strips	GM1 ADR-DSN.D.325
	(a) The safety objective of the	
3.11.4 Recommendation. — The centre portion	(b) The centre portion of a taxiway strip should	 Indhold i CS identisk hvad angår pkt. b) 1),2),3),4),5)
— 11 m where the code letter is A;	(b)(1) 11 m where the code letter is A;	
— 12.5 m where the code letter is B or C;		

	T(1) (2) (2) 5 1 1 1 1 1 1 1 1 1 2 2	T
— 19 m where the code letter is D; — 22 m where the code letter is E; and	(b) (2) 12.5 m where the code letter is B or C;	
— 30 m where the code letter is F.	(b) (3) 19 m where the code letter is D;	
	(b) (4) 22 m where the code letter is E; and	
	(b) (5) 30 m where the code letter is F	
Slopes on taxiway strips	CS ADR-DSN.D.330 Slopes on taxiway strips (a) The safety objective of limiting the longitudinal	Supp. Info GM1 ADR-DSN.D.330
3.11.5 Recommendation. — The surface of the strip	(b) The surface of the strip should be flush at the edge	Indhold i CS identisk hvad angår pkt. b) 1),2)
— 2.5 per cent for strips where the code	(b) (1) 2.5 % for strips where the code letter is C, D, E, or F; and	
— 3 per cent for strips of taxiways where the upward slope being measured with reference to the	(b) (2) 3 % for strips of taxiways where the code letter is A or B;	
transverse	the upward slope being measured with reference to the	
3.11.6 Recommendation. — The transverse slopes on any	(c) The transverse slopes on any portion of a taxiway strip	Indhold i CS identisk
portion		
3.12 Holding bays, runway-holding positions,	CS ADR-DSN.D.335 Holding bays, runway-holding positions,	Supp. Info GM1 ADR-DSN.D.335
intermediate holding positions and road-holding positions	intermediate holding positions, and road-holding positions	
General	(a) Holding bay(s) or other bypasses of sufficient size and adequate	Indhold i CS overvejende identisk
3.12.1 Recommendation. — <i>Holding bay(s) should be provided</i>	construction should be provided where necessary, to make deviations	Supp. Info GM1 ADR-DSN.D.335
1	in the departure sequence possible	
3.12.2 A runway-holding position or positions shall be established	(b) A runway-holding position or positions should be established (b) (2) on the taxiway, at the intersection of a taxiway and a runway;	Indhold i CS identisk
a) on the taxiway, at the intersection of a taxiway and a runway;	and	
and	(b) (3) at an intersection of a runway with another runway when	
b) at an intersection of a runway with another runway when the	(b) (b) at all intersection of a rankay with another rankay when	
former runway		
3.12.3 A runway-holding position shall be established on a	(b) (1) on the taxiway, if the location or alignment of the taxiway is such	Indhold i CS identisk
taxiway if the location	that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids;	
3.12.4 Recommendation. — An intermediate holding position	(c) An intermediate holding position should be established on a taxiway	Indhold i CS identisk hvad angår (c) men (d) ingår ikke I
should be established on a taxiway	at any point other than a runway-holding position where it is desirable	SARP i den sammenhæng
	to define a specific holding limit	
3.12.5 A road-holding position shall be established at an	((d) An emergency access road should be equipped) (e) A road-holding position should be established at each intersection	Indhold i CS identisk
intersection of a road with a runway	of a road with a runway.	illullolu i C3 idelitisk
Location	CS ADR-DSN.D.340 Location of holding bays, runway-holding	Supp. Info GM1 ADR-DSN.D.340
	positions, intermediate holding positions, and road-holding positions	
3.12.6 The distance between a holding bay, runway	(a) The distance between a holding bay, runway-holding position	Indhold i CS identisk
	established at a taxiway/runway intersection or road-holding	Supp. Info GM1 ADR-DSN.D.340
	position	
3.12.7 Recommendation. — At elevations greater than 700 m (2 300 ft) the distance of 90	(b) At elevations greater than 700 m the distance of 90 m specified	Indhold i CS identisk
a) up to an elevation of 2 000 m (6 600 ft); 1 m for every 100 m (330 ft) in excess	(b) (1) up to an elevation of 2 000 m; 1 m for every 100 m in excess of 700 m;	Indhold i CS identisk
b) elevation in excess of 2 000 m (6 600 ft) and up to 4 000 m (13	(b) (2) elevation in excess of 2 000 m and up to 4 000 m;	
320 ft); 13 m	(b) (3) elevation in excess of 4 000 m and up to 5 000 m; 43 m	
c) elevation in excess of 4 000 m (13 320 ft) and up to 5 000 m 3.12.8 Recommendation. —If a holding bay, runway-holding		CARD (Decompose delice) (Code ellection)
position or road-holding position for a precision approach		SARP "Recommendation" findes ikke i CS
runway code number 4 is at a greater elevation compared to the		Supp. Info GM1 ADR-DSN.D.340
threshold, the distance of 90 m or 107.5 m,		
Table 3-2. Minimum distance from the runway centre line	Table D-2 — Minimum distance from the runway centre line to a	De 2 tabeller I SARP og CS er identiske inklusiv noter og
to a holding bay, runway-holding position or road-holding position	holding bay, runway-holding point, or road-holding position	bemærkninger nedenunder tabellerne
3.13 Aprons	CHAPTER E — APRONS	
* "	1	

General	CS ADR-DSN.E.345 General	Supp. Info GM1 ADR-DSN.E.345
3.13.1 Recommendation. — Aprons should be provided whe	Aprons should be provided to permit the safe loading and off-	Indhold i CS identisk
3.13.1 Recommendation.— Aprons should be provided whem	loading	manoia res lacitask
Size of aprons	CS ADR-DSN.E.350 Size of aprons	Punktet i CS har betegnelsen "Blank" dvs. EASA har ikke
3.13.2 Recommendation. — The total apron area should	Intentionally blank	udarbejdet dette punkt
		Supp. Info GM1 ADR-DSN.E.350
Strength of aprons	CS ADR-DSN.E.355 Strength of aprons	Indhold i CS identisk
3.13.3 Recommendation. — Each part of an apron should	Each part of an apron should be capable of withstanding	Supp. Info GM1 ADR-DSN.E.355
Slopes on aprons	CS ADR-DSN.E.360 Slopes on aprons	
3.13.4 Recommendation. — Slopes on an apron, including	(a) Slopes on an apron should be sufficient to prevent	Indhold i CS identisk
3.13.5 Recommendation. — On an aircraft stand	(b) On an aircraft stand the maximum slope	Supp. Info GM1 ADR-DSN.E.360
Clearance distances on aircraft stands	CS ADR-DSN.E.365 Clearance distances on aircraft stands	
	(a) The safety objective of clearance distances on aircraft	
3.13.6 Recommendation. —An aircraft stand should provide the		Indhold i CS identisk hvad angår pkt. b) samt de 2 tabeller i
following Following tabulation	Following tabulation	SARP og CS
<u> </u>		Supp. Info GM1 ADR-DSN.E.365
When special circumstances so warrant, these clearances may be		Identisk hvad angår pkt. 3) samt (i) og (ii) i CS
reduced at a nose-in aircraft stand a) between the terminal, including any fixed passenger	reduced: (c) (1) for height limited objects	
b) b) over any portion of the stand provided with azimuth	(c) (1) for height limited objects,	
guidance	(c) (2) if the stand is restricted for aircraft	
	(c) (3) in the following locations (for aircraft using a taxi-in, push-back	
	procedure only):	
	(c) (3) (i) between the terminal (including passenger loading bridges)	
	(c) (3) (ii) over a portion of the stand provided with azimuth guidance	
3.14.1 An isolated aircraft parking position shall be designated or	CS ADR-DSN.F.370 Isolated aircraft parking position	Indhold i CS i nogen grad identisk
the aerodrome	(a) The safety objective of the isolated aircraft	Supp. Info GM1 ADR-DSN.F.370
	(b) General	
	An isolated aircraft parking position should be designated by the aerodrome operator for parking of aircraft that needs isolation from	
	normal aerodrome activities	
3.14.2 Recommendation. — The isolated aircraft parking	(c) Location	Indhold i CS i nogen grad identisk
position should be located	The isolated aircraft parking position should be located at the	Interiora i es i nogen grad identisk
	maximum distance practicable and in any case never less than	
3.15 De-icing/anti-icing facilities	CHAPTER G — DE-ICING/ANTI-ICING FACILITIES	Supp. Info GM1 ADR-DSN.G.375
General	CS ADR-DSN.G.375 General	Indhold i CS identisk
3.15.1 Recommendation. — Aeroplane de-icing/anti-icing	Aeroplane de-icing/anti-icing facilities should be provided at an	Supp. Info GM1 ADR-DSN.G.375
facilities	aerodrome where icing conditions are expected to occur.	
Location	CS ADR-DSN.G.380 Location	Supp. Info GM1 ADR-DSN.G.380
3.15.2 Recommendation. — De-icing/anti-icing facilities should	(a) De-icing/anti-icing facilities should be provided either at aircraft	Indhold i CS identisk
be provided either at aircraft stands or at specified	stands or at specified remote areas.	
Note 1.— One of the primary factors influencing the location of a		Supp. Info GM1 ADR-DSN.G.380 Location
de-icing/anti-icing facility is to ensure that the holdover time of the anti-icing treatment is still in effect at the end of taxiing and		
when take-off clearance of the treated aeroplane is given.		
Note 2.— Remote facilities compensate for changing weather		
conditions when icing conditions or blowing snow are expected		
to occur along the taxi-route taken by the aeroplane to the		
runway meant for take-off. 3.15.3 Recommendation. — The remote de-icing/anti-icing	(b) The de-icing/anti-icing facilities should be located to be clear of the	Indhold i CS nogen grad identisk
facility should be l	obstacle limitation surfaces to not cause interference to the radio	munolu i Co nogen grau luentisk
J, 5.10 00	navigation	
Note.— An aeroplane de-icing/anti-icing pad consists of a) an	CS ADR-DSN.G.385 Size of de-icing/anti-icing pads	Indhold i CS nogen udstrækning det samme
inner area for parking of an aeroplane to be treated, and	(a) The safety objective of the de-icing/anti-icing pad dimensions is to	Supp. Info GM1 ADR-DSN.G.385
b) an outer area for movement of two or more mobile de-		

icing/anti-icing equipment.	allow safe positioning of aircraft for de-icing/anti-icing, including sufficient room for the safe movement of de-icing vehicles around the aircraft	
3.15.4 Recommendation. — The remote de-icing/anti-icing facility should be so located as to provide		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.G.385
Note.— The jet blast effects caused by a moving aeroplane on other aeroplanes receiving the anti-icing treatment or taxiing behind will have to be taken into account to prevent degradation of the treatment		
Size and number of de-icing/anti-icing pads	CS ADR-DSN.G.385 Size of de-icing/anti-icing pads	Supp. Info GM1 ADR-DSN.G.385
3.15.5 Recommendation. — The size of a de-icing/anti-icing pad should be equal to Note.— Where more than one de-icing/anti-icing pad is provided, consideration will have to be given to providing deicing/anti-icing vehicle movement areas of adjacent pads that	(b) The size of a de-icing/anti-icing pad should be equal to the parking area required by the most demanding aircraft in a given category with at least 3.8 m clear paved area all around the aeroplane for the movement of the de-icing/anti	Indhold i CS identisk Supp. Info GM1 ADR-DSN.G.385
3.15.6 Recommendation. — The number of de-icing/anti-icing		SARP "Recommendation" findes ikke i CS
pads required		Supp. Info GM1 ADR-DSN.G.385
Slopes on de-icing/anti-icing pads	CS ADR-DSN.G.390 Slopes on de-icing/anti-icing pads	Supp. Info GM1 -ADR-DSN.G.390
3.15.7 Recommendation. — The de-icing/anti-icing pads should	The de-icing/anti-icing pads should be provided with suitable slopes:	I store træk identisk indhold i CS
be provided with suitable slopes	(a) to ensure satisfactory drainage of the area;	Supp. Info GM1 -ADR-DSN.G.390
	(b) to permit collection of all excess de-icing/anti-icing fluid running off an aeroplane; and	
	(c) not to hinder the movement of aircraft on or off the pad	
Strength of de-icing/anti-icing pads	CS ADR-DSN.G.395 Strength of de-icing/anti-icing pads	Supp. Info GM1 ADR-DSN.G.395
3.15.8 Recommendation. — The de-icing/anti-icing pad should	The de-icing/anti-icing pad should be capable of withstanding the	I store træk identisk indhold i CS
be capable of withstanding the traffic	traffic of the aircraft it is intended to serve.	Supp. Info GM1 ADR-DSN.G.395
Clearance distances on a de-icing/anti-icing pad	CS ADR-DSN.G.400 Clearance distances on a de-icing/anti-icing pad (a) The safety objective of the clearance distances on a de-icing/anti-icing pad is	Supp. Info GM1 ADR-DSN.G.400
3.15.9 Recommendation.— A de-icing/anti-icing pad should provide the minimum clearances specified in 3.13.6 for 3.15.10 Recommendation.— Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table 3-1, column 11, should be provided. (See Figure 3-4.)	(b) A de-icing/anti-icing pad should provide the following minimum clearances Following tabulation Code Letter Clearance A 3.8 m osv (c) If the pad layout is such as to include bypass configuration, the minimum separation distances specified in Table D-1, column (12) should be provided. (d) Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table D-1, column (11) should be provided (see Figure G-1). Figure G-1. Minimum separation distance on a de-icing/anti-icing	I store træk identisk indhold i CS dog er tabeller for standplads afstande på De- ising pladser ikke identisk idet CS er noget mere konservativ for kategori A og B dvs. 3,8 m mod SARP 3 m. Også hvad angår punkt c) i CS anvendes kolonne 12 i tabel D-1 som modsvares af kolonne 12 i SARP tabel 3-1 men i SARP materialet anvendes generelt kun kolonne 11 for standpladser som er mindre restriktiv. Dog anvendes i punkt d) i CS kolonne 11 i tabel D-1 som modsvares af kolonne 11 i SARP tabel 3-1 under de forudsætninger som er nævnt i punkt d). Supp. Info GM1 ADR-DSN.G.400 De to figurer I henholdsvis SARP og CS er identiske
icing facility	facility	
CHAPTER 4. OBSTACLE RESTRICTION AND REMOVAL Note 1.— The objectives of the specifications Note 2.— Objects which penetrate Note 3.— The establishment of, 4.1 Obstacle limitation surfaces	CHAPTER H — OBSTACLE LIMITATION SURFACES CS ADR-DSN.H.405 Applicability The purpose of the obstacle limitation surfaces is to define the airspace	Note 1. i SARP er ikke tekstmæssigt identisk med bemærkning i CS "The purpose of the obstacle limitation surfaces", men "scope" er det samme Supp. Info GM1 ADR-DSN.H.405
Outer horizontal surface Note.— Guidance on the need to provide an outer horizontal	CS ADR-DSN.H.410 Outer horizontal surface Intentionally blank	Punktet i CS har betegnelsen "Blank" dvs. EASA har ikke udarbejdet dette punkt, Supp. Info GM1 ADR-DSN.H.410

Conical surface	CS ADR-DSN.H.415 Conical surface	Supp. Info GM1 ADR-DSN.H.415
Conicui surjuce	(a) Applicability: To facilitate safe visual	אנים-אטא אוווט פועוב אטא בועום פוער. האטא אוווט פוער. האטא איז איז איז איז איז איז איז איז איז אי
4.1.1 <i>Description.</i> — <i>Conical surface</i> . A surface sloping upwards		SARP pkt. 4.1.1 identisk med (b)
4.1.2 <i>Characteristics.</i> — The limits of the conical	(c) Characteristics: The limits of the conical	SARP pkt. 4.1.2 identisk med (c)
a) a lower edge coincident with the periphery	(c) (1) a lower edge coincident with the	SARP pkt. 4.1.2 identisk med (c)
b) an upper edge located at a specified height	(c) (2) an upper edge located at a specified	· · · · · · · · · · · · · · · · · · ·
4.1.3 The slope of the conical surface shall be measured	(d) The slope of the conical surface should be	SARP pkt. 4.1.2 b identisk med c (2)
	(a) The stope of the content surface should be	SARP pkt. 4.1.3 identisk med (d)
Inner horizontal surface	CS ADR-DSN.H.420 Inner horizontal surface (a) Applicability: The purpose of the inner	Supp. Info GM1 ADR-DSN.H.420
4.1.4 Description.— Inner horizontal surface. A surface located	(b) Description: A surface located in a horizontal plane above	Pkt. 4.1.4 i SARP identisk med pkt. (b) I CS
in a horizontal		Supp. Info GM1 ADR-DSN.H.420
4.1.5 <i>Characteristics.</i> — The radius or outer limits of the inner	(c) Characteristics: The outer limits of the inner horizontal surface are	Indhold i CS identisk
horizontal surface shall be measured	defined	Supp. Info GM1 ADR-DSN.H.420
Note.— The shape of the inner horizontal surface need not		
necessarily be circular. Guidance on determining the extent of		
the inner horizontal surface is contained in the Airport Services Manual (Doc 9137), Part 6.		
4.1.6 The height of the inner horizontal surface shall be measured	(d) The height of the inner horizontal surface	Indhold i CS identisk
Approach surface	CS ADR-DSN.H.425 Approach surface	Supp. Info GM1 ADR-DSN.H.425
	(a) Applicability: The purpose of the approach surface is to protect	
4.1.7 <i>Description.</i> — <i>Approach surface</i> . An inclined plane or	(b) Description: An inclined plane or combination of planes preceding	Pkt. 4.1.7 i SARP identisk med pkt. (b) I CS
combination	the threshold	(-)
4.1.8 <i>Characteristics.</i> — The limits of the approach surface shall	(c) Characteristics. The limits of the approach surface should comprise	Indhold i CS identisk
comprise:		
a) an inner edge of specified length, horizontal and perpendicular	(c) (1) an inner edge of specified length, horizontal and perpendicular	Indhold i CS identisk
to the extended		
b) two sides originating at the ends of the inner edge and diverging	(c) (2) two sides originating at the ends of the inner edge	Indhold i CS identisk
c) an outer edge parallel to the inner edge; and	(c) (3) an outer edge parallel to the inner edge	Indhold i CS identisk
d) the above surfaces shall be varied when lateral offset,	The above surfaces should be varied when lateral offset, offset	Indhold i CS identisk
offset	,	
4.1.9 The elevation of the inner edge shall be equal to the	(d) The elevation of the inner edge should be equal to the	Indhold i CS identisk
elevation	elevation	
4.1.10 The slope(s) of the approach surface shall be measured in	(e) The slope(s) of the approach surface should be measured	Indhold i CS identisk
the vertical Inner approach surface	CS ADR-DSN.H.450 Inner approach surface	Supp. Info GM1 ADR-DSN.H.450
4.1.11 Description.— Inner approach surface. A rectangular	(a) Applicability: The purpose of the inner approach surface is to	SARP pkt. 4.1.11 identisk med CS (b)
portion	protect final precision approaches.	SAME PAGE 4.1.11 Identisk med C3 (b)
portion	(b) Description: A rectangular portion of the approach surface	
	immediately preceding the threshold.	
4.1.12 <i>Characteristics.</i> — The limits of the inner approach surface		Indhold i CS identisk
shall comprise:	comprise:	
a) an inner edge coincident with the location of the inner edge of	(c) (1) an inner edge coincident with the location of the inner edge	Indhold i CS identisk
the approach	(c) (2) two sides originating at the ends of the inner edge and	
b) two sides originating at the ends of the inner edge and	(c) (3) an outer edge parallel to the inner edge.	
extending c) an outer edge parallel to the inner edge.		
Figure 4-1. Obstacle limitation surfaces	Figure H-2. Obstacle limitation surfaces	Figurene er identiske
Figure 4-2. Inner approach, inner transitional and balked	Figure H-3. Inner approach, inner transitional, and balked landing	Figurene er identiske
landing obstacle limitation surfaces	obstacle limitation surfaces	<u> </u>
Transitional surface	CS ADR-DSN.H.430 Transitional surface	Supp. Info GM1 ADR-DSN.H.430
	(a) Applicability: The purpose of the transitional surface	

4 1 12 Description Transitional and Assembles conferen	(1) D : :: A	
4.1.13 <i>Description.</i> — <i>Transitional surface</i> . A complex surface along the side of the strip	(b) Description: A complex surface along the side of the strip	SARP pkt. 4.1.13 identisk med CS (b)
		Supp. Info GM1 ADR-DSN.H.430
4.1.14 <i>Characteristics.</i> — The limits of a transitional surface shall		Indhold i CS identisk
comprise	(c) (1) a lower edge beginning at the intersection of the side of the	
a) a lower edge beginning at the intersection of the side of the	approach	
b) an upper edge located in the plane of the inner horizontal	(c) (2) an upper edge located in the plane of the inner horizontal	
surface.	surface	
4.1.15 The elevation of a point on the lower edge shall be:	(d) The elevation of a point on the lower edge should be:	Indhold i CS identisk
a) along the side of the approach surface — equal	(d) (1) along the side of the approach surface	
b) along the strip — equal to the elevation of the nearest	(d) (2) along the strip — equal to the elevation of the nearest	
4.1.16 The slope of the transitional surface shall be measured in a		Indhold i CS identisk
vertical	vertical	
Inner transitional surface	CS ADR-DSN.H.455 Inner transitional surface	Supp. Info GM1 ADR-DSN.H.455
Note.— It is intended that the inner transitional surface be the	(a) Applicability: The purpose of the inner transitional surface is to	Indhold i CS i nogen grad identisk
controlling obstacle limitation surface	protect	Supp. Info GM1 ADR-DSN.H.455
4.1.17 Description.— Inner transitional surface. A surface	(b) Description: A surface similar to the transitional surface	Indhold i CS identisk
similar		
4.1.18 <i>Characteristics.</i> — The limits of an inner transitional	(c) Characteristics: The limits of an inner transitional surface should	 Indhold i CS identisk
surface shall comprise	comprise	
a) a lower edge beginning at the end of the inner approach	(c) (1) a lower edge beginning at the end of the inner approach	
surface and extending	(c) (2) an upper edge located in the plane of the inner horizontal	
b) an upper edge located in the plane of the inner horizontal	surface.	
surface.	Surrace	
4.1.19 The elevation of a point on the lower edge shall be:	(d) The elevation of a point on the lower edge should be:	Indhold i CS identisk
a) along the side of the inner approach surface and balked	(d) (1) along the side of the inner approach surface and balked landing	
landing	(d) (2) along the strip — equal to the elevation of the nearest point	Supp. Info GM1 ADR-DSN.H.455
b) along the strip — equal to the elevation of the nearest point on		Supp. IIIIO GIVIT ADIC DOIGN. 11.433
the centre line		
Note.— As a result of b) the inner transitional		
4.1.20 The slope of the inner transitional surface shall be	(e) The slope of the inner transitional surface should be measured	Indhold i CS identisk
measured		
Balked landing surface	CS ADR-DSN.H.460 Balked landing surface	Supp. Info GM1 ADR-DSN.H.460
	(a) Applicability: The purpose of the balked landing surface is to	
4.1.21 Description.— Balked landing surface. An inclined plane	(b) Description: An inclined plane located at a specified distance	SARP pkt. 4.1.21 identisk med CS (b)
located at a specified		·
4.1.22 Characteristics — The limits of the balked landing surface.	(c) Characteristics: The limits of the balked landing surface should	Indhold i CS identisk
shall comprise	comprise:	indioid i C3 identisk
a) an inner edge horizontal and perpendicular to the centre line	(c) (1) an inner edge horizontal and perpendicular to the centre	
b) two sides originating at the ends of the inner edge and	(c) (2) two sides originating at the ends of the inner edge and	
diverging	,,,,	
c) an outer edge parallel to the inner edge and located in the	(c) (3) an outer edge parallel to the inner edge and located	
plane		
4.1.23 The elevation of the inner edge shall be equal to the	(d) The elevation of the inner edge should be equal to the	Indhold i CS identisk
elevation	elevation	
4.1.24 The slope of the balked landing surface shall be measured		Indhald i CS identick
1.	(e) The slope of the balked landing surface should	Indhold i CS identisk
The control of the co	CC ADD DCN II 425 Tales off allies by	Course Info CAMA ADD DONLIN 425
Take-off climb surface	CS ADR-DSN.H.435 Take-off climb surface	Supp. Info GM1 ADR-DSN.H.435
4407	(a) Applicability: The purpose of the take-off climb surface	
4.1.25 Description.— Take-off climb surface. An inclined plane	(b) Description: An inclined plane or other specified surface beyond the	SARP pkt. 4.1.25 identisk med CS (b)
or other specified	end	
4.1.26 <i>Characteristics.</i> — The limits of the take-off climb surface	(c) Characteristics: The limits of the take-off climb surface should	Indhold i CS identisk
a) an inner edge horizontal and perpendicular to the centre line	comprise:	
b) two sides originating at the ends of the inner edge, diverging	(c) (1) an inner edge horizontal and perpendicular to the centre	
c) an outer edge horizontal and perpendicular to the specified	(c) (2) two sides originating at the ends of the inner edge	
take-off track.	(c) (3) an outer edge horizontal and perpendicular to the	
4.1.27 The elevation of the inner edge shall be equal to the		Indhald i CC identials
7.1.27 The dievation of the finier edge shall be equal to the	(d) The elevation of the inner edge should be equal to the highest	Indhold i CS identisk

highest point			
4.1.28 In the case of a straight take-off flight path, the slope of			Indhald : CC identials
the take-off climb	(e) In the case of a straight take-off flight path, the slope		Indhold i CS identisk
4.1.29 In the case of a take-off flight path involving a turn, the	(f) In the case of a take-off flight path involving a turn, the take-off		Indhold i CS identisk
take-off climb	climb		munoiu i Co iuciitisk
4.2 Obstacle limitation requirements	CHAPTER J — OBSTACLE LIMITATION REQUIREMENTS		SARP pkt. 4.2 ikke beskrevet specifikt I CS og pkt. (a),(b),(c),(d) i
Note.— The requirements for obstacle limitation surfaces are	CS ADR-DSN.J.465 General		CS ikke nævnt i SARP i denne sammenhæng
specified	(a) non-instrument runways;		Supp. Info GM1 ADR-DSN.J.465
	(b) non-precision approach runways;		Supp. Into GIVIE / BIN BIN S. 403
	(c) precision approach runways; and		
	(d) runways meant for take-off.		
Non-instrument runways	CS ADR-DSN.J.470 Non-instrument runways		Supp. Info GM1 ADR-DSN.J.470
4.2.1 The following obstacle limitation surfaces shall be	(a) The following obstacle limitation surfaces should be established		Indhold i CS identisk
— conical surface;	(a) (1) conical surface;		Supp. Info GM1 ADR-DSN.J.470
inner horizontal surfaceapproach surface; and	(a) (2) inner horizontal surface;		
— transitional surfaces	(a) (3) approach surface; and		
	(a) (4) transitional surfaces		
4.2.2 The heights and slopes of the surfaces shall not be greater	(b) The heights and slopes of the surfaces should not		Indhold i CS identisk
than	(a) New abiasts an extensi		Light His 60 Hours
4.2.3 New objects or extensions of existing objects shall not be permitted	(c) New objects or extensions of existing objects should not be permitted		Indhold i CS identisk
permitted	permitted		Cupp Info CM1 ADD DSN I 470
Note.— Circumstances in which the shielding			Supp. Info GM1 ADR-DSN.J.470
4.2.4 Recommendation. — New objects or extensions of existing objects	(d) New objects or extensions of existing objects should		Indhold i CS identisk
4.2.5 Recommendation. — Existing objects above any of the	(e) Existing objects above any of the conical surface, inner		Indhold i CS identisk
surfaces required	horizontal		Supp. Info GM1 ADR-DSN.J.470
Note.— Because of transverse or longitudinal slopes on a strip,			
in certain cases			
4.2.6 Recommendation. — In considering proposed	(f) In considering proposed construction, account should		Identisk i CS indhold
construction, account	,		
Non-precision approach runways	CS ADR-DSN.J.475 Non-precision approach runways		Supp. Info GM1 ADR-DSN.J.475
4.2.7 The following obstacle limitation surfaces shall be	(a) The following obstacle limitation surfaces should be		Identisk i CS indhold
established	(a) (1) conical surface;		Supp. Info GM1 ADR-DSN.J.475
— conical surface;	(a) (2) inner horizontal surface;		
inner horizontal surface;approach surface; and	(a) (3) approach surface; and		
— transitional surfaces.			
4.2.9. The heights and slower of the sumforce at all that he	(a) (4) transitional surfaces.		Identisk i CS indhold
4.2.8 The heights and slopes of the surfaces shall not be	(b) The heights and slopes of the surfaces should not be greater		
4.2.9 The approach surface shall be horizontal beyond the point a) a horizontal plane 150 m above the threshold	(c) The approach surface should be horizontal beyond (c) (1) a horizontal plane 150 m above the threshold elevation		Identisk i CS indhold
b) the horizontal plane passing through the top of any	1, , , ,		
Table 4-1. Dimensions and slopes of obstacle limitation	(c) (2) the horizontal plane passing through the top Table J-1. Dimensions and slopes of obstacle limitation surfaces —		De 2 tabeller I SARP og CS er identiske inklusiv noter og
surfaces — Approach runways	Approach runways		bemærkninger nedenunder tabellerne
4.2.10 New objects or extensions of existing objects shall not be	(d) New objects or extensions of existing objects should not be	1	Indhold i CS identisk
permitted	permitted above		
Note Cincumstances in which the chief in			Supp. Info GM1 ADR-DSN.J.475
Note.— Circumstances in which the shielding	1		

4.2.11 Recommendation. — New objects or extensions of	/-\ N		Indhold i CS identisk
existing	(e) New objects or extensions of existing objects should		munoia i cs identisk
4.2.12 Recommendation. — Existing objects above any of the	(f) Existing objects above any of the surfaces required by paragraph (a)		Indhold i CS identisk
surfaces required by 4.2.7			Supp. Info GM1 ADR-DSN.J.475
Note.— Because of transverse or longitudinal slopes on a strip,			Supp. IIIIO GIVII ADIN DONIS. 475
in certain cases the inner edge or portions of the inner edge of			
the approach surface may be below the corresponding elevation			
Precision approach runways	CS ADR-DSN.J.480 Precision approach runways		Supp. Info GM1 ADR-DSN.J.480
Note 1.— See 9.9 for information regarding			
Note 2.— Guidance on obstacle limitation			
4.2.13 The following obstacle limitation surfaces shall be	(a) The following obstacle limitation surfaces should be established for		Indhold i CS identisk
established for a precision approach runway category I: — conical surface;	a precision approach runway category I:		
— inner horizontal surface;	(a) (1) conical surface;		
— approach surface; and	(a) (2) inner horizontal surface;		
— transitional surfaces	(a) (3) approach surface; and		
	(a) (4) transitional surfaces.		
4.2.14 Recommendation. — The following obstacle limitation			SARP "Recommendation" finds ikke i CS
surfaces should be established for a precision approach			
runway category I:			
— inner approach surface;			Supp. Info GM1 ADR-DSN.J.480
— inner transitional surfaces; and			
— balked landing surface			
4.2.15 The Called Land L. P. Markette Co. 1. 11.	(1) TI (1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
4.2.15 The following obstacle limitation surfaces shall be	(b) The following obstacle limitation surfaces should be established for		Indhold identisk idet det forudsættes at "conical surface"
established for a precision approach runway category II or III: — inner horizontal surface;	a precision approach runway category II or III:		og " transitional surface" kommer fra pkt. 4.2.13 idet krav
— inner nortzontal surface; — approach surface and inner approach surface;	(b) (1) conical surface;		for runway category I er indeholdt i kravene for runway
— approach surface and finer approach surface, — transitional surfaces;	(b) (2) inner horizontal surface;		category II or III.
— inner transitional surfaces; and			
— balked landing surface.	(b) (3) approach surface and inner approach surface;		
	(b) (4) transitional surfaces and inner transitional surfaces; and		
	(b) (5) balked landing surface.		
4.2.16 The heights and slopes of the surfaces shall not be greater	(c) The heights and slopes of the surfaces should not be greater than,		Indhold i CS identisk
than,	and		
4.2.17 The approach surface shall be horizontal beyond the point	(d) The approach surface should be horizontal beyond the point		Indhold i CS identisk
at which	(d)(1) a horizontal plane 150 m above the threshold elevation; or		
a) a horizontal plane 150 m above the threshold elevation; or	(d)(2) the horizontal plane passing through the top of any object		
b) the horizontal plane passing through the top of any object that			
governs the			
4.2.18 Fixed objects shall not be permitted above the inner	(e) Fixed objects should not be permitted above the inner approach		Indhold i CS identisk
approach surface	surface		
4.2.19 New objects or extensions of existing objects shall not be	(f) New objects or extensions of existing objects should not be		Indhold i CS identisk
permitted	permitted above		Supp. Info GM1 ADR-DSN.J.480
Nets Circumstances 1:1.1.1.1.1.1.1.			
Note.— Circumstances in which the shielding A 2 20 Percommendation New objects or extensions of	(g) Now objects or extensions of existing objects should not be		Indhald i CC identials
4.2.20 Recommendation. — New objects or extensions of existing objects	(g) New objects or extensions of existing objects should not be		Indhold i CS identisk
	permitted		Lodbald: CC:dautid.
4.2.21 Recommendation. — Existing objects above an approach surface, a transitional			Indhold i CS identisk
Note.— Because of transverse or longitudinal slopes on a strip,	the conical		Supp. Info GM1 ADR-DSN.J.480
in certain cases the inner edge or portions of the inner edge of			
the approach surface may be below the corresponding elevation			
Runways meant for take-off	CS ADR-DSN.J.485 Runways meant for take-off		Supp. Info GM1 ADR-DSN.J.485
	(a) The safety objective of the take-off climb surface slopes		· ·
	1, ,	1	1

4.2.22 The following obstacle limitation surface shall be	(b) A take-off climb surface should be established for a runway meant	SARP pkt. 4.2.22 identisk med CS (b)
established for a runway meant for take-off:	for take-off.	Supp. Info GM1 ADR-DSN.J.485
— take-off climb surface. 4.2.23 The dimensions of the surface shall be not less than the	(c) The dimensions of the surface should be not less than the	Indhold i CS identisk
dimensions specified in Table 4-2,	dimensions specified in Table J-2,	
4.2.24 Recommendation. — The operational characteristics of aeroplanes for which the runway is intended should		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.J.485
Note.— When local conditions differ widely		
4.2.25 New objects or extensions of existing objects shall not be <i>Note.</i> — <i>Circumstances in which the shielding principle may reasonably be applied are described in the</i> Airport Services Manual (<i>Doc</i> 9137), <i>Part</i> 6.	(d) New objects or extensions of existing objects should not be permitted ((e) Existing objects that extend above a take-off climb surface)	Indhold i CS identisk dog pkt. (e) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.J.485
4.2.26 Recommendation. — If no object reaches the 2 per cent (1:50) take-off climb surface, new objects should be limited to		SARP "Recommendation" findes ikke i CS
preserve the existing obstacle free surface or a surface down to a slope of 1.6 per cent (1:62.5).		Supp. Info GM1 ADR-DSN.J.485
Table 4-2. Dimensions and slopes of obstacle limitation surfaces	Table J-2 Dimensions and slopes of obstacle limitation surfaces — Runways meant for take-off	SARP table ikke helt idendisk med CS table "RUNWAYS MEANT FOR TAKE-OFF" idet der er tilføjet et punkt e) i CS tabel "RUNWAYS MEANT FOR TAKE-OFF" med "Where clearway is provided the length of the inner edge should be 150 m."
4.2.27 Recommendation. — Existing objects that extend above a take-off climb Note.— Because of transverse slopes on a strip or clearway, in certain cases portions of the inner edge of the take-off climb surface may be below the corresponding elevation of the strip or clearway.		SARP "Recommendation" findes ikke i CS dog se nedenfor Supp. Info GM1 ADR-DSN.J.485
4.3 Objects outside the obstacle limitation surfaces		SARP overskrift findes ikke i CS
4.3.1 Recommendation. — Arrangements should be made to enable		SARP "Recommendation" findes ikke i CS
4.3.2 Recommendation. — In areas beyond the limits of the obstacle		SARP "Recommendation" findes ikke i CS
4.4 Other objects	CS ADR-DSN.J.490 Other objects	Supp. Info GM1 ADR-DSN.J.490
4.4.1 Recommendation.— Objects which do not project	(a) Objects which do not project through the approach	Indhold i CS identisk
through	(a) Objects which do not project through the approach	manora i estracitask
4.4.2 Recommendation. — Anything which may, in the opinion	(b) Anything which may, after safety assessment, endanger	Indhold i CS identisk
Note.— In certain circumstances		
CHAPTER 5. VISUAL AIDS FOR NAVIGATION 5.1 Indicators and signalling devices	5.1 Indicators and signalling devices CS ADR-DSN.K.490 Wind direction indicator	Supp. Info GM1 ADR-DSN.J.490
Application	(a) An aerodrome should be equipped with a sufficient number of wind	Indhold i CS identisk
5.1.1.1 An aerodrome shall be equipped with at least one wind direction indicator	direction indicators	Supp. Info GM1 ADR-DSN.J.490
Location	(b) Location:	Indhold i CS identisk
5.1.1.2 A wind direction indicator shall be located Characteristics	Each wind direction indicator should be located	to the late of the state.
5.1.1.3 Recommendation.— The wind direction indicator	(c) Characteristics: (c) (1) Each wind direction indicator should be in the form of a truncated (c) (2) It should be constructed so that it gives a clear indication (c) (3) The colour or colours should be so selected as to make (c) (3) (i) where practicable, a single colour should be used; and (c) (3) (ii) where a combination of two colours is required	Indhold i CS identisk

5.1.1.4 Recommendation. — The location of at least one wind		SARP "Recommendation" findes ikke i CS
direction indicator should be marked by a circular band 15 m in		
diameter and 1.2 m wide.		
5.1.1.5 Recommendation. — Provision should be made for	(d) Night conditions:	Indhold i CS identisk
illuminating at least one wind indicator	Provision should be made for illuminating a sufficient number	
5.1.2 Landing direction indicator	CS ADR-DSN.K.495 Landing direction indicator	Supp. Info GM1 ADR-DSN.K.495
Location	(a) Location: Where provided, a landing direction indicator should	Indhold i CS identisk
5.1.2.1 Where provided, a landing direction indicator shall be	(,, , , , , , , , , , , , , , , , , , ,	Supp. Info GM1 ADR-DSN.K.495
located		Supplime Civil 7/5/1 Solition 133
Characteristics	(b) Characteristics:	Indhold i CS identisk
5.1.2.2 Recommendation. — The landing direction indicator	(b) (1) The landing direction indicator should be in the form of a 'T'.	
should be in the form of a "T".	(4) (-)	
Figure 5-1. Landing direction indicator	Figure K-1. Landing direction indicator	Figurene er identiske
5.1.2.3 The shape and minimum dimensions of a landing "T"	(b) (2) The shape and minimum dimensions of a landing 'T' should	Indhold i CS identisk
shall be as shown	(b) (3) The colour of the landing 'T' should be either white or orange	Inditional C3 identitisk
Shan be as shown	1 1 1 1 1	
5.1.2 Compiling James	(b) (4) Where used at night, the landing 'T' should either be illuminated	Comp. Info CAM ADD DCALK FOO
5.1.3 Signalling lamp	CS ADR-DSN.K.500 Signalling lamp	Supp. Info GM1 ADR-DSN.K.500
Application	(a) A signalling lamp should be provided at a controlled aerodrome in	Indhold i CS identisk
5.1.3.1 A signalling lamp shall be provided at a controlled	the	Supp. Info GM1 ADR-DSN.K.500
aerodrome		
Characteristics	(b) Characteristics:	Indhold i CS identisk
5.1.3.2 Recommendation. — A signalling lamp should be	(b) (1) A signalling lamp should be capable of producing red	
capable	(b) (1) A signaling lamp should be capable of producing red	
a) being aimed manually at any target as required;	(b) (1) (i) being aimed manually at any target as	
b) giving a signal in any one colour followed	(b) (1) (ii) giving a signal in any one colour followed by a signal in either	
	of the two other colours.	
c) transmitting a message in any one of the three colours	or the two other colours.	SARP "Recommendation" pkt. c) findes ikke i CS dog se
When selecting the green light, use should be made of the		nedenfor
restricted boundary of green as specified in Appendix 1, 2.1.2.		
	(2) TI	Supp. Info GM1 ADR-DSN.K.500
5.1.3.3 Recommendation. — The beam spread should be not less than 1° nor greater than 3° ,	(2) The beam spread should be not less than 1° or greater than 3°, with	Indhold identisk
Note.— The inclusion of detailed specifications		
5.1.4 Signal panels and signal area	CC ADD DCN K FOE Signal manufactural area	D. Harti CC harbota and a "Dlad" da FACA harilla
	CS ADR-DSN.K.505 Signal panels and signal area	Punktet i CS har betegnelsen "Blank" dvs. EASA har ikke
Note.— The inclusion of detailed specifications	Intentionally blank	udarbejdet dette punkt.
		Supp. Info GM1 ADR-DSN.K.505
Location of signal area	CS ADR-DSN.K.510 Location of signal panels and signal area	CS blank
	Intentionally blank	Supp. Info GM1 ADR-DSN.K.510
5.1.4.1 Recommendation. — The signal area should be located		SARP "Recommendation" findes ikke i CS
so as to be visible for all angles of azimuth above an angle of 10°		Supp. Info GM1 ADR-DSN.K.510
above the horizontal when viewed from a height of 300 m.		Supp. Into GWI ADN DSN.N.S10
Characteristics of signal area	CS ADR-DSN.K.515 Characteristics of signal panels and signal area	Supp. Info GM1 ADR-DSN.K.515
, ,	Intentionally blank	
5.1.4.2 The signal area shall be an even horizontal surface at least		SARP tekst findes ikke i CS
9 m square.		Supp. Info GM1 ADR-DSN.K.515
5.1.4.3 Recommendation. — The colour of the signal area		SARP "Recommendation" findes ikke i CS
5.1.4.5 Recommendation. — The colour of the signal area		
		Supp. Info GM1 ADR-DSN.K.515
5.2 Markings	CHAPTER L — VISUAL AIDS FOR NAVIGATION (MARKINGS)	
5.2.1 General	CS ADR-DSN.L.560 Interruption of runway markings	Supp. Info GM1 ADR-DSN.L.560
Interruption of runway markings	, , , , , ,	
5.2.1.1 At an intersection of two (or more) runways the markings	(a) At an intersection of two (or more) runways, the markings of the	Indhold i CS identisk
of the more important	more	
5.2.1.2 Recommendation. — The order of importance of	(b) The order of importance of runways for the display of runway	Indhold i CS identisk
runways for the display	markings	munoid i C3 identisk
1st — precision approach runway;	5	
2nd — non-precision approach runway; and	(b) (1) precision approach runway;	
3rd — non-instrument runway.		
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	(b) (2) non-precision approach runway; and	
	(b) (3) non-instrument runway.	
5.2.1.3 At an intersection of a runway and taxiway the markings of the runway shall be	(c) At an intersection of a runway and taxiway the markings	Indhold i CS identisk
Colour and conspicuity	CS ADR-DSN.L.520 General — Colour and conspicuity Markings should be of a conspicuous colour and contrast with the surface on which they are laid.	Supp. Info GM1 ADR-DSN.L.520
5.2.1.4 Runway markings shall be white Note 1.— It has been found that Note 2.— It is preferable that the risk Note 3.— Markings may consist of solid areas	(a) Runway markings should be white.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.520
5.2.1.5 Taxiway markings, runway turn pad markings and aircraft	(b) Markings for taxiways, runway turn pads, and aircraft	Indhold i CS identisk
5.2.1.6 Apron safety lines shall be of a conspicuous colour	(c) Apron safety lines should be of a conspicuous colour which (d) When it is operationally necessary to apply temporary runway	Indhold i CS identisk, dog er pkt. (d) ikke nævnt i SARP
5.2.1.7 Recommendation. — At aerodromes where operations take place at night, pavement markings should be made with reflective materials designed to enhance the visibility of the markings		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.520
Note.— Guidance on reflective materials is given in the Aerodrome Design Manual (Doc 9157), Part 4.		
Unpaved taxiways 5.2.1.8 Recommendation.— An unpaved taxiway should be provided		SARP "Recommendation" findes ikke i CS
5.2.2 Runway designation marking	CS ADR-DSN.L.525 Runway designation marking (i) On a single runway, dual parallel runways and triple parallel (ii) On four or more parallel runways, one set of adjacent runways	Supp. Info GM1 ADR-DSN.L.525 Dog pkt. (i) og (ii) ikke nævnt i SARP
Application 5.2.2.1 A runway designation marking shall		SARP tekst findes ikke i CS
5.2.2.2 Recommendation. — A runway designation marking should be provided,	(a) Applicability: A runway designation marking should be provided at the thresholds of a runway.	Indhold i CS identisk
Location 5.2.2.3 A runway designation marking shall be located at a threshold as shown in Figure Note.— If the runway threshold is displaced from	(b) Location and positioning: A runway designation marking should be located at a threshold as shown in Figure L-1 as appropriate.	Indhold i CS identisk
Characteristics	(c) Characteristics:	
5.2.2.4 A runway designation marking shall consist of a two-digit number	(c) (1) A runway designation marking should consist of a two-digit number and on parallel runways should be supplemented with a letter.	Indhold i CS identisk
Figure 5-2. Runway designation, centre line and threshold markings	Figure L-1 Runway designation, centre line and threshold markings	Figurene er identiske
5.2.2.5 In the case of parallel runways, each runway designation number — for two parallel runways: "L" "R"; — for three parallel runways: "L" "R"; — for four parallel runways: "L" "R" "L" "R";	(c) (2) In the case of parallel runways, each runway designation number should be supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach: (c) (2) (i) for two parallel runways: 'L' 'R';	Indhold i CS identisk Tabellerne er identiske
— for five parallel runways: "L" "C" "R" "L" "R" or "L" "R" "L" "C" "R"; and	(c) (2) (ii) for three parallel runways: 'L' 'C' 'R'; (c) (2) (iii) for four parallel runways: 'L' 'R' 'L' 'R';	
— for six parallel runways: "L" "C" "R" "L" "C" "R".	(c) (2) (iv) for five parallel runways: 'L' 'C' 'R' 'L' R' or 'L' 'R' 'L' 'C' 'R'; and	
5.2.2.6 The numbers and letters shall be in the form and	(c) (2) (v) for six parallel runways: 'L' 'C' 'R' 'L' 'C' 'R (c) (3) The numbers and letters should be in the form and proportion	Indhold i CS identisk
proportion shown in 5.2.3 Runway centre line marking	shown in Figure L-2. CS ADR-DSN.L.530 Runway centre line marking	Supp. Info GM1 ADR-DSN.L.530
Application		
5.2.3.1 A runway centre line marking shall be provided on a	(a) Applicability: A runway centre line marking should be provided on a paved runway	Indhold i CS identisk

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paved runway.		
Location	(b) Location: A runway centre line marking should be located along the	Indhold i CS identisk
5.2.3.2 A runway centre line marking shall be located along	centre	Supp. Info GM1 ADR-DSN.L.530
the		
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.2.3.3 A runway centre line marking shall consist of a line of	(C) (1) A runway centre line marking should consist of a line of	
uniformly spaced stripes and gaps	uniformly	
5.2.3.4 The width of the stripes shall be not less than:	(c) (2) The width of the stripes should be not less than:	Indhold i CS identisk
— 0.90 m on precision approach category II and III runways	(c) (2) (i) 0.90 m on precision approach category II and III runways	Tabellerne er identiske
— 0.45 m on non-precision approach runways where the code	(c) (2) (ii) 0.45 m on non-precision approach runways where	Tubellettle et luciteiske
number is 3 or 4,	(c) (2) (iii) 0.30 m on non-precision approach runways where	
— 0.30 m on non-precision approach runways where the code		
number is 1 or 2, and		
5.2.4 Threshold marking	CS ADR-DSN.L.535 Threshold marking	Supp. Info GM1 ADR-DSN.L.535
Application	(a) Applicability and location: A threshold marking should be provided	SARP 5.2.4.1 er noget mere specific end tilsvarende CS
5.2.4.1 A threshold marking shall be provided at the threshold	at the threshold of a runway	
of	,	
5.2.4.2 Recommendation. — A threshold marking should be		SARP "Recommendation" findes ikke i CS
provided at the threshold of a paved		
5.2.4.3 Recommendation. — A threshold marking should be		SARP "Recommendation" findes ikke i CS
provided, so far as practicable, at the thresholds of an unpaved		
runway.		
Note.— The Aerodrome Design Manual (Doc 9157), Part 4		
Location	(b) Characteristics:	Indhold i CS identisk
5.2.4.4 The stripes of the threshold marking shall commence 6 m	(b) (1) The stripes of the threshold marking should commence 6 m from	
from the threshold	the threshold	
	the threshold	
Figure 5-3. Form and proportions of numbers and letters	Figure L-2. Form and proportions of numbers and letters for runway	Figurene er identiske
for runway designation markings	designation markings	
Characteristics	(b) (2) A runway threshold marking should consist of a pattern of	Indhold i CS identisk
5.2.4.5 A runway threshold marking shall consist of a pattern	longitudinal stripes of uniform dimensions disposed symmetrically	Tabellerne er identiske
Runway width stripes	about the centre line of a runway as shown in Figure L-1(A) and L-1(B)	
18 m 14	for a runway width of 45 m	
23 m 16 30 m 18	Runway width Number of stripes	
45 m 12	18 m 4	
60 m 16	23 m 6	
except that on non-precision approach and non-instrument	30 m 8	
runways 45 m or	45 m 12	
·	60 m 16	
5.2.4.6751 1.11 11	except that on non-precision approach and non-instrument runways 45	
5.2.4.6 The stripes shall extend laterally to within 3 m of the edge of a runway or to a distance of 27 m	, , , , , ,	Indhold i CS identisk, dog pkt. (4) og (5) ikke nævnt i SARP
of a fullway of to a distallet of 27 III	runway or to a distance of 27 m	
	(4) Where a runway designation marking is placed within a threshold	
	marking (5) Where a runway designation marking is placed above a threshold	
Transverse stripe	(c) Displaced threshold:	
		ladada CC idagaid.
5.2.4.7 Recommendation. — Where a threshold is displaced	(c) (1) Where a threshold is displaced from the extremity of a	Indhold i CS identisk
from the extremity of a runway or where	runway	
5.2.4.8 A transverse stripe shall be not less than 1.80 m wide.	(c) (2) A transverse stripe should be not less than 1.80 m wide.	Indhold i CS identisk
Arrows	(c) (3) Where a runway threshold is permanently displaced, arrows	Indhold i CS identisk
5.2.4.9 Where a runway threshold is permanently displaced,	conforming to Figure L- 3(B)	
arrows conforming to Figure 5-4 (B) shall		
5.2.4.10 When a runway threshold is temporarily displaced from	(c) (4) When a runway threshold is temporarily displaced from the	Indhold i CS identisk
the normal position, it shall be	normal position	
Note 1.— In the case where a threshold is temporarily		

Note 2.— When the runway before a displaced threshold		
Figure 5-4. Displaced threshold markings	Figure L-3. Displaced threshold markings	Figurene er identiske
5.2.5 Aiming point marking	CS ADR-DSN.L.540 Aiming point marking	Supp. Info GM1 ADR-DSN.L.540
Application	(a) Applicability:	Indhold i CS identisk
5.2.5.1 An aiming point marking shall be provided at each		manda restacitisk
approach	(a) (1) An aiming point marking should be provided at each approach end of an instrument runway where the code number is 2, 3, or 4.	
5.2.5.2 Recommendation. — An aiming point marking should be	(a) (2) An aiming point marking should be provided when additional	CS i nogen udstrækning identisk med SARP dog er SARP
provided at each approach end of a) a paved non-instrument runway where the code number is 3 or	conspicuity of the aiming point is required at each approach end of:	noget mere specifik hvor "paved runway" nævnes.
4;	(a) (2) (i) a non-instrument runway where the code number is 3 or 4,	
b) a paved instrument runway where the code number is 1; when additional conspicuity of the aiming point is desirable.	(a) (2) (ii) an instrument runway where the code number is 1.	
Location 5.2.5.2 The similar point more in a shall common a pale conta	(b) Characteristics. The aiming point marking should commence no	Indhold i CS identisk
5.2.5.3 The aiming point marking shall commence no closer to the threshold than	closer to the threshold than the distance indicated in the appropriate column of Table L-1,	
Table 5-1. Location and dimensions of aiming point marking	Table L-1. Location and dimensions of aiming point marking	De to tabeller er identiske, dog er der i CS tilføjet et ekstra
		punkt a) som nævner at "origin" af approach part skal
		være sammenfaldende med Aiming point.
5.2.5.4 An aiming point marking shall consist of two	(c) An aiming point marking should consist of two conspicuous stripes.	Indhold i CS identisk
conspicuous stripes	(c) All diffiling point final king should consist of two conspicuous stripes.	mundia i es identisk
Location and characteristics	CS ADR-DSN.L.545 Touchdown zone marking	Supp. Info GM1 ADR-DSN.L.545
Application 5.2.6.1 A touchdown zone marking shall be provided in the	(a) Applicability:	Indhold i CS identisk
touchdown zone of a paved precision approach runway where the	(a) (1) A touchdown zone marking should be provided in the	
code number is 2, 3 or 4.	touchdown zone of a paved precision approach runway where the code	
5.2.6.2 Recommendation. — A touchdown zone marking should	number is 2, 3, or 4. (a) (2) A touchdown zone marking should be provided in the	Indhold i CS identisk
be provided in the touchdown	touchdown zone of a paved non-precision approach or non-instrument	manda i es identisk
	runway where the code number is 3 or 4 and additional conspicuity of	
5.2.6.3 A touchdown zone marking shall consist of pairs of	the touchdown zone is desirable. (b) Location: A touchdown zone marking should consist of pairs of	Indhold i CS identisk
rectangular markings symmetrically disposed	rectangular markings symmetrically disposed about the runway centre	indiola i CS identisk
	line with the number of such	
Landing distance available	Landing distance available or the distance between thresholds	Tabellerne er identiske
or the distance between thresholds	(a) Characteristics	Light His CC Stantal
5.2.6.4 A touchdown zone marking shall conform to either of the two patterns shown in Figure 5-5. For the pattern shown in	(c) Characteristics: (c) (1) A touchdown zone marking should conform to the patterns	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.545
Figure 5-5 (A), the markings shall be not less than 22.5 m long	shown in Figure L-4. For the pattern shown in Figure L-4(A), the	Supp. IIIIO GIVIT ADIX-DSIV.E.343
and 3 m wide. For the pattern shown in Figure 5-5 (B), each stripe of each marking shall be not less than 22.5 m long and 1.8	markings should be not less than	
m wide with a spacing of 1.5 m between adjacent stripes. The	(c) (2) The lateral spacing between the inner sides of the rectangles	
lateral spacing between the inner sides of the rectangles shall be	should be equal to that of the aiming point marking where provided. Where an aiming point marking is not provided, the lateral spacing	
equal to that of the aiming point marking where	between the inner sides of the rectangles should correspond to the	
	lateral	
5.2.6.5 Recommendation. — On a non-precision approach runway where the code number is 2, an additional pair of	(c) (3) On a non-precision approach runway where the code number is	Indhold i CS identisk
touchdown zone marking stripes should be provided 150 m	2, an additional pair of touchdown zone marking stripes should be provided 150 m beyond	
Figure 5-5. Aiming point and touchdown zone markings	Figure L-4. Aiming point and touchdown zone markings (illustrated for a	Figurene er identiske
(illustrated for a runway with a length of 2 400 m or more)	runway with a length of 2 400 m or more)	
5.2.7 Runway side stripe marking	CS ADR-DSN.L.550 Runway side stripe marking	Supp. Info GM1 ADR-DSN.L.550
Application 5.2.7.1 A runway side stripe marking shall be provided	(a) Applicability:	Indhold i CS identisk
between	(a) (1) A runway side stripe marking should be provided between	

5.2.7.2 Recommendation. — A runway side stripe marking	(a) (2) A runway side stripe marking should be provided on a precision	Indhold i CS identisk
should be provided on a precision	approach	manola i es identisk
Location	(b) Location and characteristics:	Indhold i CS identisk
5.2.7.3 Recommendation. — A runway side stripe marking should consist of two stripes	(b) (1) A runway side stripe marking should consist of two stripes, one placed along each edge of the runway with the outer edge of each strip	Supp. Info GM1 ADR-DSN.L.550
5.2.7.4 Recommendation. — Where a runway turn pad is provided, the runway side stripe	(b) (2) Where a runway turn pad is provided, the runway side stripe marking	Indhold i CS identisk
Characteristics 5.2.7.5 Recommendation.— A runway side stripe should have an overall width of at least 0.9 m	(b) (3) A runway side stripe should have an overall width of at least 0.9 m on	Indhold i CS identisk
5.2.8 Taxiway centre line marking	CS ADR-DSN.L.555 Taxiway centre line marking	Supp. Info GM1 ADR-DSN.L.555
Application 5.2.8.1 Taxiway centre line marking shall be provided on a paved taxiway 5.2.8.2 Recommendation.— Taxiway centre line marking should be provided on a paved taxiway, de-icing/anti-icing	(a) Applicability:(a) (1) Taxiway centre line marking should be provided on a taxiway,de	Forkortet tekst I CS således at pkt. (a) er delt ud på både SARP pkt. 5.2.8.1 som er "standard" og pkt. 5.2.8.2 som er "recommendation" men hvor SARP er mere specifik og derfor bliver CS'en reelt pkt. 5.2.8.1 til "Should-niveau" i SARP termonologien.
5.2.8.3 Taxiway centre line marking shall be provided on a paved runway when the runway is part of a standard taxiroute and: a) there is no runway centre line marking; or b) where the taxiway centre line is not coincident with the runway centre line.	(a) (2) Taxiway centre line marking should be provided on a runway when the runway is part of a standard taxi-route and where the taxiway centre line is not	Indhold stort set identisk dog noget mere specifikt I SARP
5.2.8.4 Recommendation. — Where it is necessary to denote the proximity of a runway-holding Note.— The provision of enhanced taxiway centre line marking		SARP teksten findes ikke direkte i CS
5.2.8.5 Where provided, enhanced taxiway centre line marking shall be installed at each taxiway/runway intersection		SARP teksten findes ikke direkte i CS
Location 5.2.8.6 Recommendation.— On a straight section of a taxiway the taxiway centre line marking should be located along the taxiway centre line. On a taxiway curve the marking should continue from the	(b) Characteristics:(b) (1) On a straight section of a taxiway, the taxiway centre(b) (2) On a taxiway curve, the marking should continue from the straight	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.555
5.2.8.7 Recommendation. — At an intersection of a taxiway with a runway where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figures 5-6 and 5-26. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.	(b) (3) At an intersection of a taxiway with a runway, where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figure L-5. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.	Indhold i CS identisk
5.2.8.8 Recommendation. — Where taxiway centre line marking is provided on a runway in accordance with 5.2.8.3 the marking should be located on the centre line of the designated taxiway.	(b) (4) Where taxiway centre line marking is provided in accordance with (a) 2 above, the marking should be located on the centre line of the designated taxiway.	Indhold i CS identisk
5.2.8.9 Where provided:	CS ADR-DSN.L.570 Enhanced taxiway centre line marking	Supp. Info GM1 ADR-DSN.L.570
Figure 5-6. Taxiway markings (shown with basic runway markings)	Figure L-5. Taxiway markings (shown with basic runway markings)	Figurene er identiske
a) An enhanced taxiway centre line marking shall extend from the runway-holding position Pattern A b) If the enhanced taxiway centre line marking intersects another runway-holding position marking, such as for a precision approach category II or III runway, that is located within 47 m	(a) An enhanced taxiway centre line marking should extend from the runway holding position Pattern A (as defined in Figure L-5. Taxiway markings) to a distance of up to 47 m (a minimum of three (3) dashed lines) in the direction of travel away from the runway or to the next runway holding position if within 47 m distance	SARP teksten findes delvist også i CS men er i CS afkortet, således at de eksempler der er angivet i Figur 5-7 i SARP og som er beskrevet nøje i punkterne 5.2.8.9 b), c), d), og e) ikke er medtaget i CS'en. Dette stemmer overens med at de to figurer dvs. 5-7 og L- 6 ikke er identisk, der mangler

in Figure 5-7. marking should be as shown in Figure L-6. 5.2.9 Ruway turn pad marking Applicability: Where a runway turn pad is provided, a runway turn pad marking shall be [Applicability: Where a runway turn pad is provided, a runway turn pad marking shall be [Acadion			
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S.2.9.6 Recommendation — The design of the turn pad marking should be such that when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad should be not less than those specified in 3.3.6. Characteristics			
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hetween any wheel of the aerophane landing gear and the edge of the nunway turn pad should be not less than those specified in 3.3.6. A 1.5 m			Tabellerne SARP pkt. 3.3.6 er identisk med CS tabel under
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those specified in 3.3.6. C 3 m if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m 4.5 m if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m D 4.5 m E.4.5 m (7) A runway turn pad marking shall be at least 15 cm in width and continuous in length. 5.2.10 Runway-holding position marking 5.2.10.2 At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runway-holding position marking shall be as shown in Figure 5-6, pattern A. Figure 5-7. Enhanced taxiway centre line marking Figure 5-7. Enhanced taxiway centre line marking T indhold i CS identisk Supp. Info GM1 ADR-DSN.L.575 Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk De to figure re rikke helt identisk idet der er udført flere detaljer på figur 5-7 i SARP, herunder bla. eksempler på "Enhanced taxiway centre line" i forhold til "Holding" T indhold i CS identisk Supp. Info GM1 ADR-DSN.L.575 Indhold i CS identisk Indhold i CS identisk De to figure re rikke helt identisk idet der er udført flere detaljer på figur 5-7 i SARP, herunder bla. eksempler på "Enhanced taxiway centre line" i forhold til "Holding"		A 1.5 m	
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marking should be as shown in Figure L-5, pattern A. Figure 5-7. Enhanced taxiway centre line marking Figure 5-7. Enhanced taxiway centre line marking De to figure rerikke helt identisk idet der er udført flere detaljer på figur 5-7 i SARP, herunder bla. eksempler på "Enhanced taxiway centre line" i forhold til "Holding"			
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detaljer på figur 5-7 i SARP, herunder bla. eksempler på "Enhanced taxiway centre line" i forhold til "Holding			
detaljer på figur 5-7 i SARP, herunder bla. eksempler på "Enhanced taxiway centre line" i forhold til "Holding	Figure 5-7. Enhanced taxiway centre line marking	Figure L-6. Enhanced taxiway centre line marking	De to figurer er ikke helt identisk idet der er udført flere
"Enhanced taxiway centre line" i forhold til "Holding			
positions", disse mangler i L-6 i CS			
			positions", disse mangler i L-6 i CS

5.2.10.3 Where a single runway-holding position is provided at	(a) (2) Where a single runway-holding position is provided at an	Indhold i CS identisk
an intersection of a taxiway and a precision approach	intersection of a taxiway and a precision approach category I, II or III	Supp. Info GM1 ADR-DSN.L.575
category I, II or III runway,	runway,	
3	(a) (3) Where two or three runway-holding positions are provided at	
	such an intersection, the runway-holding position marking closer	
	, , ,	
	(closest) to the runway	
5.2.10.4 The runway-holding position marking displayed at a	(4) The runway-holding position marking displayed at a runway-holding	Indhold i CS identisk
runway-holding position established	position established in accordance with CS ADR-DSN.D.335(b)(1)	
5.2.10.5 Recommendation. — Where increased conspicuity of	(a) (5) Where increased conspicuity of the runway-holding position is	Indhold i CS identisk
the runway-holding position is required, the runwayholding	required, the runway-holding position marking should be as shown in	
position marking should be as shown in Figure 5-8, pattern A or	Figure L-7, pattern A or pattern B, as appropriate.	
pattern B, as appropriate	rigure 2-7, pattern A or pattern b, as appropriate.	
5.2.10.6 Recommendation. — Where a pattern B runway-	(a) (6) Where a pattern B runway-holding position marking is located on	Indhold i CS identisk
holding position marking is located on an area where it		iliuliolu i C3 luelitisk
would exceed 60 m in length, the term "CAT II" or "CAT III"	an area where it would exceed 60 m in length, the term 'CAT II' or 'CAT	
	III'	
5.2.10.7 The runway-holding position marking displayed at a	(a) (7) The runway-holding position marking displayed at a	Indhold i CS identisk
runway/runway intersection shall be perpendicular	runway/runway intersection should be perpendicular	
Figure 5-8. Runway-holding position markings	Figure L-7. Runway-holding position markings	Figurene er identiske
	1	
5.2.11 Intermediate holding position marking	CS ADR-DSN.L.580 Intermediate holding position marking	Supp. Info GM1 ADR-DSN.L.580
Application and location	(a) Applicability:	Indhold i CS identisk
5.2.11.1 Recommendation. — An intermediate holding position		
marking	(a) (1) An intermediate holding position marking should	
5.2.11.2 Recommendation. — An intermediate holding position	(a) (2) An intermediate holding position marking should be displayed at	Indhold i CS identisk
marking should be displayed	the	
5.2.11.3 Where an intermediate holding position marking is		In all and CC in a setial.
	(b) Location:	Indhold i CS identisk
displayed at an intersection of two paved taxiways	(b) (1) Where an intermediate holding position marking is displayed at	
	an intersection of two taxiways	
5 2 11 4 The distance between an intermediate helding residion	•	T
5.2.11.4 The distance between an intermediate holding position	(b) (2) The distance between an intermediate holding position marking	Tabel 3-1 er I SARP er anført under et andet afsnit men
marking at the exit boundary of a remote de-icing/	Code letter Distance (metres)	værdierne i kolonne 11 i tabel 3-1 er identiske med de
anti-icing facility and the centre line of the adjoining taxiway	A 16.25	værdier der er anført i CS ADR-DSN.L.580 (b) (2)
shall not be less than the dimension specified in Table 3-1,	B 21.5	
column 11.	C 26	
	D 40.5	
	E 47.5	
	F 57.5	
Characteristics	(c) Characteristics: An intermediate holding position marking should	Indhold i CS identisk
5.2.11.5 An intermediate holding position marking shall consist	consist of a single broken line as shown in Figure L-5.	
of a single broken line as shown in Figure 5-6.		
5.2.12 VOR aerodrome checkpoint marking	CS ADR-DSN.L.585 VOR aerodrome checkpoint marking	Supp. Info GM1 ADR-DSN.L.585
Application	(a) When a VOR aerodrome check-point is established, it should be	Indhold i CS identisk
5.2.12.1 When a VOR aerodrome checkpoint is established, it	indicated by a VOR	manora i eo identisk
shall be indicated by a VOR	mulcuted by a volt	
Note.— See 5.4.4 for VOR aerodrome checkpoint sign.		
5.2.12.2 Site selection		SARP tekst findes ikke i CS
Note.— Guidance on the selection of sites for VOR aerodrome		JANT LEKSL HILLES IKKE I CS
checkpoints is given in Annex 10,	(1)	
Location	(b) Location: A VOR aerodrome check-point marking should be centred	Indhold i CS identisk
5.2.12.3 A VOR aerodrome checkpoint marking shall be centred	on the spot at which an aircraft is to be parked to receive the correct	
on the spot at which an aircraft is to be parked to receive the	VOR signal.	
correct VOR signal.		
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.2.12.4 A VOR aerodrome checkpoint marking shall consist of a	(c) (1) A VOR aerodrome check-point marking should consist of a circle	
circle 6 m in diameter and have a line width of	6 m in diameter and have a line width of 15 cm (see Figure L-8(A)).	
15 cm (see Figure 5-9 (A)).	S Statistics and have a line width of 15 cm (see Figure 1 of A)).	
5.2.12.5 Recommendation. — When it is preferable for an	(c) (2) When it is preferable for an aircraft to be aligned in a specific	Indhold i CS identisk
aircraft to be aligned in a specific direction, a line should	direction, a line should be provided that passes through the centre of	
	an ection, a line should be provided that passes through the centre of	
be provided that passes through the centre of the circle on the	I	I I

5.2.12.6 Recommendation.— A VOR aerodrome checkpoint marking should preferably be white in colour Note.— To provide contrast, markings 5.2.13 Aircraft stand marking Note.— Guidance on the layout of aircraft stand Application 5.2.13.1 Recommendation.— Aircraft stand markings should be provided Location 5.2.13.2 Recommendation.— Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should Characteristics 5.2.13.3 Recommendation.— Aircraft stand markings should include such elements as stand identification, lead-in align should be included (c) (in to some stand or number) should be included 5.2.13.5 Recommendation.— Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify airc 5.2.13.6 Recommendation.— Lead-in, turning and lead-out (d)	igure L-8. VOR check-point markings c) (3) A VOR aerodrome check-point marking should differ from the olour S ADR-DSN.L.590 Aircraft stand marking a) Applicability: Aircraft stand markings should be provided for esignated parking positions on an apron and on a de-icing/anti-icing acility. b) General characteristics: Aircraft stand markings should include such lements as stand identification, lead-in line, turn bar, turning line, lignment bar c) Stand identification: c) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line c) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of ircraft stand markings	Figurene er identiske Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.590 Indhold i CS identisk SARP tekst findes ikke i CS Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.590 Indhold i CS identisk
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5.2.13 Aircraft stand marking Note.— Guidance on the layout of aircraft stand Application 5.2.13.1 Recommendation.— Aircraft stand markings should be provided Location 5.2.13.2 Recommendation.— Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should Characteristics 5.2.13.3 Recommendation.— Aircraft stand markings should ele include such elements as stand identification, lead-in 5.2.13.4 Recommendation.— An aircraft stand identification (c) (letter and/or number) should be included 5.2.13.5 Recommendation.— Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify 5.2.13.6 Recommendation.— Lead-in, turning and lead-out (d)	a) Applicability: Aircraft stand markings should be provided for esignated parking positions on an apron and on a de-icing/anti-icing acility. b) General characteristics: Aircraft stand markings should include such lements as stand identification, lead-in line, turn bar, turning line, lignment bar c) Stand identification: c) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line c) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of ircraft stand markings	Indhold i CS identisk SARP tekst findes ikke i CS Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.590
5.2.13.1 Recommendation.— Aircraft stand markings should be provided Location 5.2.13.2 Recommendation.— Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should Characteristics 5.2.13.3 Recommendation.— Aircraft stand markings should include such elements as stand identification, lead-in 5.2.13.4 Recommendation.— An aircraft stand identification (c) (letter and/or number) should be included 5.2.13.5 Recommendation.— Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify 5.2.13.6 Recommendation.— Lead-in, turning and lead-out (d)	esignated parking positions on an apron and on a de-icing/anti-icing acility. D) General characteristics: Aircraft stand markings should include such lements as stand identification, lead-in line, turn bar, turning line, lignment bar C) Stand identification: C) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line C) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of ircraft stand markings	SARP tekst findes ikke i CS Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.590
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Characteristics 5.2.13.3 Recommendation.— Aircraft stand markings should include such elements as stand identification, lead-in 5.2.13.4 Recommendation.— An aircraft stand identification (c) (letter and/or number) should be included 5.2.13.5 Recommendation.— Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify 5.2.13.6 Recommendation.— Lead-in, turning and lead-out (d)	lements as stand identification, lead-in line, turn bar, turning line, lignment bar c) Stand identification: c) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line c) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of ircraft stand markings	Supp. Info GM1 ADR-DSN.L.590
(letter and/or number) should be included (c) in t 5.2.13.5 Recommendation.— Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify 5.2.13.6 Recommendation.— Lead-in, turning and lead-out (d)	c) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line c) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of ircraft stand markings	Indhold i CS identisk
5.2.13.5 Recommendation. — Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify airc 5.2.13.6 Recommendation. — Lead-in, turning and lead-out (d)	c) (1) (i) Identification of the aircraft for which each set of markings is ntended, should be added to the stand identification where two sets of ircraft stand markings	
, ,		Indhold i CS i nogen grad identisk
	d) Lead-in, turning, and lead-out lines: d) (1) Lead-in, turning, and lead-out lines should, as far as practicable	Indhold i CS identisk
	d) (2) The curved portions of lead-in, turning, and lead-out lines hould	Indhold i CS identisk
aircraft proceed in one direction only onl	d) (3) Where it is intended that an aircraft proceeds in one direction nly, arrows pointing e) Alignment bar: An alignment bar should be placed so as to be poincident)	Indhold i i CS dentisk, dog pkt. (e) ikke nævnt i SARP
5.2.13.9 Recommendation. — A turn bar should be located at right angles to the lead-in line Note.— The distances to be maintained between the turn bar and the lead-in line may vary according to different aircraft (f)	(i) Turn bar and stop line: (i) (1) A turn bar should be located at right angles to the lead-in line, beam the left pilot position at the point of initiation of any intended urn.	Indhold i i CS dentisk Supp. Info GM1 ADR-DSN.L.590
	(3) If more than one turn bar and/or stop line is required, they hould be designated for the appropriate aircraft types.	Indhold i CS identisk
5.2.13.11 Recommendation. — An alignment bar should be placed so as to be coincident with the extended		SARP tekst findes ikke i CS
right angles to the alignment bar, abeam the left pilot abe	(2) A stop line should be located at right angles to the alignment bar, beam the left pilot position at the intended point of stop. It should ave a length and width of not less than 6 m and 15 cm respectivel	Indhold i CS identisk
	S ADR-DSN.L.595 Apron safety lines	Supp. Info GM1 ADR-DSN.L.595
5.2.14.1 Recommendation. — Apron safety lines should be provided on a paved apron	a) Applicability: Apron safety lines should be provided on an apron as equired	Indhold i CS identisk
	b) Location: Apron safety lines should be located so as to define the reas intended	Indhold i CS identisk
5.2.14.3 Recommendation. — Apron safety lines should include	c) Characteristics: c) (1) Apron safety lines should include such elements as wing tip	Indhold i CS identisk Pkt. (2) i CS er et ekstra krav i CS

5.2.14.4 Recommendation. — An apron safety line should be	(c) (3) An apron safety line should be continuous in length and at least	Indhold i CS identisk
continuous in length and at least 10 cm in width.	10 cm in width	maneta i de lacitask
5.2.15 Road-holding position marking	CS ADR-DSN.L.600 Road-holding position marking	Supp. Info GM1 ADR-DSN.L.600
Application 5.2.15.1 A road-holding position marking shall be provided at all road entrances to a runway.	(a) Applicability: A road-holding position marking should be provided at all road entrances to a runway.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.600
Location 5.2.15.2 The road-holding position marking shall be located across the road at the holding position.	(b) Location:(b) (1) The road-holding position marking should be located across the road at the holding position.(b) (2) Where a road intersects a taxiway, a road	Indhold i CS identisk Pkt. (2) i CS er et ekstra krav i CS
Characteristics 5.2.15.3 The road-holding position marking shall be in accordance with the local road traffic regulations	(c) Characteristics: (c) (1) The road-holding position marking should be in accordance with the local road traffic regulations ((c)(2) The road marking at the intersection of a road with a taxiway should)	Indhold i CS identisk, dog pkt. (c)(2) ikke nævnt I SARP
5.2.16 Mandatory instruction marking Note.— Guidance on mandatory instruction	CS ADR-DSN.L.605 Mandatory instruction marking	Supp. Info GM1 ADR-DSN.L.605
Application 5.2.16.1 Where it is impracticable to install a mandatory instruction sign in accordance with 5.4.2.1	(a) Applicability: (a) (1) Where a mandatory instruction sign in accordance with CS ADR-DSN.N.780	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.605
5.2.16.2 Recommendation. — Where operationally required, such as on taxiways exceeding 60 m	(a) (2) On taxiways exceeding 60 m in width, or to assist in the prevention of a runway incursion,	Indhold i CS identisk
Location 5.2.16.3 The mandatory instruction marking on taxiways where the code letter is A, B, C or D	(b) Location: (b) (1) The mandatory instruction marking on taxiways, where the code letter is A, B, C,	Indhold i CS identisk
5.2.16.4 The mandatory instruction marking on taxiways where the code letter is E or F	(b) (2) The mandatory instruction marking on taxiways where the code letter is E or F,	Indhold i CS identisk
5.2.16.5 Recommendation. — Except where operationally required, a mandatory instruction marking should not be located on a runway.		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.605
Characteristics 5.2.16.6 A mandatory instruction marking shall consist of an inscription in white on a red background	(c) Characteristics:(c) (1) A mandatory instruction marking should consist of an inscription in white on a red	Indhold i CS identisk
5.2.16.7 A NO ENTRY marking shall consist of an inscription in white reading NO ENTRY on a red background	(c) (2) A NO ENTRY marking should consist of an inscription in white reading NO ENTRY on	Indhold i CS identisk
5.2.16.8 Where there is insufficient contrast between the marking and the pavement surface	(c) (3) Where there is insufficient contrast between the marking and the pavement	Indhold i CS identisk
5.2.16.9 Recommendation. — The character height should be 4 m for inscriptions where the code letter is C, D, E	(c) (4) The character height should be 4 m for inscriptions where the code letter is C, D, E,	Indhold i CS identisk
Figure 5-10. Mandatory instruction marking	Figure L-9. Mandatory instruction marking	Figurene er identiske
5.2.16.10 Recommendation. — The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.	(c) (5) The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.	Indhold i CS identisk
5.2.17 Information marking Note.— Guidance on information marking	CS ADR-DSN.L.610 Information marking	Supp. Info GM1 ADR-DSN.L.610
Application 5.2.17.1 Where an information sign would normally be installed and is impractical to install	(a) Applicability: Where an information sign in accordance with CS ADR-DSN.N.785 is not installed, an information marking should be displayed on the surface of the pavement	Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.610
5.2.17.2 Recommendation. — Where operationally required an information sign should be supplemented by an information marking.		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.610
5.2.17.3 Recommendation. — An information (location/direction) marking should be displayed prior to and following complex taxiway intersections and where operational		SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.610

experience has indicated the addition of a tariway location		
experience has indicated the addition of a taxiway location		
5.2.17.4 Recommendation. — An information (location)		SARP "Recommendation" findes ikke i CS
marking should be displayed on the pavement surface at regular		
intervals along taxiways of great length.		
Location		SARP "Recommendation" findes ikke i CS
5.2.17.5 Recommendation. — The information marking should		
be displayed across the surface of the taxiway or apron where		Supp. Info GM1 ADR-DSN.L.610
necessary and positioned so as to be legible from the cockpit of		
an approaching aircraft.		
Characteristics	(b) Characteristics:	Indhold i CS identisk
5.2.17.6 An information marking shall consist of:	(b) (1) An information marking should consist of:	
a) an inscription in yellow upon a black background	(b) (1) (i) an inscription in yellow upon a black background when it	
b) an inscription in black upon a yellow background, when it	replaces	
replaces	(b) (1) (ii) an inscription in black upon a yellow background	
5.2.17.7 Where there is insufficient contrast between the marking	(b) (2) Where there is insufficient contrast between the marking	Indhold i CS identisk
background and the pavement surface, the marking	background and	
shall include:	(b) (2) (i) a black border where the inscriptions are in black; and	
a) a black border where the inscriptions are in black;	(b) (2) (ii) a yellow border where the inscriptions are in yellow.	
b) a yellow border where the inscriptions are in yellow	(a) (=) (ii) a yellow solves time of the most parent are in yellow	
5.2.17.8 Recommendation. — The character height should be 4	(b) (3) The character height should be as for mandatory instruction	Indhold i CS stort set identisk
m. The inscriptions should be in the form and proportions shown	markings.	
in Appendix 3.		
5.3 Lights	CHAPTER M — VISUAL AIDS FOR NAVIGATION (LIGHTS)	
5.3.1 General	GM1 ADR-DSN.M.615 General	Supp. Info GM1 ADR-DSN.M.615
Lights which may endanger the safety of aircraft		SARP tekst findes ikke i CS
5.3.1.1 A non-aeronautical ground light near an aerodrome which		
might endanger		
Laser emissions which may endanger the safety of aircraft		SARP "Recommendation" findes ikke i CS
		37 titl Recommendation infacts title 1 C3
5.3.1.2 Recommendation. — To protect the safety of aircraft		
5.3.1.2 Recommendation. — To protect the safety of aircraft — a laser-beam free flight zone (LFFZ)		
5.3.1.2 Recommendation. — To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ)		
5.3.1.2 Recommendation. — To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ).		
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5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and		SARP figur findes ikke i CS SARP figur findes ikke i CS
5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and b) Instrument runway — code number 2 or 3:		SARP figur findes ikke i CS SARP figur findes ikke i CS
5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and b) Instrument runway — code number 2 or 3: as in a), except that the length should be at least 3 000 m.		SARP figur findes ikke i CS SARP figur findes ikke i CS
5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and b) Instrument runway — code number 2 or 3: as in a), except that the length should be at least 3 000 m. c) Instrument runway — code number 1;		SARP figur findes ikke i CS SARP figur findes ikke i CS
5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and b) Instrument runway — code number 2 or 3: as in a), except that the length should be at least 3 000 m. c) Instrument runway — code number 1; and non-instrument runway:		SARP figur findes ikke i CS SARP figur findes ikke i CS
5.3.1.2 Recommendation.— To protect the safety of aircraft — a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ). Note 1.— Figures 5-11, 5-12 and 5-13 may be used Note 2.— The restrictions on the use of laser beams Note 3.— The protected flight zones are established in order to mitigate Note 4.— Further guidance on how to protect flight operations Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2. Figure 5-11. Protected flight zones Figure 5-12. Multiple runway laser-beam free flight zone Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams Lights which may cause confusion 5.3.1.3 Recommendation.— A non-aeronautical ground light which a) Instrument runway — code number 4: within the areas before the threshold and b) Instrument runway — code number 2 or 3: as in a), except that the length should be at least 3 000 m. c) Instrument runway — code number 1;		SARP figur findes ikke i CS SARP figur findes ikke i CS

mariners		Supp. Info GM1 ADR-DSN.M.615
Note.— In the case of aeronautical ground lights near navigable		
waters, consideration		
Light fixtures and supporting structures		SARP tekst findes ikke i CS
Note.—See 9.9 for information regarding siting of equipment		
and		
Elevated approach lights	(a) Elevated approach lights:	
5.3.1.4 Elevated approach lights and their supporting structures	(a) (1) Elevated approach lights and their supporting structures should	Indhold i CS identisk
shall be frangible except that, in that portion of the approach	be frangible except that, in that portion of the approach lighting system	
lighting system beyond 300 m from the threshold:	beyond 300 m from the threshold:	
a) where the height of a supporting structure exceeds 12 m, the	(a) (1) (1) where the height of a supporting structure exceeds 12 m, the	Indhold i CS identisk
frangibility requirement shall apply to the top		iliuliolu i C3 luelitisk
12 m only; and	frangibility requirement should apply to the top 12 m only; and	
	(a) (1)(2)b and a commonting atmost up is common and all by man francible	Lathard Collage
b) where a supporting structure is surrounded by non-frangible	(a) (1)(2) where a supporting structure is surrounded by non-frangible	Indhold i CS identisk
objects, only that part of the structure that extend above the	objects, only that part of the structure that extends above the	
surrounding objects shall be frangible.	surrounding objects should be frangible	
5.3.1.5 When an approach light fixture or supporting structure is	(a) (2) When an approach light fixture or supporting structure is not in	Indhold i CS identisk
not in itself sufficiently conspicuous, it shall be suitably marked.	itself sufficiently conspicuous, it should be suitably marked.	
Elevated lights	(b) Elevated lights:	Indhold i CS identisk
5.3.1.6 Elevated runway, stopway and taxiway lights shall be	Elevated runway, stopway, and taxiway lights should be frangible. Their	
frangible. Their height shall be sufficiently low to preserve	height should be sufficiently low to preserve clearance for propellers	
clearance for propellers and for the engine pods of jet aircraft.	and for the engine pods of jet aircraft.	
Surface lights	(c) Surface lights:	Indhold i CS identisk
5.3.1.7 Light fixtures inset in the surface of runways, stopways,	, , <u> </u>	munoiu i CS identisk
taxiways and aprons	(c) (1) Light fixtures inset in the surface of runways, stopways, taxiways	
5.3.1.8 Recommendation. — The temperature produced by	(c) (2) The temperature produced by conduction or radiation at the	Indhald: CC:dontials
conduction or radiation	(c) (2) The temperature produced by conduction or radiation at the	Indhold i CS identisk
	interface between an	
Note.— Guidance on measuring the temperature of inset lights	/d\linksintonnits.cod.control.	
Light intensity and control	(d) Light intensity and control:	
Note.—In dusk or poor visibility conditions by day,	/d\/d\/The interests of monormalistations about the endeance of make	Lathard Coldania
5.3.1.9 The intensity of runway lighting shall be adequate for the	(d) (1) The intensity of runway lighting should be adequate for the	Indhold i CS identisk
minimum conditions of visibility and ambient	minimum conditions of visibility and ambient	
Note.— While the lights of an approach lighting system may be		
of higher	(1) (0) (4)	
5.3.1.10 Where a high-intensity lighting system is provided	(d) (2) Where a high-intensity lighting system is provided	Indhold i CS identisk
— approach lighting system;	(d) (2) (i) approach lighting system;	
— runway edge lights;	(d) (2) (ii) runway edge lights;	
— runway threshold lights;	(u) (2) (ii) runway euge lights,	
— runway end lights;	(d) (2) (iii) runway threshold lights;	
— runway centre line lights;		
runway touchdown zone lights; andtaxiway centre line lights.	(d) (2) (iv) runway end lights;	
— taxiway centre fine fights.	(d) (2) (v) runway centre line lights;	
	(d) (2) (vi) runway touchdown zone lights; and	
	(d) (2) (vii) taxiway centre line lights.	
5.3.1.11 On the perimeter of and within the ellipse defining the	(d) (3) On the perimeter of and within the ellipse defining the main	Indhold i CS identisk
main beam	beam in CS ADR-DSN.U.940,	manoid res identisk
	On the perimeter of and within the rectangle defining the main beam in	Indhold i CS identisk
main beam in Appendix 2,	CS ADR-DSN.U.940, the maximum light intensity value should not be	manola i Co lacitask
The second in Experience 2,	greater than three times the minimum light intensity value measured in	
	accordance with CS ADR-DSN.U.940.	
5.2.2 Emanganay lightin -	accordance with C5 ADN-D5N.U.94U.	CARRIED AND CONTRACTOR
5.3.2 Emergency lighting		SARP tekst findes ikke i CS
Application		SARP "Recommendation" findes ikke i CS
5.3.2.1 Recommendation. — At an aerodrome provided with		
Note.— Emergency lighting may also be useful		

Location 5.3.2.2 Recommendation.— When installed on a runway		SARP "Recommendation" findes ikke i CS
Characteristics 5.3.2.3 Recommendation.— The colour of the emergency lights should conform		SARP "Recommendation" findes ikke i CS
5.3.3 Aeronautical beacons	CS ADR-DSN.M.620 Aeronautical beacons	Supp. Info GM1 ADR-DSN.M.620
Application 5.3.3.1 Where operationally necessary an aerodrome beacon or an identification beacon	(a) General (a) (1) When operationally necessary an aerodrome beacon or identification beacon should be provided at each aerodrome intended for use at night.	Indhold i CS identisk
5.3.3.2 The operational requirement shall be determined having regard to the requirements of the air traffic	(a) (2) The operational requirement should be determined having regard to the requirements of the air traffic	Indhold i CS identisk
Aerodrome beacon 5.3.3.3 An aerodrome beacon shall be provided at an aerodrome intended for use a) aircraft navigate predominantly by visual means; b) reduced visibilities are frequent; or c) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.	 (b) Aerodrome beacon (b) (1) Applicability An aerodrome beacon should be provided at an aerodrome intended for use (b) (1) (i) reduced visibilities are frequent; or (b) (1) (ii) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain. 	Indhold i CS identisk
Location5.3.3.4 The aerodrome beacon shall be located on or adjacent to the aerodrome	(b) (2) Location (b) (2) (i) The aerodrome beacon should be located on or adjacent to the aerodrome	Indhold i CS identisk
5.3.3.5 Recommendation. — The location of the beacon should be such that the beacon is not shielded	(b) (2) (ii) The location of the beacon should be such that the beacon is not shielded by	Indhold i CS identisk
Characteristics 5.3.3.6 The aerodrome beacon shall show either coloured flashes alternating with white flashes	(b) (3) Characteristics (b) (3) (i) The aerodrome beacon should show either coloured flashes alternating with white flashes or white flashes only. (b) (3) (ii) The frequency of total flashes should be from 20 to 30 per	Indhold i CS stort set identisk mere specifikt i SARP end i CS
5.3.3.7 The light from the beacon shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an elevation of not more than 1° <i>Note.</i> — At locations where a high ambient background	minut (b) (3) (iii) The light from the beacon should show at all angles of azimuth. The vertical light distribution should extend upwards from an elevation of not more than 1°	Indhold i CS identisk
Note.— At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.	(b) (3) (iv) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10.	Indhold i CS identisk
Identification beacon Application 5.3.3.8 An identification beacon shall be provided at an aerodrome	(c) Identification beacon (c) (1) Applicability An identification beacon should be provided at an aerodrome	Indhold i CS identisk
Location 5.3.3.9 The identification beacon shall be located on the aerodrome in an area of low ambient background lighting.	(c) (2) Location (c) (2) (i) The identification beacon should be located on the aerodrome in an area of low ambient background lighting.	Indhold i CS identisk
5.3.3.10 Recommendation. — The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land	(c) (2) (ii) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.	Indhold i CS identisk
Characteristics 5.3.3.11 An identification beacon at a land aerodrome shall show at all angles of azimuth	(c) (3) Characteristics (c) (3) (i) An identification beacon at a land aerodrome should show	Indhold i CS identisk
Note.—At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.	(c) (3) (ii) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10.	Indhold i CS identisk

Sadian Section Sadian Section	land aerodrome and flashing-yellow at a water aerodrome. 5.3.3.13 The identification characters shall be transmitted in the International Morse Code 5.3.3.14 Recommendation.— The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	(c) (3) (iv) The identification characters should be transmitted in the International Morse Code. (c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Indhold i CS identisk Indhold i CS identisk Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
5.3.3.13 The identification characters shall be transmitted in the International Morse Code 5.3.3.14 Recommendation.— The speed of irrusmission should be between six and eight the herewers to and eight worsh per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems 4.3.5.4 Approach lighting systems 5.3.4.1 Application 5.3.4.1 Application 5.3.4.1 Application 5.3.4.1 Application 5.3.4.1 Application 5.3.4.1 Application 6.1 The safety objective of the approach lighting systems as specified in 5.3.4.2 to 5.3.4.9 to 5.3.4.9 to 5.3.4.9 to 5.4.2 to 5.3.4.9 to 5.4.2 to 5.4.2 to 5.4.2 to 5.4.2 to 5.4.9 to 5.4.0 to 5.4.2 to 5.4.0 to 5.4	5.3.3.13 The identification characters shall be transmitted in the International Morse Code 5.3.3.14 Recommendation.— The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	International Morse Code. (c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Indhold i CS identisk Indhold i CS identisk Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
International Morse Code: 53.3.14 Recommendation—The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 53.4.3 Approach lighting systems Application 5.3.4.3 Application 6.3 The safety objective of the approach lighting systems, general and applicability 6.3 Non-instrument runway Recommendation—Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach runway. Where physically practicable, a simple approach runway where the code number is 3 or 4 Non-— It is advisable to give consideration to the installation of a precision upproach category I lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach category I lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a procession approach category I and III lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a procession approach category I and III lighting system as specified in CS ADR-DSN M.630 should be provided to serve a procession approach category I and III lighting system as specified in CS ADR-DSN M.630 should be provided to serve a procession approach runway category I and III lighting system as specified in CS ADR-DSN M.630 should be provided to serve a procession approach runway category I and III lighting system as specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a procession approach runway category I and III lighting system as specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a specified in CS ADR-DSN M.630 should be provided to serve a	International Morse Code 5.3.3.14 Recommendation.— The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	International Morse Code. (c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Indhold i CS identisk Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
international Morse Code 53.3.14 Recommendation—The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse data being from 0.15 to 0.2 seconds per dot. 53.44 Approach lighting systems Application 5.3.4.2 probability 5.3.4.3 probability 5.3.4.3 probability 5.3.4.3 probability 5.3.4.4 probability 5.3.4.5 probabil	International Morse Code 5.3.3.14 Recommendation.— The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	International Morse Code. (c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Indhold i CS identisk Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
1.3.3.14 Recommendation — The speed of transmission should be between six and eight may be howen six and eight many and depth worth per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 1.3.4 Approach lighting systems 1.3.4.1 Application 1.3.4.2 In 3.3.4.2 Should be provided to serve a non-instrument runway where the code number is 3 or 4 None—A simple approach lighting system as one of the simulated to serve a non-instrument runway where the code number is 3 or 4 None—A simple approach lighting system can disp provide to serve a non-instrument runway where the code number is 3 or 4 None—A simple approach lighting system as one of the simulation of a precision approach runway and spore of the simulation of a precision approach runway category I Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-instrument runway where the code number is 3 or 4. 1.3.4.1 Recommendation — The speed of transmission should be between six and eight works per minute, the corresponding range of duration of the Morse duration of the Mors	5.3.3.14 Recommendation.— The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	(c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
he herween six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4 Approach lighting systems (S ADR-DSN.M.625 Approach lighting systems, general and applicability 5.3.4.1 Application 5.3.4.1 Application 5.3.4.1 Application 5.3.4.2 In Salad sequence of the approach lighting system as specified in 5.3.4.2 to 5.3.4.9 in Salad sequence of the approach lighting system as specified in 5.3.4.2 to 5.3.4.9 in Salad sequence of the salad sequence of th	be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1
dots being from 0.15 to 0.2 seconds per dot. J. 5.3.4. Approach lighting systems Application S. 5.3.4. Approach lighting systems specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach runway. More procession approach runway. More procession approach runway. Note— It is advisable to give consideration to the installation of a precision approach runway. Note— It is advisable to give consideration runway. Note— It is advisable to give consideration to the installation of precision approach runway. Note— a simple approach category I lighting. C.— Precision approach category I lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach runway. Note— It is advisable to give consideration to the installation of a precision approach runway. Note— it is advisable to give consideration to the installation of a precision approach runway. Note— it is advisable to give consideration to the installation of a precision approach runway. Note— it is advisable to give consideration to the installation of a precision approach category I lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a procession approach runway category I lighting system as specified in CS ADR-OSN.M.626 should be provided to serve a non-precision approach runway category I lighting system as specified in CS ADR-OSN.M.630 should be provided to serve a precision approach runway category I lighting system as specified in CS ADR-OSN.M.630 should be provided to serve a precision approach runway category I and III lighting system as specified in CS ADR-OSN.M.630 should be provided to serve a precision approach runway category I and III lighting system as specified in CS ADR-OSN.M.630 should be provided to serve a precision approach. Approach actegory I and III lighting system as specified in CS ADR-OSN.M.630 should be provided to serve a precision approach.	corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	dots being from 0.15 to 0.2 seconds per dot. SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	
5.3.4 Approach lighting systems Application 5.3.4.1 Application 6.3.4.2 In S.3.4.2 is S.3.4.9 About the physically practicable, a simple approach lighting system as specified in S.3.4.2 is S.3.4.9 About the provided to serve a non-instrument runway where the code number is 3 or 4 Aircreaft and applicability 6.3.4.2 is S.3.4.9 About the provided to serve a non-instrument runway where the code number is 3 or 4 Aircreaft and substantial approach lighting system can also provide to serve a non-instrument runway where the code number is 3 or 4 Aircreaft approach lighting system can also provided to serve a specified in S.3.4.2 is S.3.4.9 shall be provided to serve a procision approach runway. 6.3.4.1 Despite the procession approach runway is specified in S.3.4.2 is S.3.4.9 shall be provided to serve a non-precision approach runway. 7.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5	 0.15 to 0.2 seconds per dot. 5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway 	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.625 Approach lighting systems, general and applicability	
S.A.4. Approach lighting systems Application 3.3.4.1 Application 3.3.4.1 Application 3.3.4.1 Application 4.— Non-instrument runway Recommendation.— Where physically practicable, a simple approach lighting system as specified in S.3.4.2 to S.3.4.9 shall be provided to serve a proxision approach runway. Approach runway category I lighting system as specified in S.3.4.2 to S.3.4.2 shall be provided to serve a proxision approach runway categors II and III A precision approach runway categories II and III A precision approach runway categor	5.3.4 Approach lighting systems Application 5.3.4.1 Application A.— Non-instrument runway	CS ADR-DSN.M.625 Approach lighting systems, general and applicability	
Application S. 3.4.1 Application (a) The safety objective of the approach lighting systems, general and applicability (b) Non-instrument runway Recommendation—Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-instrument runway where the code number is 3 or 4 Note—A simple approach lighting system can specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve an on-instrument runway where the code number is 3 or 4 Note—A simple approach lighting system can also provide to serve an on-instrument runway where the code number is 3 or 4 Note—A simple approach lighting system can also provided to serve an on-instrument runway where the code number is 3 or 4, (c) Non-precision approach runway Where physically practicable, a simple approach lighting system as specified in CS ADR-DSN.M.626 should be provided to serve a precision approach runway category I Where physically practicable, a simple approach runway category I Where physically practicable, a simple approach runway category I Where physically practicable, a simple approach runway category I Where physically practicable, a simple approach runway category I Iighting system as specified in S.3.4.21 shall be provided to serve a precision approach category I lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach runway category I. D—Precision approach runway categories II and III A precision approach category II and III lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach category II and III lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach category II and III lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach category II and III lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach category II and III lighting system as specified in CS ADR-	Application 5.3.4.1 Application A.— Non-instrument runway	CS ADR-DSN.M.625 Approach lighting systems, general and applicability	
S.3.4.1 Application Ca The safety objective of the approach lighting Indhold CS identisk	5.3.4.1 Application A.— Non-instrument runway	applicability	ADR-DSN.M.625
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Tullway category if of file	precision approach runway category II or III.	runway category II or III.	
Simple approach lighting system Supp. Info GM1 ADR-DSN.M.626 Simple approach lighting systems Supp. Info GM1 ADR-DSN.M.626	Simple approach lighting system	CS ADR-DSN.M.626 Simple approach lighting systems	Supp. Info GM1 ADR-DSN.M.626
Location (a) Location and composition: Indhold identisk dog er pkt. (2) tilføjet i CS	Location	(a) Location and composition:	Indhold identisk dog er nkt. (2) tilføjet i CS
5.3.4.2 A simple approach lighting system shall consist of a row (a) (1) A simple approach lighting system should consist of a row of			
of lights on the extended centre line of the runway lights on the extended centre line of the runway extending whenever			34pp. 1110 3111 7151 2311111.020
extending, whenever possible, over a distance of not less than possible, over a distance of not less than possible, over a distance of not less than			
420 m (a) (2) The certification specifications, as prescribed in Book 1 provide	420 m		
for the basic characteristics for simple approach lighting systems.			
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	5.3.4.3 The lights forming the crossbar shall be as nearly as	11.00.1.00.000 (1910.)	manora i es identisk
(4) (2) 11 4 12 64 4 13 14 14	5.3.4.3 The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to,		
	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable	
of the sende line lights.	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line	
(b) (2) The lights of the crossbar should be spaced so as to produce a	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.	
linear effect, except that, when a crossbar of 30 m	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.(b) (2) The lights of the crossbar should be spaced so as to produce a	
	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.(b) (2) The lights of the crossbar should be spaced so as to produce a	
Note 1.— Spacings for the crossbar lights between 1 m and 4 m (b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use.	practicable in a horizontal straight line at right angles to,	(b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.(b) (2) The lights of the crossbar should be spaced so as to produce a	
are in use	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m 	Indhold i CS identisk
	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m 	Indhold i CS identisk
	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use Note 2.— See Attachment A, Section 12, for guidance on	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m 	Indhold i CS identisk
installation tolerances	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use Note 2.— See Attachment A, Section 12, for guidance on installation tolerances	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m (b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use. 	
installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at (c) Centre line lights: Indhold identisk dog med en mindre tilføjelse i SARP	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use Note 2.— See Attachment A, Section 12, for guidance on installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m (b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use. (c) Centre line lights: 	
installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at longitudinal intervals of 60 m, except that, when it is (c) Centre line lights: (c) (1) The lights forming the centre line should be placed at longitudinal intervals of 60 m, except that, when it is	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use Note 2.— See Attachment A, Section 12, for guidance on installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at longitudinal intervals of 60 m, except that, when it is	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m (b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use. (c) Centre line lights: (c) (1) The lights forming the centre line should be placed at 	
installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at (c) Centre line lights: Indhold identisk dog med en mindre tilføjelse i SARP	practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use Note 2.— See Attachment A, Section 12, for guidance on installation tolerances 5.3.4.4 The lights forming the centre line shall be placed at longitudinal intervals of 60 m, except that, when it is desired to improve the guidance, an interval of 30 m may be	 (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m (b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use. (c) Centre line lights: (c) (1) The lights forming the centre line should be placed at longitudinal intervals of 60 m, except that when it is desired to improve 	

5.3.4.5 Recommendation. — <i>If it is not physically possible to</i>	(c) (2) The innermost light should be located either 60 m or 30 m from	Indhold i CS identisk
provide a centre line extending for a distance of 420 m	the threshold, depending on the longitudinal interval selected for the	
from the threshold, it should be extended to 300 m	centre line lights. If it is not physically possible to provide a centre line	
	extending for a distance of 420 m from the threshold, it should be	
	extended to 300 m	
5.3.4.6 The system shall lie as nearly as practicable in the	(c) (3) The system should lie as nearly as practicable in the horizontal	Indhold i CS identisk
horizontal plane passing through the threshold, provided that:	plane passing through the threshold, provided that:	Thansia i es identisk
a) no object other than an ILS or MLS azimuth antenna shall	(c) (3) (i) no object other than an ILS or MLS azimuth antenna should	
protrude through the plane		
b) no light other than a light located within the central part of a	protrude through the plane of the approach lights within a distance of	
crossbar or a centre line barrette	60 m	
Any ILS or MLS azimuth antenna protruding through the plane	(c) (3) (ii) no light other than a light located within the central part of a	
of the lights shall be treated as an obstacle	crossbar or a centre line barrette, excluding their extremities, should	
of the fights shall be freated as all obstacle	Any ILS or MLS azimuth antenna protruding through the plane of the	
	lights should be treated as an obstacle	
Characteristics	(d) Characteristics	
5.3.4.7 The lights of a simple approach lighting system shall be	(d) (1) The lights of a simple approach lighting system should be fixed	Indhold i CS identisk
fixed lights and the colour of the lights	lights and the colour	
a) a single source; or	(d) (1) (i) a single source; or	
b) a barrette at least 3 m in length.	(d) (1) (ii) a barrette at least 3 m in length.	
Note 1.— When the barrette as in b) is composed of lights	(d) (1) (ii) a barrette at least 5 iii iii lengtii.	
approximating to point sources, a spacing of 1.5 m		
Note 2.— It may be advisable to use barrettes 4 m in length if it	(e) Barrettes of 4 m in length should be so designed if it is anticipated	Indhold i CS identisk
is anticipated that the simple approach lighting system will be	that the simple approach lighting system should be developed into a	
developed into a precision approach lighting system.	precision approach lighting system.	
Note 3.— At locations where identification of the	pression approach lighting systems	
5.3.4.8 Recommendation. — Where provided for a non-	(f) Where provided for a non-instrument runway, the lights should	Indhold i CS identisk
instrument runway, the lights should show at all angles in	show at all angles in azimuth necessary to a pilot on base leg and final	Than or a facilities.
azimuth necessary to a pilot on base leg and final approach.	approach	
5.3.4.9 Recommendation. — Where provided for a non-	(g) Where provided for a non-precision approach runway, the lights	Indhold i CS identisk
	'='	indifold i C3 identisk
precision approach runway, the lights should show	I should show	
precision approach runway, the lights should show Precision approach category I lighting system	should show CS ADR-DSN.M.630 Precision approach category I lighting system	Supp. Info GM1 ADR-DSN.M.630
Precision approach runway, the lights should show Precision approach category I lighting system	CS ADR-DSN.M.630 Precision approach category I lighting system	Supp. Info GM1 ADR-DSN.M.630
Precision approach category I lighting system	CS ADR-DSN.M.630 Precision approach category I lighting system	
Precision approach category I lighting system Location	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b)
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition	
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b)
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should consist of a row of lights on the extended centre line of the runway	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b)
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b)
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m Note.— The installation of an approach lighting system of less than 900 m	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should consist of a row of lights on the extended centre line of the runway extending wherever possible, over a distance of 900 m	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b) Supp. Info GM1 ADR-DSN.M.630
Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m Note.— The installation of an approach lighting system of less	CS ADR-DSN.M.630 Precision approach category I lighting system (a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should consist of a row of lights on the extended centre line of the runway extending wherever possible, over a distance of 900 m (b) (2) Crossbar lights: The lights forming the crossbar should be as	Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b) Supp. Info GM1 ADR-DSN.M.630 Indhold i CS identisk
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Characteristics	(c) Characteristics:	Indhold i CS identisk
5.3.4.14 The centre line and crossbar lights of a precision	(c) (1) The centre line and crossbar lights of a precision approach	
approach category I lighting	category I lighting system should be fixed	
a) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m	(c) (1) (i) a single light source in the innermost 300 m of the centre line,	
b) a barrette.	two light sources in the central 300 m	
o) a barrette.	(c) (1) (ii) a barrette.	
5.3.4.15 Where the serviceability level of the approach lights	(c) (2) Where the serviceability level of the approach lights specified as	Indhold i CS identisk
specified as a maintenance objective in 10.5.10	a maintenance objective in CS ADR-DSN.S.895	iliuliolu i C3 idelitisk
a) a single light source; or	(c) (2) (i) a single light source; or	
b) a barrette		
	(c) (2) (ii) a barrette	
5.3.4.16 The barrettes shall be at least 4 m in length. When	When barrettes are composed of lights approximating to point sources,	Indhold i CS identisk
barrettes are composed of lights approximating to point sources,	the lights should be uniformly spaced at intervals of not more than 1.5	
the lights shall be uniformly spaced at intervals of not more than	m. The barrettes should be at least 4 m in length.	
1.5 m. 5.3.4.17 Recommendation. — If the centre line consists of	(a) (C) If the centre line consists of harvetter as described in	Indhald : CC :dashid
barrettes as described in 5.3.4.14 b) or 5.3.4.15 b), each barrette	(c) (6) If the centre line consists of barrettes as described in M.630(c)(1)(ii) or M.630(c)(2)(ii), each barrette should be	Indhold i CS identisk
should be supplemented by a capacitor discharge light	supplemented by a capacitor discharge light, except where such	
	lighting is considered unnecessary taking into account the	
	characteristics of the system, and the nature of the meteorological	
	conditions.	
5.3.4.18 Each capacitor discharge light as	(c) (7) Each capacitor discharge light as described in M.630(c)(6) should	Indhold i CS identisk
described in 5.3.4.17 shall be flashed twice a second in sequence	be flashed twice a second in sequence	
5.3.4.19 If the centre line consists of lights as described in	(c) (3) If the centre line consists of lights as described in M.630(c)(1)(i)	Indhold i CS identisk
5.3.4.14 a) or 5.3.4.15 a), additional crossbars of lights to the	or M.630(c)(2)(i) above, additional crossbars of lights to the crossbar	
crossbar provided at 300 m from the threshold shall be provided	provided at 300 m from the threshold should be provided at 150 m,	
at 150 m, 450 m, 600 m and 750 m	450 m, 600 m and 750 m	
Note.— See Attachment A, Section 12, for detailed configuration. 5.3.4.20 Where the additional crossbars described in 5.3.4.19 are	(c) (4) Where the additional crossbars are incorporated in the system,	Indhald: CC idential
incorporated in the system, the outer ends of the crossbars shall	the outer ends of the crossbars should lie on two straight lines that	Indhold i CS identisk
lie on two straight lines that either are parallel	either are parallel to the	
5.3.4.21 The lights shall be in accordance with the specifications	(c) (5) The chromaticity and characteristics of lights should be in	Indhold i CS identisk
of Appendix 2, Figure A2-1.	accordance with the specifications of CS ADR-DSN.U.930 and CS ADR-	mundia i CS identisk
Note.— The flight path envelopes used in the design of these	DSN.U.940.	
lights are given in Attachment A, Figure A-6.		
D 11 Y 1777 11		6 16 014 100 00111 605
Precision approach category II and III lighting system	CS ADR-DSN.M.635 Precision approach category II and III lighting system	Supp. Info GM1 ADR-DSN.M.635
Location	(a) Location and composition:	Indhold i CS identisk
5.3.4.22 The approach lighting system shall consist of a row of	(a) (1) The approach lighting system should consist of a row of lights on	
lights on the extended centre line of the runway,	the extended centre line of the runway, extending wherever possible,	Supp. Info GM1 ADR-DSN.M.635
extending, wherever possible, over a distance of	over a distance of 900 m	
900 m		
Note.— The length of 900 m is based on providing guidance for operations under category I, II and III conditions. Reduced		
lengths may support category II and III operations but may		
impose limitations on category I operations. See Attachment A,		
Section 12.		
5.3.4.23 The lights forming the centre line shall be placed at	(a) (2) The lights forming the centre line should be placed at	Indhold i CS identisk
longitudinal intervals of 30 m with the innermost lights located	longitudinal intervals of 30 m with the innermost lights located 30 m	
30 m from the threshold.	from the threshold.	
5.3.4.24 The lights forming the side rows shall be placed on each	(a) (3) The lights forming the side rows should be placed on each side of	Indhold i CS identisk
side of the centre line, at a longitudinal spacing equal to that of	the centre line, at a longitudinal spacing equal to that of the centre line	
the centre line lights and with the first light located 30 m from the threshold	lights and with the first light located 30 m from the threshold	
5.3.4.25 The crossbar provided at 150 m from the threshold shall	(a) (4) The crossbar provided at 150 m from the threshold should fill in	Indhold i CS identisk
fill in the gaps between the centre line and side row lights.	the gaps between the centre line and side row lights.	
	, <u> </u>	

		,
5.3.4.26 The crossbar provided at 300 m from the threshold shall		Indhold i CS identisk
extend on both sides of the centre line lights to a distance of 15 m from the centre line.	extend on both sides of the centre line lights to a distance of 15 m from	
	the centre line.	Ladhald CC day and
5.3.4.27 If the centre line beyond a distance of 300 m from the threshold consists of lights as described in 5.3.4.31 b)	(a) (6) If the centre line beyond a distance of 300 m from the threshold consists of lights as described in M.635(b)(2)(ii) and M.635(b)(2)(ii)	Indhold i CS identisk
threshold consists of lights as described in 3.3.4.31 b)	below, additional crossbars of lights should be provided at 450 m, 600	
5.3.4.28 Where the additional crossbars described in 5.3.4.27 are		
incorporated in the system, the outer ends of these crossbars shall	described are incorporated in the system, the outer ends of these	
lie on two straight lines that either are parallel to the centre line	crossbars should lie on two straight lines that either are parallel to the	
or converge to meet the runway centre line 300 m from the	centre line or converge to meet the runway centre line 300 m from the	
threshold.	threshold	
5.3.4.29 The system shall lie as nearly as practicable in the	(a) (7) The system should lie as nearly as practicable in the horizontal	Indhold i CS identisk
horizontal plane passing through the threshold, provided that:	plane passing through the threshold, provided that:	
a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane	(a) (7) (i) no object other than an ILS or MLS azimuth antenna should	
b) no light other than a light located within the central part of a	protrude through the plane	
crossbar or a centre line barrette	(a) (7) (ii) no light other than a light located within the central part of a crossbar or a centre line barrette	
Any ILS or MLS azimuth antenna protruding through the plane	(a) (7) (iii) Any ILS or MLS azimuth antenna protruding through the	
of the lights shall be treated as an obstacle and marked and	plane of the lights should be treated as an obstacle and marked and	
lighted accordingly.	lighted accordingly.	
Figure 5-14. Inner 300 m approach and runway lighting for	Figure M-3A. Inner 300 m approach and runway lighting for precision	Figurene er identiske
precision approach runways, categories II and I	approach runways, categories II and III	
Figure 5-15. Inner 300 m approach and runway lighting for	Figure M-3B. Inner 300 m approach and runway lighting for precision	Figurene er identiske
precision approach runways, categories II and III,	approach runways,	
where the serviceability levels of the lights specified as		
maintenance objectives in Chapter 10 can be demonstrated Characteristics	(h) Chayastayistisas	In all ald : CC : doubted.
5.3.4.30 The centre line of a precision approach category II and	(b) Characteristics:	Indhold i CS identisk
III lighting system for the first 300 m	(b) (1) The centre line of a precision approach category II and III lighting	
a) barrettes, where the centre line beyond 300 m from	system	
b) alternate single light sources and barrettes, where the centre	(b) (1) (1) barrettes where the centre line beyond 300 m from the	
line beyond 300 m	threshold	
c) single light sources where the threshold is displaced 300 m or	(b) (1) (2) alternate single light sources and barrettes, where the centre	
more; all of which shall show variable white.	line beyond 300 m from the threshold consists	
an of which shall show variable white.	(b) (1) (3) single light sources where the threshold is displaced 300 m or	
	more; all of which should show variable white.	
5.3.4.31 Beyond 300 m from the threshold each centre line light	(b) (2) Beyond 300 m from the threshold each centre line light position	Indhold i CS identisk
position shall consist of either	should consist of either:	iliuliolu i C3 lueliusk
a) a barrette as used on the inner 300 m; or	(b) (2) (i) a barrette as used on the inner 300 m; or	
b) two light sources in the central 300 m of the centre line and	(b) (2) (ii) two light sources in the central 300 m of the centre line,	
three light	all of which should show variable white.	
all of which shall show variable white	(h) (2) Where the complete little level of th	lo dhedd i CC ideatid
5.3.4.32 Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7	(b) (3) Where the serviceability level of the approach lights in CS	Indhold i CS identisk
a) a barrette; or	ADR.DSN.S.895 as maintenance objectives can be demonstrated beyond 300 m	
b) a single light source;	(b) (3) (i) a barrette; or	
all of which shall show variable white.		
	(b) (3) (ii) a single light source;	
	all of which should show variable white.	
5.3.4.33 The barrettes shall be at least 4 m in length. When	(b) (4) The barrettes should be at least 4 m in length. When barrettes	Indhold i CS identisk
barrettes are composed of lights approximating to point sources,	are composed of lights approximating to point sources, the lights	
the lights shall be uniformly spaced at intervals of not more than	should be uniformly spaced at intervals of not more than 1.5 m.	
1.5 m.	(1) (5) (6)	
5.3.4.34 Recommendation. — If the centre line beyond 300 m from the threshold consists of barrettes as described in 5.3.4.31	(b) (5) If the centre line beyond 300 m from the threshold consists of	Indhold i CS identisk
a) or 5.3.4.32 a), each barrette beyond 300 m	barrettes as described in M.635(b)(2)(i) and M.635(b)(3)(i), each barrette beyond 300 m	
a, a. a. a., casa our cono objetta ou m	Darrette Deyona 300 m	

5.3.4.35 Each capacitor discharge light shall be flashed twice a	(b) (6) Each capacitor discharge light should be flashed twice a second	Indhold i CS identisk
second in sequence, beginning with the outermost light and	in sequence, beginning with the outermost light and progressing	
progressing toward the threshold to the innermost light of the	toward the threshold to the innermost light of the system.	
system	(1) (=) =1	
5.3.4.36 The side row shall consist of barrettes showing red. The	(b) (7) The side row should consist of barrettes showing red. The length	Indhold i CS identisk
length of a side row barrette and the spacing of its lights shall be	of a side row barrette and the spacing of its lights should be equal to	
equal to those of the touchdown zone light barrettes	those of the touchdown zone light barrettes.	
5.3.4.37 The lights forming the crossbars shall be fixed lights	(b)(8) The lights forming the crossbars should be fixed lights showing	Indhold i CS identisk
showing variable white. The lights shall be uniformly spaced at	variable white. The lights should be uniformly spaced at intervals of not	
intervals of not more than 2.7 m.	more than 2.7 m.	
5.3.4.38 The intensity of the red lights shall be compatible with	(b) (9) The intensity of the red lights should be compatible with the	Indhold i CS identisk
the intensity of the white lights.	intensity of the white lights.	
5.3.4.39 The lights shall be in accordance with the specifications	(b) (10) The lights should be in accordance with the specifications of CS	Indhold i CS identisk
of Appendix 2, Figures A2-1 and A2-2.	ADR-DSN.U.940, Figures U-5 and U-6.	
Note.— The flight path envelopes used in the design of these		
5.3.5 Visual approach slope indicator systems	SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS	Supp. Info GM1 ADR-DSN.M.640
, , , , , , , , , , , , , , , , , , , ,	CS ADR-DSN.M.640 Visual approach slope indicator systems	
Application	The safety objective of visual approach slope indicators is to provide	In the state of CC interesting
5.3.5.1 A visual approach slope indicator system shall be		Indhold i CS identisk
provided to serve the approach to a runway whether or not the	information on the approach angle necessary to maintain a safe height	
runway is served by other visual approach aids or by non-visual	over obstacles and threshold.	
aids,	(a) A visual approach slope indicator system should be provided to	
a) the runway is used by turbojet or other aeroplanes with similar	serve the approach to a runway where one or more of the following	
approach guidance requirements;	conditions exist:	
b) the pilot of any type of aeroplane may have difficulty in	(a) (1) the runway is used by turbojet or other aeroplanes with similar	
judging the approach due to:	approach guidance requirements;	
1) inadequate visual guidance such as is experienced during an	(a) (2) the pilot of any type of aeroplane may have difficulty in judging	
approach	the approach due to:	
2) misleading information such as is produced by deceptive	(a) (2) (i) inadequate visual guidance such as is experienced during an	
c) the presence of objects in the approach area may involve	approach	
serious hazard if an aeroplane	(a) (2) (ii) misleading information such as is produced by deceptive	
d) physical conditions at either end of the runway present a	(a) (3) the presence of objects in the approach area may involve serious	
serious hazard in the event	hazard	
e) terrain or prevalent meteorological conditions are such that the	(a) (4) physical conditions at either end of the runway present a serious	
aeroplane may be subjected	hazard in the event	
Note.— Guidance on the priority of installation of visual	(a) (5) terrain or prevalent meteorological conditions are such that the	
approach slope indicator systems	aeroplane	
^^ ·		Common cor har man i CC fravalet plet a) i CARR yedr T
shall consist of the following:	(b) The standard visual approach slope indicator systems should consist	Som man ser, har man i CS fravalgt pkt. a) i SARP vedr. T-
a) T-VASIS and AT-VASIS conforming to the specifications	of PAPI and APAPI systems conforming to the specifications, as prescribed in CS ADR-DSN.M.645 to CS ADR-DSN.M.655.	VASIS og AT-Vasis.
contained in 5.3.5.6 to 5.3.5.22 inclusive;	prescribed in CS ADR-DSN.IVI.645 to CS ADR-DSN.IVI.655.	Dvs. kun pkt. b) vedr. PAPI og APAPI er identisk med CS pkt.
b) PAPI and APAPI systems conforming to the specifications		(b)
contained in 5.3.5.23 to 5.3.5.40 inclusive; as shown in Figure 5-		
16.		
5.3.5.3 PAPI, T-VASIS or AT-VASIS shall be provided where	(c) PAPI should be provided where the code number is 3 or 4 when one	Pkt. 5.3.5.3 I SARP ikke helt identisk med CS pkt. (c) idet T-
the code number is 3 or 4 when one or more of the	or more of the conditions specified in paragraph (a) above exist.	VASIS og AT-VASIS ikke er medtaget i CS'en.
conditions specified in 5.3.5.1 exist.	of filore of the conditions specified in paragraph (a) above exist.	VASIS Og AT-VASIS IKKE EF MEdtaget I CS en.
5.3.5.4 PAPI or APAPI shall be provided where the code number	(d) PAPI or APAPI should be provided where the code number is 1 or 2	Indhold i CS identisk
is 1 or 2 when one or more of the conditions specified in 5.3.5.1	when one or more of the conditions specified in paragraph (a) above	
exist.	exist.	
5.3.5.5 Recommendation. — Where a runway threshold is		SARP "Recommendation" findes ikke i CS
temporarily displaced from the normal position and one or		
more of the conditions specified in 5.3.5.1 exist, a PAPI should		
be provided except that where the code number is 1 or 2 an		
APAPI may be provided.		
Figure 5-16. Visual approach slope indicator systems		Tilsvarende figur findes ikke i CS
T-VASIS and AT-VASIS		Tilsvarende overskrift findes ikke i CS
		The state of the s

Description		The considerate field the the top
Description 5.3.5.6 The T-VASIS shall		Tilsvarende tekst findes ikke i CS
5.3.5.7 The AT-VASIS shall consist		Tilsvarende tekst findes ikke i CS
5.3.5.8 The light units shall be constructed		Tilsvarende tekst findes ikke i CS
5.3.5.9 The light units shall be located		Tilsvarende tekst findes ikke i CS
Characteristics of the light units		Tilsvarende tekst findes ikke i CS
5.3.5.10 The systems shall be suitable		Tilsvarende tekst findes ikke i CS
5.3.5.11 The light distribution of the beam		Tilsvarende tekst findes ikke i CS
5.3.5.12 The light intensity distribution		Tilsvarende tekst findes ikke i CS
5.3.5.13 The colour transition from red to		Tilsvarende tekst findes ikke i CS
5.3.5.14 At full intensity the red light		Tilsvarende tekst findes ikke i CS
5.3.5.15 A suitable intensity control shall be provided		Tilsvarende tekst findes ikke i CS
5.3.5.16 The light units forming the wing bars		Tilsvarende tekst findes ikke i CS
5.3.5.17 The light units shall be so designed		Tilsvarende tekst findes ikke i CS
Figure 5-17. Siting of light units for T-VASIS		Tilsvarende figur findes ikke i CS
Approach slope and elevation setting of light beams		Tilsvarende tekst findes ikke i CS
5.3.5.18 The approach slope shall be appropriate		Tilsvarende tekst findes ikke i CS
5.3.5.19 When the runway on which a T-VASIS		Tilsvarende tekst findes ikke i CS
5.3.5.20 The elevation of the beams of the wing		Tilsvarende tekst findes ikke i CS
5.3.5.21 The elevation setting of the top of the red		Tilsvarende tekst findes ikke i CS
5.3.5.22 The azimuth spread of the light beam		Tilsvarende tekst findes ikke i CS
Figure 5-18. Light beams and elevation settings of T-VASIS and AT-VASIS		Tilsvarende figur findes ikke i CS
PAPI and APAPI	CS ADR-DSN.M.645 PAPI and APAPI	Supp. Info GM1 ADR-DSN.M.645
Description 5.3.5.23 The PAPI system shall consist of a wing bar of four sharp transition multi-lamp Note.— Where a runway is used by aircraft requiring	 (a) A PAPI or APAPI should be provided as prescribed in Section 2 — Visual approach slope indicator systems. (b) Definition and positioning: The PAPI system should consist of a wing bar of 4 sharp transition multi-lamp 	Kun pkt. (b) I CS er identisk med SARP pkt. 5.3.5. 23
5.3.5.24 The APAPI system shall consist of a wing bar of two sharp transition	(b) (1) The APAPI system should consist of a wing bar of 2 sharp transition	Indhold i CS identisk

Note.— Where a runway is used by aircraft requiring visual roll		
guidance 5.3.5.25 The wing bar of a PAPI shall be constructed and	(b) (2) The coins have for DADI should be a section at all and assessed in	Ladia III occida and
•	(b) (2) The wing bar of a PAPI should be constructed and arranged in such a manner that a pilot making an approach should:	Indhold i CS identisk
	(b) (2) (i) when on or close to the approach slope, see the two units	
	(b) (2) (ii) when above the approach slope, see the one unit nearest the	
b)b the control of the control		
	runway (b) (2) (iii) when below the approach slope, see the three units nearest	
c) when below the approach slope, see the three units nearest the	(b) (2) (iii) when below the approach slope, see the three units hearest	
runway		
5.3.5.26 The wing bar of an APAPI shall be constructed and	(b) (3) The wing bar of an APAPI should be constructed and arranged	Indhold i CS identisk
	(b) (3) (i) when on or close to the approach slope	
	(b) (3) (ii) when above the approach slope	
runway	(b) (3) (iii) when below the approach slope, see both the units as red.	
b) when above the approach slope, see both the units as white;		
and		
c) when below the approach slope, see both the units as red.		
y .	(b) (4) The light units should be located as in the basic configuration	Indhold i CS identisk
C' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	illustrated in Figure M-4, subject to the installation tolerances given	
configuration illustrated in Figure 5-19, subject to the	below.	
installation tolerances given there in	Figure M. A. Siting of DADI and ADADI	Electron a portal auticles
	Figure M-4. Siting of PAPI and APAPI	Figurene er identiske
	Figure M-5. Light beams and angle of elevation setting of PAPI and	Figurene er identiske
	APAPI	
	Table M-1. Wheel clearance over threshold for PAPI and APAPI	Tabellerne er identiske
APAPI		
Characteristics of the light units	(c) Characteristics:	
5.3.5.28 The system shall be suitable for both day and night	(c) (1) The system should be suitable for both day and night operations	Indhold i CS identisk
operations.		
5.3.5.29 The colour transition from red to white in the vertical	(c) (2) Colour:	Indhold i CS identisk
plane shall be such as to appear to an observer	(c) (2) (i) The colour transition from red to white in the vertical plane	
	should be such as to appear to an observer,	
	(c) (2) (ii) At full intensity the red light should have a Y coordinate not	Indhold i CS identisk
not exceeding 0.320	exceeding 0.320.	
	(c) (3) Intensity:	Indhold i CS identisk
	(c) (3) (i) The light intensity distribution of the light units should be as	
Note.— See the Aerodrome Design Manual (Doc 9157	shown in CS ADR-DSN.U.940.	
5.3.5.32 Suitable intensity control shall be provided so as to	(c) (3) (ii) Suitable intensity control should be provided so as to allow	Indhold i CS identisk
allow adjustment to meet	adjustment	
· ·	(c) (4) Light orientation: Each light unit should be capable of adjustment	Indhold i CS identisk
2 2	in elevation	
	(c) (5) Other characteristics: The light units should be so designed that	Indhold i CS identisk
	deposits of condensation, snow, ice, dirt,	manora i es identisk
	CS ADR-DSN.M.650 Approach slope and elevation setting of light units	Supp. Info GM1 ADR-DSN.M.650
	(a) Approach slope:	Indhold i CS identisk
11 1	(a) (1) The approach slope as defined in Figure M-5, should be used by	
	the aeroplanes in the approach	
·	(a) (2) When the runway is equipped with an ILS and/or MLS, the siting	
	and the angle of elevation	
	(b) Elevation setting of light units	Indhold i CS identisk
PAPI wing bar	(b) (1) The angle of elevation settings of the light units in a PAPI wing	
	bar should be such that, during an approach, the pilot of an aeroplane	
	observing	
	(b) (2) The angle of elevation settings of the light units in an APAPI wing	Indhold i CS identisk
		munoid i CS identisk
AT AT I WING DAI SHAIL DE SUCH MAL		
	bar should be such that, during an approach, (b) (3) The azimuth spread of the light beam should be suitably	Indhold i CS identisk

restricted where an object located	restricted where an object located outside the obstacle protection	
Note.— See 5.3.5.41 to 5.3.5.45 concerning		
5.3.5.40 Where wing bars are installed on each side of the	(b) (4) Where wing bars are installed on each side of the runway to	Indhold i CS identisk
runway to provide	provide	
Obstacle protection surface	CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI	Supp. Info GM1 ADR-DSN.M.655
5.3.5.41 An obstacle protection surface shall be established when		Indhold i CS identisk
it is intended to provide a visual approach slope indicator system.	An obstacle protection surface should be established when it is	
	intended to provide a visual approach slope indicator system	
5.3.5.42 The characteristics of the obstacle protection surface, i.e.	(b) Characteristics:	Indhold i CS identisk
origin, divergence	The characteristics of the obstacle protection surface, i.e. origin,	
	divergence	
5.3.5.43 New objects or extensions of existing objects shall not	(c) New objects or extensions of existing objects should not be	Indhold i CS identisk
be permitted above an obstacle	permitted above an obstacle protection surface except when the new	
Note.— Circumstances in which the shielding principle may	object or extension would be shielded by an existing immovable object	
reasonably		
5.3.5.44 Existing objects above an obstacle protection surface	,	Tilsvarende tekst findes ikke i CS idet eksisterende objekter
shall be removed except when, in the opinion of the appropriate		ikke er medtaget i CS
authority, the object is shielded by an existing immovable		
object	T11 M2 B:	
Table 5-3. Dimensions and slopes of the obstacle protection surface	Table M-2. Dimensions and slopes of the obstacle protection surface	De to tabeller er ikke helt identiske idet T-VASIS og AT-
Surface		VASIS ikke er medtaget i CS M-2, ligesom noterne forneden
		a), b) c) d) heller ikke er medtaget i CS M-2 tabellen.
5.3.5.45 Where an aeronautical study indicates that an existing	(d) Where an safety assessment indicates that an existing object	Indhold i CS identisk
object extending above an obstacle protection surface could	extending above an obstacle protection surface could adversely affect	
adversely affect the safety of operations a) suitably raise the approach slope of the system	the safety	
b) reduce the azimuth spread of the system so that the object	(d) (1) suitably raise the approach slope of the system;	
c) displace the axis of the system and its associated obstacle	(d) (2) reduce the azimuth spread of the system so that the object	
d) suitably displace the threshold; and	(d) (3) displace the axis of the system and its associated obstacle (d) (4) suitably displace the threshold; and	
e) where d) is found to be impracticable, suitably displace	(d) (5) where (4) is found to be impracticable, suitably	
Note.— Guidance on this issue is contained		
Figure 5-21. Obstacle protection surface for visual approach	Figure M-6. Obstacle protection surface for visual approach slope	Figurene er identiske
slope indicator systems	indicator systems	
5.3.6 Circling guidance lights	CS ADR-DSN.M.660 Circling guidance lights	Supp. Info GM1 ADR-DSN.M.660
Application	(a) Applicability: Circling guidance lights should be provided when	Indhold i CS identisk
5.3.6.1 Recommendation. — Circling guidance lights should be	existing approach and runway lighting systems do not satisfactorily	
provided	permit identification	
Location The leasting and annual models of	(b) Location and positioning:	Indhold i CS identisk
5.3.6.2 Recommendation. — The location and number of circling guidance lights should	(b) (1) The location and number of circling guidance lights should	
a) join the downwind leg or align and adjust the aircraft's track	(b) (1) (i) join the downwind leg or align and adjust the aircraft's track	
b) keep in sight the runway threshold and/or other features	(b) (1) (ii) keep in sight the runway threshold and/or other features	
5.3.6.3 Recommendation. — Circling guidance lights should	which	In all ald : CC : doubted.
consist of:	(b) (2) Circling guidance lights should consist of: (b) (2) (i) lights indicating the extended centre line of the runway.	Indhold i CS identisk
a) lights indicating the extended centre line of the runway	(b) (2) (i) lights indicating the extended centre line of the runway (b) (2) (ii) lights indicating the position of the runway threshold;	
b) lights indicating the position of the runway threshold; or	(b) (2) (iii) lights indicating the position of the runway threshold; (b) (2) (iii) lights indicating the direction or location of the runway;	
c) lights indicating the direction or location of the runway; or a	or a combination of such lights as is appropriate to the runway under	
combination of such lights as is appropriate to the runway under	consideration	
consideration.		
Note.— Guidance on installation of circling guidance		
Characteristics 5.2.6.4 Recommendation Circling and day as lights should be	(c) Characteristics:	Indhold i CS identisk
5.3.6.4 Recommendation. — Circling guidance lights should be	(c) (1) Circling guidance lights should be fixed or flashing lights of an	
fixed	intensity	
5.3.6.5 Recommendation. — The lights should be designed and	(c) (2) The lights should be designed and be installed in such a	Indhold i CS identisk
be installed in such	manner	

5.3.7 Runway lead-in lighting systems	SECTION 3 — RUNWAY & TAXIWAY LIGHTS	Supp. Info SECTION 3 — RUNWAY & TAXIWAY LIGHTS GM1
3.3.7 Runway lead in lighting systems	CS ADR-DSN.M.665 Runway lead-in lighting systems	ADR-DSN.M.665
Application	(a) Applicability: A runway lead-in lighting system should be provided to	Indhold i CS identisk
5.3.7.1 Recommendation. — A runway lead-in lighting system	avoid hazardous terrain.	Supp. Info GM1 ADR-DSN.M.665
should be provided	avoid Huzur dous terrumi	34pp. 1110 GW17/BN B3N.171.003
Note.— Guidance on providing lead-in lighting		
Location	(b) Location and positioning	Indhold i CS identisk
5.3.7.2 Recommendation. — A runway lead-in lighting system	(b) (1) A runway lead-in lighting system should consist of groups of	
should consist	lights positioned:	Supp. Info GM1 ADR-DSN.M.665
Note.—Runway lead-in lighting systems may be curved, straight	(b) (1) (i) so as to define the desired approach path. Runway lead-in	
or a combination thereof.	(b) (1) (ii) so that one group should be sighted from the	
	(b) (2) The interval between adjacent groups should not exceed	
	approximately 1 600 m.	
5.3.7.3 Recommendation. — A runway lead-in lighting system	(b) (3) A runway lead-in lighting system should extend from a	Indhold i CS identisk
should extend from a point as determined	determined point up to a point where the approach lighting system if	
	provided, or the runway lighting system is in view.	
Characteristics	(b) (4) Each group of lights of a runway lead-in lighting system should	Indhold i CS identisk
5.3.7.4 Recommendation. — Each group of lights of a runway	consist of at least three flashing lights in a linear or cluster	
lead-in lighting system should consist of at least three	configuration	
5.3.7.5 Recommendation. — <i>The flashing lights should be white</i> ,	(b) (c) Characteristics: The flashing lights should be white, and the	Indhold i CS identisk
and the steady burning lights gaseous discharge lights.	steady burning lights should be gaseous discharge lights.	
5.3.7.6 Recommendation. — Where practicable, the flashing		SARP "Recommendation" findes ikke i CS
lights in each group should flash in sequence towards the		Supp. Info GM1 ADR-DSN.M.665
runway.		S + 5 0044 1DD DOWN 570
5.3.8 Runway threshold identification lights	CS ADR-DSN.M.670 Runway threshold identification lights	Supp. Info GM1 ADR-DSN.M.670
Application		SARP "Recommendation" findes ikke i CS
5.3.8.1 Recommendation. — Runway threshold identification		Supp. Info GM1 ADR-DSN.M.670
lights should be installed		
a) at the threshold of a non-precision approach runway when additional threshold		
b) where a runway threshold is permanently displaced from the		
runway extremity		
Location	(a) Location and positioning: Where provided, runway threshold	Indhold i CS identisk
5.3.8.2 Runway threshold identification lights shall be located	identification lights should be located symmetrically about the runway	
symmetrically about the runway centre line, in line with the	centre line, in line with the threshold and approximately 10 m outside	
threshold and approximately 10 m outside each line of runway	each line of runway edge lights.	
edge lights.		
Characteristics	(b) Characteristics: The lights should be visible only in the direction of	SARP "Recommendation" noget mere specifik end pkt. (b) i
5.3.8.3 Recommendation. — Runway threshold identification	approach to the runway.	CS
lights should be flashing white lights with a flash frequency		Supp. Info GM1 ADR-DSN.M.670
between 60 and 120 per minute.		
5.3.8.4 The lights shall be visible only in the direction of		
approach to the runway		
5.3.9 Runway edge lights	CS ADR-DSN.M.675 Runway edge lights	Supp. Info GM1 ADR-DSN.M.675
Application	(a) Applicability:	Indhold i CS identisk
5.3.9.1 Runway edge lights shall be provided for a runway	(a) (1) Runway edge lights should be provided for a runway intended	manola i co lacitask
intended for use at night	for use at night	
5.3.9.2 Recommendation. — Runway edge lights should be	(a) (2) Runway edge lights should be provided on a runway intended for	Indhold i CS identisk
provided on a runway intended for take-off with an operating	take-off with an operating minimum below an RVR of the order of 800	
minimum below an RVR of the order	m by day.	
Location	(b) Location and positioning:	Indhold i CS identisk
5.3.9.3 Runway edge lights shall be placed along the full length	(b) (1) Runway edge lights should be placed along the full length of the	
of the runway	runway	
5.3.9.4 Runway edge lights shall be placed along the edges of the	,	Indhold i CS identisk
area declared	declared for use	
5.3.9.5 Recommendation. — Where the width of the area which	(b) (3) Where the width of the area which could be declared as runway,	Indhold i CS identisk
The second of the draw with the second of th	(2) (3) There are main or the area which could be accidica as fullway,	a.ioia i do idention

could be declared as runway exceeds 60 m,	exceeds 60 m,	
	·	
5.3.9.6 The lights shall be uniformly spaced in rows at intervals of not more than 60 m	(b) (4) The lights should be uniformly spaced in rows at intervals of not more than 60 m	Indhold i CS identisk
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.3.9.7 Runway edge lights shall be fixed lights showing variable	(c) (1) Runway edge lights should be fixed lights showing variable white,	
white, except that:	except that:	
a) in the case of a displaced threshold, the lights between the	(c) (1) (i) in the case of a displaced threshold, the lights between the	
beginning of the runway	beginning of the runway and the displaced threshold should show red	
b) a section of the lights 600 m or one-third of the runway length,	(c) (1) (ii) a section of the lights 600 m or one-third of the runway	
whichever is the less,	length, whichever is the less, at the remote end of the runway from the	
	end at which the take-off run is started, should show yellow.	
5.3.9.8 The runway edge lights shall show at all angles in		to die ald : CC :dantiel.
	(c) (2) The runway edge lights should show at all angles in azimuth	Indhold i CS identisk
azimuth necessary to provide guidance to a pilot landing	necessary to provide guidance to a pilot landing	
5.3.9.9 In all angles of azimuth required in 5.3.9.8, runway edge	(d) In all angles of azimuth, as prescribed in (c)(2) above, runway edge	Indhold i CS identisk
lights shall show at angles up to 15° above	lights should show at angles up to 15°	
5.3.9.10 Runway edge lights on a precision approach runway	(e) Runway edge lights on a precision approach runway should be in	Indhold i CS identisk
shall be in accordance with the specifications of Appendix 2,	accordance with the specifications in CS ADR-DSN.U.940.	
Figure A2-9 or A2-10.		
5.3.10 Runway threshold and wing bar lights	CS ADR-DSN.M.680 Runway threshold and wing bar lights	Supp. Info GM1 ADR-DSN.M.680
(see Figure 5-22)		
Application of runway threshold lights	(a) Applicability of runway threshold: Runway threshold lights should	Indhold i CS identisk
5.3.10.1 Runway threshold lights shall be provided for a runway	be provided for a runway equipped with runway edge lights	
equipped with runway edge lights	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Location of runway threshold lights	(b) Location and positioning of runway threshold:	Indhold i CS identisk
5.3.10.2 When a threshold is at the extremity of a runway, the	(b) (1) When a threshold is at the extremity of a runway, the threshold	
threshold lights shall be placed in a row	lights should be placed in a row	
5.3.10.3 When a threshold is displaced from the extremity of a	(b) (2) When a threshold is displaced from the extremity of a runway,	Indhald i CS identick
-		Indhold i CS identisk
runway	threshold lights should be placed in a row at right angles	
5.3.10.4 Threshold lighting shall consist of:	(b) (3) Threshold lighting should consist of:	Indhold i CS identisk
a) on a non-instrument or non-precision approach runway, at	(b) (3) (i) on a non-instrument or non-precision approach runway, at	
least six lights	least six lights;	
b) on a precision approach runway category I, at least the number	(b) (3) (ii) on a precision approach runway category I, at least the	
of lights that would be required	number	
c) on a precision approach runway category II or III, lights	(b) (3) (iii) on a precision approach runway category II or III, lights	
uniformly spaced between the rows of runway	uniformly	
5 3 10 5 Percommandation The lights processibed in 5 2 10 4	,	Indhald i CS identick
5.3.10.5 Recommendation. — The lights prescribed in 5.3.10.4 a) and b) should be either	(b) (4) The lights prescribed in (b)(3) (i) and (ii) above should be either:	Indhold i CS identisk
	(b) (4) (i) equally spaced between the rows of runway edge lights, or	
a) equally spaced between the rows of runway edge lights; or	(b) (4) (ii) symmetrically disposed about the runway centre line in two	
b) symmetrically disposed about the runway centre line in two	groups	
groups, with the lights uniformly spaced	() A	
Application of wing bar lights	(c) Applicability of wing bar lights:	Indhold i CS identisk
5.3.10.6 Recommendation. — Wing bar lights should be	(c) (1) Wing bar lights should be provided on a precision approach	
provided on a precision approach runway	runway when additional conspicuity is considered desirable	
5.3.10.7 Wing bar lights shall be provided on a non-instrument or	(c) (2) Wing bar lights should be provided on a non-instrument or non-	Indhold i CS identisk
non-precision approach	precision approach	
Location of wing bar lights	(d) Location and positioning of wing bar lights: Wing bar lights should	Indhold i CS identisk
5.3.10.8 Wing bar lights shall be symmetrically disposed about	be symmetrically disposed about the runway centre line at the	
the runway	threshold in two groups	
Figure 5-22. Arrangement of runway threshold		Figurene er identiske
and runway end lights	Figure M-7. Arrangement of runway threshold and	rigurene er identiske
	runway end lights	
Characteristics of runway threshold and wing bar lights	(e) Characteristics of runway threshold and wing bar lights:	Indhold i CS identisk
5.3.10.9 Runway threshold and wing bar lights shall be fixed	(e) (1) Runway threshold and wing bar lights should be fixed	
unidirectional light	unidirectional	
5.3.10.10 Runway threshold lights on a precision approach	(e) (2) Runway threshold lights on a precision approach runway should	Indhold i CS identisk
runway shall be in accordance	be in accordance	
5.3.10.11 Threshold wing bar lights on a precision approach	(e) (3) Threshold wing bar lights on a precision approach runway should	Indhold i CS identisk
runway shall be in accordance	be in accordance	manda i Co idention
runway shan oc in accordance	DE III accordance	

[62.11 B	T	T	Ta
5.3.11 Runway end lights	CS ADR-DSN.M.685 Runway end lights		Supp. Info GM1 ADR-DSN.M.685
(see Figure 5-22)	/ \		
Application	(a) Applicability: Runway end lights should be provided for a runway		Indhold i CS identisk
5.3.11.1 Runway end lights shall be provided for a runway	equipped with runway edge lights		Supp. Info GM1 ADR-DSN.M.685
equipped with runway edge lights			
Note.— When the threshold is at the runway extremity			
Location	(b) Location and positioning:		Indhold i CS identisk
5.3.11.2 Runway end lights shall be placed on a line at right	(b) (1) Runway end lights should be placed on a line at right angles to		
angles to the runway axis as near to the end of the runway as	the runway axis as near to the end of the runway as possible and, in		
possible and, in any case, not more than 3 m outside the end.	any case, not more than 3 m outside the end.		
5.3.11.3 Recommendation. — Runway end lighting should	(b) (2) Runway end lighting should consist of at least six lights. The		Indhold i CS identisk
consist of at least six lights. The lights should be either	lights should be either:		
a) equally spaced between the rows of runway edge lights; or	(b) (2) (i) equally spaced between the rows of runway edge lights; or		
b) symmetrically disposed about the runway centre line in two	(b) (2) (ii) symmetrically disposed about the runway centre line in two		
groups with the lights uniformly	groups with		
For a precision approach runway category III, the spacing	(b) (3) For a precision approach runway category III, the spacing		
between runway end lights			
	between		
Characteristics	(c) Characteristics: Runway end lights should be fixed unidirectional		Indhold i CS identisk
5.3.11.4 Runway end lights shall be fixed unidirectional lights	lights showing red		
showing red			
5.3.11.5 Runway end lights on a precision approach runway shall			Indhold i CS identisk
be in accordance with the specifications	accordance with the chromaticity and characteristics specifications		
5.3.12 Runway centre line lights	CS ADR-DSN.M.690 Runway centre line lights		Supp. Info GM1 ADR-DSN.M.690
Application	(a) The safety objective of runway centre line lights is to facilitate safe		Pkt. 5.3.12.1 i SARP identisk med pkt. (b) i CS
5.3.12.1 Runway centre line lights shall be provided on a	take-off and landing in reduced visibility conditions.		The sister for an identisk med pile (b) i es
precision approach runway category II or III.	(b) Applicability:		
	(b) (1) Runway centre line lights should be provided on a precision		
	approach runway category II or III		
5.3.12.2 Recommendation. — Runway centre line lights should	approach runway category if or in		CARR ((Reserved and attion)) find a cities in CC
be provided on a precision approach runway category I,			SARP "Recommendation" findes ikke i CS
particularly when the runway is used by aircraft with high			Supp. Info GM1 ADR-DSN.M.690
landing speeds or where the width between the runway			
edge lights is greater than 50 m.			
5.3.12.3 Runway centre line lights shall be provided on a runway	(b) (2) Runway centre line lights should be provided on a runway		In the state of CC interesting
intended to be used for take-off with an operating minimum	, , , , , , , , , , , , , , , , , , , ,		Indhold i CS identisk
below an RVR of the order of 400 m.	intended to be used for take-off with an operating minimum below an		
	RVR of the order of 400 m.		
5.3.12.4 Recommendation. — Runway centre line lights should			SARP "Recommendation" findes ikke i CS
be provided on a runway intended to be used for takeoff with an			Supp. Info GM1 ADR-DSN.M.690
operating minimum of an RVR of the order of 400 m or higher			
when used by aeroplanes with a very high take-off speed,			
particularly where the width between the runway edge lights is			
greater than 50 m.			
Location	(c) Location: Runway centre line lights should be located along the		Indhold i CS identisk
5.3.12.5 Runway centre line lights shall be located along the	centre line of the runway, except that the lights may be uniformly		
centre line of the runway, except that the lights may be uniformly			
offset to the same side of the runway centre line by not more than	cm		
60 cm			
Note.— Existing centre line lighting where lights are spaced at			
7.5 m need not be replaced.			
5.3.12.6 Recommendation. — Centre line guidance for take-off			SARP "Recommendation" findes ikke i CS
from the beginning of a runway to a displaced			
threshold should be provided by:			
a) an approach lighting system if its characteristics and intensity			
settings			
b) runway centre line lights; or			
c) barrettes of at least 3 m in length and spaced at uniform			
intervals of 30 m			
Where necessary, provision should be made to extinguish			1

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those		
Characteristics	(d) Characteristics:	Indhold i CS identisk
5.3.12.7 Runway centre line lights shall be fixed lights showing	(d) (1) Runway centre line lights should be fixed lights showing variable	
variable	white from the threshold to the point 900 m	
Note.— Care is required in the design of the electrical system to		
ensure that failure		
Figure 5-23. Example of approach and runway lighting for runway with displaced thresholds	Figure M-8. Example of approach and runway lighting for runway with displaced thresholds	Figurene er identiske
5.3.12.8 Runway centre line lights shall be in accordance with	(d)(2) Runway centre line lights should be in accordance with the	Indhold i CS identisk hvad angår (d)(2) men ikke hvad angår
the specifications of Appendix 2, Figure A2-6 or A2-7.	specifications in CS ADR-DSN.U.930 and CS ADR-DSN.U.940.	(e) ((e)(1)) ((e)(2)) ((e)(3)) som ikke er nævnt i SARP
	((e) Centre line guidance for take-off from)	
	((e)(1) an approach lighting system if its characteristics)	
	((e)(2) runway centre line lights; or)	
	((e)(3) barrettes of at least 3 m length)	
5.3.13 Runway touchdown zone lights	CS ADR-DSN.M.695 Runway touchdown zone lights	Supp. Info GM1 ADR-DSN.M.695
	-	
Application	(a) Applicability: Touchdown zone lights should be provided in the	Indhold i CS identisk
5.3.13.1 Touchdown zone (TDZ) lights shall be provided in the touchdown zone of a precision	touchdown zone of a precision approach runway category II or III.	
Location	(b) Location and positioning:	Indhold i CS identisk
5.3.13.2 Touchdown zone lights shall extend from the threshold	(b) (1) Touchdown zone lights should extend from the threshold for a	Supp. Info GM1 ADR-DSN.M.695
for a longitudinal distance of 900 m,	longitudinal distance of 900 m	
Note.— To allow for operations at lower visibility minima	(b) (2) The pattern should be formed by pairs of barrettes	
	symmetrically located	
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.3.13.3 A barrette shall be composed of at least three lights with	(c) (1) A barrette should be composed of at least three lights with	
a spacing between the lights of not more than 1.5 m	spacing between the lights of not more than 1.5 m.	
5.3.13.4 Recommendation. — A barrette should be not less than	(c) (2) A barrette should be not less than 3 m or more than 4.5 m in	Indhold i CS identisk
3 m nor more than 4.5 m in length.	length.	
5.3.13.5 Touchdown zone lights shall be fixed unidirectional	(c) (3) Touchdown zone lights should be fixed unidirectional lights	Indhold i CS identisk
lights showing variable white.	showing variable white	
5.3.13.6 Touchdown zone lights shall be in accordance with the	(c) (4) Touchdown zone lights should be in accordance with the	Indhold i CS identisk
specifications of Appendix 2, Figure A2-5.	chromaticity and characteristics specifications in CS ADR-DSN.U.930	manora i es identisio
	and CS ADR-DSN.U.940.	
5.3.14 Simple touchdown zone lights		Tilsvarende tekst findes ikke i CS
Note.— The purpose of simple touchdown zone lights is to		This varieties texist findes take 1 C5
provide pilots with enhanced situational		
Application		SARP "Recommendation" findes ikke i CS
5.3.14.1 Recommendation. — Except where TDZ lights are		
provided in accordance with paragraph 5.3.13, at an aerodrome		
where the approach angle is greater than 3.5 degrees		
Location		Tilsvarende tekst findes ikke i CS
5.3.14.2 Simple touchdown zone lights shall be a pair of lights		
located on each side of the runway centreline 0.3 m		
5.3.14.3 Recommendation. — Where provided on a runway		SARP "Recommendation" findes ikke i CS
without TDZ markings		
Characteristics		Tilsvarende tekst findes ik ke i CS
5.3.14.4 Simple touchdown zone lights shall be fixed		This varieties tense influes in Ne 1 CS
unidirectional lights showing		
5.3.14.5 Simple touchdown zone lights shall be in accordance		Tilsvarende tekst findes ikke i CS
with the specifications		This varieties tense fillings finne i CS
Note.— As a good operating practice, simple touchdown zone		
lights are supplied		
Figure 5-24. Simple touchdown zone lighting		Tilsvarende figur findes ikke i CS
5.3.15 Rapid exit taxiway indicator lights	CS ADR-DSN.M.700 Rapid exit taxiway indicator lights	Supp. Info GM1 ADR-DSN.M.700
3.3.13 Rapid Cali taatway indicator rights	C3 ADIC-D314.191.700 Rapid exit taxiway indicator rights	Jupp. IIIIO GIVIT ADα-D3N.IVI.700

Note.— The purpose of rapid exit taxiway indicator lights		Supp. Info GM1 ADR-DSN.M.700
(RETILs) is to provide		
Application		Supp. Info GM1 ADR-DSN.M.700
5.3.15.1 Recommendation. — Rapid exit taxiway indicator		
lights should be provided on a runway intended for use in		
runway visual range conditions less than a value of 350 m and/or		
where the traffic density is heavy.Note.— See Attachment A,		
Section 15		CARRIED IN COLOR THE CO
5.3.15.2 Rapid exit taxiway indicator lights shall not be displayed in the event of any lamp failure or other failure that revents the		SARP tekst findes ikke i CS
display of the light pattern depicted in Figure 5-25, in full.		Supp. Info GM1 ADR-DSN.M.700
Location		CARR to lot find a cilita i CC
5.3.15.3 A set of rapid exit taxiway indicator lights shall be		SARP tekst findes ikke i CS
located on the runway		Supp. Info GM1 ADR-DSN.M.700
· · · · · · · · · · · · · · · · · · ·		CARRIED IN COLOR THE CO
5.3.15.4 Where more than one rapid exit taxiway exists on a		SARP tekst findes ikke i CS
runway, the set of rapid		Supp. Info GM1 ADR-DSN.M.700
Figure 5-25. Rapid exit taxiway indicator lights (RETILS)		CS indeholder ikke tilsvarende figur som i SARP, materialet
		modsvares dog af Figure GM-M-3. Rapid exit taxiway indicator
		lights (RETILs) under GM1 ADR-DSN.M.700
5.3.15.5 Rapid exit taxiway indicator lights shall be fixed		SARP tekst findes ikke i CS
unidirectional yellow		Supp. Info GM1 ADR-DSN.M.700
5.3.15.6 Rapid exit taxiway indicator lights shall be in		SARP tekst findes ikke i CS
accordance with the specifications in Appendix 2, Figure A2-6 or		
Figure A2-7, as appropriate.		Supp. Info GM1 ADR-DSN.M.700
5.3.15.7 Recommendation. — Rapid exit taxiway indicator		SARP tekst findes ikke i CS
lights should be supplied with power on a separate circuit to		Supp. Info GM1 ADR-DSN.M.700
other runway lighting so that they may be used when other		Supp. IIII0 divi1 ADK-DSIN.IVI.700
lighting is switched off.		
	CS ADR-DSN.M.705 Stopway lights	Supp. Info GM1 ADR-DSN.M.705
5.3.16 Stopway lights	1 1 2	<u> </u>
5.3.16 Stopway lights Application	(a) Applicability and purpose: Stopway lights should be provided for a	Supp. Info GM1 ADR-DSN.M.705 Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended	1 1 2	<u> </u>
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night.	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night	Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of	<u> </u>
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night	Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway	Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics:	Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red 	Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics:	Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. 	Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of 	Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b)
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) Applicability:	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) Applicability: (b) (1) Taxiway centre line lights should be provided on an exit taxiway, 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b)
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5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility 5.3.17.2 Recommendation.— Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or Note.— Where there may be a need to delineate	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) Applicability: (b) (1) Taxiway centre line lights should be provided on an exit taxiway, (b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710 Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility 5.3.17.2 Recommendation.— Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or Note.— Where there may be a need to delineate 5.3.17.3 Recommendation.— Taxiway centre line lights should	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) Applicability: (b) (1) Taxiway centre line lights should be provided on an exit taxiway, (b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710
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5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility 5.3.17.2 Recommendation.— Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or Note.— Where there may be a need to delineate 5.3.17.3 Recommendation.— Taxiway centre line lights should be provided 5.3.17.4 Taxiway centre line lights shall be provided on a runway	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) (1) Taxiway centre line lights should be provided on an exit taxiway, (b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater (b) (3) Taxiway centre line lights should be provided on an exit taxiway 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710 Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility 5.3.17.2 Recommendation.— Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or Note.— Where there may be a need to delineate 5.3.17.3 Recommendation.— Taxiway centre line lights should be provided 5.3.17.4 Taxiway centre line lights shall be provided on a runway	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) (a) Taxiway centre line lights should be provided on an exit taxiway, (b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater (b) (3) Taxiway centre line lights should be provided on an exit taxiway (b) (4) Taxiway centre line lights should be provided on a runway 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710 Indhold i CS identisk Indhold i CS identisk
5.3.16 Stopway lights Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night. Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway 5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility 5.3.17.2 Recommendation.— Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or Note.— Where there may be a need to delineate 5.3.17.3 Recommendation.— Taxiway centre line lights should be provided 5.3.17.4 Taxiway centre line lights shall be provided on a runway forming part of a standard	 (a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night (b) Location: Stopway lights should be placed along the full length of the stopway (c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.) CS ADR-DSN.M.710 Taxiway centre line lights (a) The safety objective of taxiway centre line lights (b) (1) Taxiway centre line lights should be provided on an exit taxiway, (b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater (b) (3) Taxiway centre line lights should be provided on an exit taxiway forming part 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.M.710 SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710 Indhold i CS identisk Indhold i CS identisk

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5.3.17.5 Recommendation. — <i>Taxiway centre line lights should</i>	(b) (5) Taxiway centre line lights should be provided in all visibility	Indhold i CS identisk
be provided in all visibility	conditions	
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.3.17.6 Except as provided for in 5.3.17.8, taxiway centre line	(c) (1) Taxiway centre line lights on a taxiway other than an exit taxiway	
lights on a taxiway	and on a runway forming part of a standard taxi-route	
5.3.17.7 Taxiway centre line lights on an exit taxiway shall be	(c) (2) Taxiway centre line lights on an exit taxiway should be fixed	Indhold i CS identisk
fixed lights. Alternate taxiway centre line lights shall show green	lights. Alternate taxiway centre line lights should show green and	
and yellow from their beginning near the runway centre line	yellow	
Note 1.— Care is necessary to limit the light Note 2.— For yellow filter characteristics		
Note 3.— For yellow filler characteristics Note 3.— The size of the ILS/MLS critical		
Note 4.— See 5.4.3 for specifications on		
5.3.17.8 Recommendation. — Where it is necessary to denote		SARP "Recommendation" findes ikke i CS
the proximity to a runway		SARP RECommendation influes like i CS
a) their end point near the runway centre line; or		
b) in the case of the taxiway centre line lights crossing		
Note 1.— Care is necessary to limit the light		
Note 2.— The provisions of 5.3.17.8 can form		
5.3.17.9 Taxiway centre line lights shall be in accordance with	(c) (3) Taxiway centre line lights should be in accordance with the	Indhold i CS identisk
the specifications of:	specifications of CS ADR-DSN.U.940, Figure U-16, U-17, or U-18,	
a) Appendix 2, Figure A2-12, A2-13, or A2-14, for	, , , , , , , , , , , , , , , , , , , ,	
b) Appendix 2, Figure A2-15 or A2-16, for other		
5.3.17.10 Recommendation. — Where higher intensities are	(c) (4) Where higher intensities are required, from an operational	Indhold i CS identisk
required		
5.3.17.11 Recommendation. — Where taxiway centre line lights	(c) (5) Where taxiway centre line lights are specified	Indhold i CS identisk
are specified as components		
Note.— High-intensity centre line lights should only be used in	(c) (6) High intensity centre line lights should only be used in case of an	Indhold i CS identisk
case	absolute necessity and following a specific study.	
Location	(d) Location and positioning:	Indhold i CS identisk, do her pkt. (d)(2) ikke nævnt il SARP
5.3.17.12 Recommendation. — <i>Taxiway centre line lights</i>	(d) (1) Taxiway centre line lights should normally	
shoul		
	((d)(2) Taxiway centre line lights on taxiways, runways, rapid exit	
	taxiways or on other exit taxiways should be positioned in accordance	
	with CS ADR-DSN.M.715.)	
Taxiway centre line lights on taxiways	CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways,	Supp. Info GM1 ADR-DSN.M.715
	rapid exit taxiways, or on other exit taxiways	
	(a) The safety objective of taxiway centre line lights	
Location	(b) (1) Taxiway centre line lights on a straight section of a taxiway	Indhold i CS identisk
5.3.17.13 Recommendation. — Taxiway centre line lights on a	should be spaced at longitudinal intervals of not more than 30 m,	
straight section of a taxiway should be spaced at	except that:	
longitudinal intervals of not more than 30 m, except		
a) larger intervals not exceeding 60 m may be used where,	(g) Taxiway centre line lights on straight sections of taxiways: Larger	Indhold i CS identisk
because of the prevailing meteorological conditions, adequate	intervals not exceeding 60 m may be used where, because of the	
guidance is provided by such spacing;	prevailing meteorological conditions,	
b) intervals less than 30 m should be provided on short straight	(b) (1) (i) intervals less than 30 m should be provided on short straight	Indhold i CS identisk
sections; and	sections; and	
c) on a taxiway intended for use in RVR conditions of less than a	(b) (1) (ii) on a taxiway intended for use in RVR conditions of less than a	Indhold i CS identisk
value of 350 m,	value of 350 m	
5.3.17.14 Recommendation. — <i>Taxiway centre line lights on a</i>	(b) (2) Taxiway centre line lights on a taxiway curve	Indhold i CS identisk
taxiway	,,,,,	
5 3 17 15 Pacammendation — On a taxiway intended for use in	(b) (3) On a taxiway intended for use in RVR conditions of less than a	Indhald i CC identick
RVR	value of 350 m	Indhold i CS identisk
Note 1.— Spacings on curves that have been found suitable for a		
taxiway intended for use in RVR conditions of 350 m or greater	(f) (2) Where a taxiway is only intended for use in RVR conditions of 350	Indhold i CS identisk, dog er pkt. (f) og (f)(1) ikke nævnt i
are:	m or greater, the spacing of taxiway centre line lights on curves should	SARP
Curve radius Light spacing	not exceed the table below:	
up to 400 m 7.5 m	Curve radius Light spacing	
401 m to 899 m 15 m	up to 400 m 7.5 m	
	401 m to 899 m 15 m	

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900 m or greater 30 m. Note 2.— See 3.9.6 and Figure 3-2.	900 m or greater 30 m	
Note 2.— See 3.9.0 una Figure 3-2.	((f) Positioning of taxiway centre line lights on taxiway:	
	(f) (1) The spacing on a particular section of taxiway centre)	
	(1/12) The spacing on a particular section of taximaly centrely	
Taxiway centre line lights on rapid exit taxiways	(c) Taxiway centre line lights on rapid exit taxiways:	
Location	(c) (1) Taxiway centre line lights on a rapid exit taxiway should	Indhold i CS identisk
5.3.17.16 Recommendation. — Taxiway centre line lights on a	commence at a point at least 60 m	intunola i CS identisk
rapid exit taxiway	commence at a point at least oo m	
5.3.17.17 Recommendation. — The lights should be spaced at	(c) (2) The lights should be spaced at longitudinal intervals of not more	Indhold i CS identisk
longitudinal intervals of not more than 15 m,	than 15 m.	
Taxiway centre line lights on other exit taxiways	(d) Taxiway centre line lights on other exit taxiways:	Indhold i CS identisk
Location	(d) (1) Taxiway centre line lights on exit taxiways other than rapid	
5.3.17.18 Recommendation. — Taxiway centre line lights on exit		
taxiways other than		
5.3.17.19 Recommendation. — The lights should be spaced at	(d) (2) The lights should be spaced at longitudinal intervals of not more	Indhold i CS identisk
longitudinal intervals of not more than 7.5 m.	than 7.5 m.	
Taxiway centre line lights on runways Location	(e) Taxiway centre line lights on runways: Taxiway centre line lights on a runway forming part of a standard taxi-route	Indhold i CS identisk
5.3.17.20 Recommendation. — Taxiway centre line lights on a	a runway forming part of a standard taxi-route	
runway forming part of a standard		
Figure 5-27. Offset runway and taxiway centre line lights	Figure M-9. Offset runway and taxiway centre line lights	Figurene er identiske
5.3.18 Taxiway edge lights	CS ADR-DSN.M.720 Taxiway edge lights	Supp. Info GM1 ADR-DSN.M.720
Application	(a) Applicability:	Indhold i CS identisk
5.3.18.1 Taxiway edge lights shall be provided at the edges of a	(a) (1) Taxiway edge lights should be provided at the edges of a runway	
runway turn pad, holding bay	turn pad,	
Note.— See 5.5.5 for taxiway edge markers		
5.3.18.2 Taxiway edge lights shall be provided on a runway	(a) (2) Taxiway edge lights should be provided on a runway forming	Indhold i CS identisk, dog er pkt. (a)(3) ikke nævnt i SARP
forming part of a standard taxi-route Note.— See 8.2.3 for provisions concerning	part of a standard	
Those. See 6.2.6 for provisions concerning	((a)(2) Where a running forming part of a standard taxi)	
Location	((a)(3) Where a runway forming part of a standard taxi) (b) Location and positioning:	Indhold i CS identisk
5.3.18.3 Recommendation. — <i>Taxiway edge lights on a straight</i>	(b) (1) Taxiway edge lights on a straight section of a taxiway and on a	indifold i C3 identisk
section of a taxiway and on a runway forming part of a standard	runway forming part of a standard taxi-route should be spaced at	
taxi-route should be spaced at uniform longitudinal intervals of	uniform longitudinal intervals of not more than 60 m	
not more than 60 m		
Note.— Guidance on the spacing of taxiway edge lights on		
5.3.18.4 Recommendation. — <i>Taxiway edge lights on a holding</i>	(b) (2) Taxiway edge lights on a holding bay, de-icing/anti-icing facility,	Indhold i CS identisk
bay, de-icing/anti-icing facility, apron, etc., should be spaced at	apron, etc. should be spaced at uniform longitudinal intervals of not	indifold i C3 identisk
uniform longitudinal intervals of not more than 60 m.	more than 60 m.	
5.3.18.5 Recommendation. — Taxiway edge lights on a runway	(b) (3) Taxiway edge lights on a runway turn pad should be spaced at	Indhold i CS identisk
turn pad should be spaced at uniform longitudinal intervals of	uniform longitudinal intervals of not more than 30 m.	
not more than 30 m.		
5.3.18.6 Recommendation. — The lights should be located as	(b) (4) The lights should be located as near as practicable to the edges	Indhold i CS identisk
near as practicable to the edges of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility, apron or runway, etc., or	of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility,	
outside the edges at a distance of not more than 3 m.	apron or runway, etc., or outside the edges at a distance of not more than 3 m.	
,	tion 5 iii	
Characteristics	(c) Characteristics:	SARP pkt. 5.3.18.7 identisk med CS (2)
5.3.18.7 Taxiway edge lights shall be fixed lights showing	(c) (1) Taxiway edge lights should be fixed lights showing blue.	
blue	(c) (2) The lights should show up to at least 75° above the horizontal	
	and at all angles in azimuth necessary to provide guidance to a pilot	
72400 TH. 1	taxiing in either direction	
5.3.18.8 The intensity of taxiway edge lights shall be at least 2 cd		
from 0° to 6° vertical, and 0.2 cd at any vertical angles between	0° to 6° vertical, and 0.2 cd at any vertical angles between 6° and 75°.	

6° and 75°.			
5.3.19 Runway turn pad lights	CS ADR-DSN.M.725 Runway turn pad lights		Supp. Info GM1 ADR-DSN.M.725
Application 5.3.19.1 Runway turn pad lights shall be provided for continuous guidance on a runway turn pad intended for use inrunway visual range conditions less than a value of 350 m,	 (a) The safety objective of runway (b) Applicability: (b) (1) Runway turn pad lights should be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions 		SARP pkt. 5.3.18.7 identisk med CS (2)
5.3.19.2 Recommendation. — Runway turn pad lights should be provided on a runway turn pad intended for use at night.	(b) (2) Runway turn pad lights should be provided on a runway turn pad intended for use at night.		Indhold i CS identisk
Location 5.3.19.3 Recommendation.— Runway turn pad lights should normally be located on the runway turn pad marking, except that they may be offset by not more than 30 cm where it	(c) Location: (c) (1) Runway turn pad lights should normally be located on the runway turn pad marking, except that they should be offset by not more than 30 cm where		Indhold i CS identisk
5.3.19.4 Recommendation. — Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m.	(c) (2) Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m.		Indhold i CS identisk
5.3.19.5 Recommendation. — Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.	(c) (3) Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.		Indhold i CS identisk
Characteristics 5.3.19.6 Runway turn pad lights shall be unidirectional fixed lights showing green	(d) Characteristics: (d) (1) Runway turn pad lights should be unidirectional fixed lights showing green		Indhold i CS identisk
5.3.19.7 Runway turn pad lights shall be in accordance with the specifications of Appendix 2, Figure A2-13, A2-14 or A2-15, as appropriate.	(d) (2) Runway turn pad lights should be in accordance with the specifications of CS ADR-DSN.U.940, Figure U-17 and Figure U-18.		Indhold i CS identisk
5.3.20 Stop bars	CS ADR-DSN.M.730 Stop bar lights	CS ADR-DSN.M.730 Stop bar lights	Supp. Info GM1 ADR-DSN.M.730
Application Note 1.— A stop bar is intended Note 2.— Runway incursions 5.3.20.1 A stop bar shall be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m, except where: a) appropriate aids and procedures b) operational procedures exist to limit 1) aircraft on the manoeuvring area 2) vehicles on the manoeuvring area to the essential 5.3.20.2 A stop bar shall be provided at every runway-holding position serving a runway when it is intended that therunway will be used in runway visual range conditions of values between 350 m and 550 m, except where: a) appropriate aids and procedures b) operational procedures exist to limit 1) aircraft on the manoeuvring area 2) vehicles on the manoeuvring area to the essential	 (a) Applicability: (a) (1) A stop bar should be provided at every runway-holding position serving a runway when it is intended that the runway should be used in runway visual range conditions less than a value of 550 m, except where: (a) (1) (i) appropriate aids and procedures are available (a) (1) (ii) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of: (A) aircraft on the manoeuvring area to one at a time; and (B) vehicles on the manoeuvring area to the essential minimum. 		Indhold ikke helt identisk hvad angår teksten, men reelt er de to punkter i SARP pkt. 5.3.20.1 og pkt. 5.3.20.2 slået sammen i CS således at det giver samme slutresultat bestemmelsesmæssigt.
5.3.20.3 Where there is more than one stop bar associated with a taxiway/runway intersection			Tilsvarende tekst findes ikke i CS
5.3.20.4 Recommendation. — A stop bar should be provided at an intermediate holding position	(a) (2) A stop bar should be provided at an intermediate holding position		Indhold i CS identisk
Location 5.3.20.5 Stop bars shall be located across the taxiway at the point where	(b) Location: Stop bars should be located across the taxiway at the point		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.730
Characteristics 5.3.20.6 Stop bars shall consist of lights spaced at uniform intervals of no more than 3 m Note.— Where necessary to enhance conspicuity of an	(c) Characteristics: (c) (1) Stop bars should consist of lights spaced at intervals of 3 m across the		Indhold i CS identisk

5.3.20.7 Recommendation. — A pair of elevated lights should be		CARD "Paccommondation" finder ibbs : CC
added to each end of the stop		SARP "Recommendation" findes ikke i CS
added to each end of the stop		Supp. Info GM1 ADR-DSN.M.730
5.3.20.8 Stop bars installed at a runway-holding position shall be	(c) (2) Stop bars installed at a runway-holding position should be	Indhold i CS identisk, dog er pkt. (c)(3) ikke nævnt i SARP
unidirectional and shall	unidirectional	manoia i es identisk, dog et pkt. (c)(s) ikke liævitt i sAKP
San South and San	dinan cotional	
	((c)(3) Selectively switchable stop bars should be installed)	
5.3.20.9 Where the additional lights	M-M	Tilsvarende tekst findes ikke i CS
specified in 5.3.20.7 are provided, these lights shall have the		Supp. Info GM1 ADR-DSN.M.730
same characteristics as the lights in the stop bar, but shall be		Supp. IIIIO GIVII ADIN DSIN.IVI.750
visible to approaching aircraft up to the stop bar position.		
5.3.20.10 The intensity in red light and beam spreads of stop bar	(c) (4) The intensity in red light and beam spreads of stop bar lights	Indhold i CS identisk
lights shall be in accordance with the specifications in Appendix	should be in accordance with the specifications in CS ADR-DSN.U.940,	
2, Figures A2-12 through A2-16, as appropriate	Figures U-16 to U-20.	
5.3.20.11 Recommendation. — Where stop bars are specified as components of an advanced	(c) (5) Where stop bars are specified as components of an advanced	Indhold i CS identisk
Note.— High-intensity stop bars should only be used in case of	surface (a) (b) Useh intensity step have should only be used in second on	In all old : CC identials
an absolute necessity and following a specific study.	(c) (6) High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.	Indhold i CS identisk
5.3.20.12 Recommendation. — Where a wide beam fixture is	(c) (7) Where a wide beam fixture is required, the intensity in red light	Indhold i CS identisk
required, the intensity in red light and beam spreads of stop bar	and beam spreads of stop bar lights should be in accordance with the	munoid i C3 identisk
lights should be in accordance with the specifications of	specifications in CS ADR-DSN.U.940, Figure U-21 or U-23.	
Appendix 2, Figure A2-17 or A2-19.	5,550530.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.	
5.3.20.13 The lighting circuit shall be designed so that:	(c) (8) (i) The lighting circuit should be designed so that:	Indhold i CS identisk
a) stop bars located across entrance taxiways are selectively	stop bars located across entrance taxiways are selectively switchable	
switchable		
b) stop bars located across taxiways intended to be used only as	(c) (8) (ii) stop bars located across taxiways intended to be used only	Indhold i CS identisk
exit taxiways are switchable selectively or in groups	as exit taxiways are switchable selectively or in groups	Ladhald CC da atal
c) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar shall be extinguished for a distance	(c) (8) (iii) when a stop bar is illuminated, any taxiway centre line	Indhold i CS identisk
of at least 90 m; and	lights installed beyond the stop bar should be extinguished for a distance of at least 90 m; and	
d) stop bars are interlocked with the taxiway centre line lights so	(c) (8) (iv) stop bars should be interlocked with the taxiway centre	Indhold i CS identisk
that when the centre line lights beyond the stop bar are	line lights so that when the centre line lights beyond the stop bar are	munoid i C3 identisk
illuminated the stop bar is extinguished and vice versa	illuminated, the stop bar is extinguished and vice versa.	
Note.— Care is required in the design of the electrical system		
5.3.21 Intermediate holding position lights	CS ADR-DSN.M.735 Intermediate holding position lights	Supp. Info GM1 ADR-DSN.M.735
Note.— See		
Application	(a) Applicability:	Indhold i CS identisk
5.3.21.1 Except where a stop bar has been installed, intermediate holding position lights	(a) (1) Except where a stop bar has been installed, intermediate holding	
5.3.21.2 Recommendation. — Intermediate holding position	(a) (2) Intermediate holding position lights should be provided at an	Indhold i CS identisk
lights should be provided at an intermediate holding	intermediate holding	munoid i C3 identisk
Location	(b) Location: Intermediate holding position lights should be located	Indhold i CS identisk
5.3.21.3 Intermediate holding position lights shall be located	along the intermediate holding position marking at a distance of 0.3 m	manora i es identisis
along the intermediate holding position marking at a distance of	prior to the marking.	
0.3 m prior to the marking.	-	
Characteristics	(c) Characteristics: Intermediate holding position lights should consist	Indhold i CS identisk
5.3.21.4 Intermediate holding position lights shall consist of three	of three fixed unidirectional lights showing yellow	
fixed unidirectional 5.3.22 De-icing/anti-icing facility exit lights	CS ADR-DSN.M.740 De-icing/anti-icing facility exit lights	Supp. Info GM1 ADR-DSN.M.740
Application 5.2.22.1 Pagement of the Pagement	(a) Applicability: The purpose of the de-icing/anti-icing facility exit lights	Indhold i CS identisk
5.3.22.1 Recommendation. — <i>De-icing/anti-icing facility exit lights should be provided at the exit boundary of a remote de-</i>	is to indicate the exit boundary of a remote de-icing/anti-icing facility	
icing/anti-icing facility adjoining a taxiway.	adjoining a taxiway.	
Location	(b) Location: Where provided, de-icing/anti-icing facility exit lights	Indhold i CS identisk
5.3.22.2 De-icing/anti-icing facility exit lights shall be located	should be located 0.3 m inward of the intermediate holding position	
0.3 m inward of the intermediate holding position marking	marking displayed at the exit boundary of a remote de-icing/anti-icing	
displayed at the exit boundary of a remote de-icing/anti-icing	facility.	
facility		

	Ţ	
Characteristics	(c) Characteristics: Where provided, de-icing/anti-icing facility exit lights	Indhold i CS identisk
5.3.22.3 De-icing/anti-icing facility exit lights shall consist of in-	should consist of in-pavement fixed unidirectional lights spaced at	
pavement fixed unidirectional lights spaced at intervals of 6 m	intervals of 6 m	
showing yellow in the direction of the approach to the		
Figure 5-28. Typical remote de-icing/anti-icing facility	Figure M-11. Example of remote de-icing/anti-icing facility	Figurene er identiske
5.3.23 Runway guard lights	CS ADR-DSN.M.745 Runway guard lights	Supp. Info GM1 ADR-DSN.M.745
Note.— The purpose of runway guard lights is to warn pilots,	(a) The purpose is to warn pilots and drivers of vehicles when they are	Indhold i CS identisk
and drivers of vehicles	operating on taxiways, that they are about to enter an active runway	
Application	(b) Applicability:	Indhold i CS identisk
5.3.23.1 Runway guard lights, Configuration A, shall be provided	(b) (1) Runway guard lights, Configuration A, should be provided at	
at each taxiway/runway intersection associated with a runway	each taxiway/runway intersection associated with a runway intended	
intended for use in:	for use in:	
a) runway visual range conditions less than a value of 550 m	(b) (1) (i) runway visual range conditions less than a value of 550 m	
where	(b) (1) (ii) runway visual range conditions of values between 550 m and	
b) runway visual range conditions of values between 550 m and 1 200 m	1 200 m where	
5.3.23.2 Recommendation. — As part of runway incursion	(b) (2) Runway guard lights, Configuration A, Configuration B, or both,	In alb ald : CC identials
prevention measures, runway guard lights	should be provided at each taxiway/runway intersection where	Indhold i CS identisk
	· · · · · · · · · · · · · · · · · · ·	
5.3.23.3 Recommendation. — Configuration B runway guard	enhanced conspicuity	
lights should not be collocated with a stop bar	ļ	
	ļ	
Location	(c) Location:	Indhold i CS identisk
5.3.23.4 Runway guard lights, Configuration A, shall be located		
at each side.	(c) (1) Runway guard lights, Configuration A should be located at each	
	side of the taxiway	
5.3.23.5 Runway guard lights, Configuration B, shall be located	(c) (2) Runway guard lights, Configuration B, should be located across	Indhold i CS identisk
across the taxiway at a distance	the taxiway	manola i es identisk
Figure 5-29. Runway guard lights	Figure M-12. Runway guard lights	Figurene er identiske
Characteristics	(d) Characteristics:	Indhold i CS identisk
5.3.23.6 Runway guard lights, Configuration A, shall consist of	(u) Characteristics.	iliuliolu i CS idelitisk
two pairs of yellow lights	(d) (1) Runway guard lights, Configuration A, should consist of two pairs	
	of yellow lights	
5.3.23.7 Recommendation. — Where there is a need to enhance	ļ	SARP "Recommendation" findes ikke i CS
the contrast between the on and off state	ļ	Supp. Info GM1 ADR-DSN.M.745
Note.— Some other device or design		
5.3.23.8 Runway guard lights, Configuration B, shall consist of	(d) (2) Runway guard lights, Configuration B, should consist of yellow	Indhold i CS identisk
yellow lights spaced at intervals of 3 m across the taxiway.		manda i es identisk
, , ,	lights spaced at intervals of 3 m across the taxiway	
5.3.23.9 The light beam shall be unidirectional and aligned so as	(d) (3) The light beam should be unidirectional and aligned so as to be	Indhold i CS identisk
5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding	, , , , , , , , , , , , , , , , , , ,	
5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.	(d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.	Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and 	(d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.(d) (4) The intensity in yellow light and beam spreads of lights of	
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS 	Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and 	(d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.(d) (4) The intensity in yellow light and beam spreads of lights of	Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. 	Indhold i CS identisk Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, 	Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 5.3.23.13 Recommendation.— The intensity in yellow light and 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system (d) (7) The intensity in yellow light and beam spreads of lights of 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system (d) (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 5.3.23.13 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration B 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system (d) (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745 Indhold i CS identisk
5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 5.3.23.13 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration B	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system (d) (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. (d) (8) Where runway guard lights are intended for use during the day, 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745
 5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. 5.3.23.10 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24. 5.3.23.11 Recommendation.— Where runway guard lights are intended for use during the day, the intensity in yellow 5.3.23.12 Recommendation.— Where runway guard lights are specified as components of an advanced Note.— Higher light intensities may be required 5.3.23.13 Recommendation.— The intensity in yellow light and beam spreads of lights of Configuration B 	 (d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light (d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system (d) (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. 	Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745 Indhold i CS identisk

5.3.23.15 Recommendation. — Where runway guard lights are	(d) (9) Where runway guard lights are specified as components of an	Indhold i CS identisk
specified as components of an advanced surface movement	advanced surface movement guidance and control system	
guidance and control system		
5.3.23.16 The lights in each unit of Configuration A shall be	(d) (10) The lights in each unit of Configuration A should be illuminated	Indhold i CS identisk
illuminated alternately.	alternately.	
5.3.23.17 For Configuration B, adjacent lights shall be alternately	(d) (11) For Configuration B, adjacent lights should be alternately	Indhold i CS identisk
illuminated and alternative lights	illuminated and alternative lights should be illuminated in unison.	
5.3.23.18 The lights shall be illuminated between 30 and 60	(d) (12) The lights should be illuminated between 30 and 60 cycles per	Indhold i CS identisk
cycles per minute and the light suppression and	minute and the light suppression and illumination periods should be	
illumination periods shall be equal and opposite in each light.	equal and opposite in each light.	Supp. Info GM1 ADR-DSN.M.745
Note.— The optimum flash rate is dependent on the rise and fall	equal and opposite in each light.	
times of the lamps used		
5.3.24 Apron floodlighting	SECTION 4 — APRON LIGHTING	Supp. Info SECTION 4 — APRON LIGHTING
(see also 5.3.17.1 and 5.3.18.1)	CS ADR-DSN.M.750 Apron floodlighting	GM1 ADR-DSN.M.750
Application	·	
5.3.24.1 Recommendation. — Apron floodlighting should be	(a) The purpose of apron floodlighting is to facilitate safe operations on	SARP pkt. 5.3.24.1 identisk med CS pkt. (b)
provided on an apron, on a de-icing/anti-icing facility	an apron, on a de-icing/anti-icing facility	Supp. Info GM1 ADR-DSN.M.750
Note 1.— Where a de-icing/anti-icing facility is located	(b) Applicability: Apron floodlighting should be provided on an apron,	
Note 2.— The designation of an isolated aircraft parking	as necessary on a de-icing/anti-icing facility, and on a designated	
	isolated aircraft parking position intended to be used at night. Aprons	
Note 3.— Guidance on apron floodlighting is given	primarily used for recreational flying need not be illuminated.	
Location	(c) Location: Apron floodlights should be located so as to provide	Indhold i CS identisk
5.3.24.2 Recommendation. — Apron floodlights should be	adequate illumination on all apron service areas, with a minimum of	
located so as to provide adequate	glare to pilots of aircraft in flight	
Characteristics	(d) Characteristics:	Indhold i CS identisk
5.3.24.3 The spectral distribution of apron floodlights shall be	(d) (1) The spectral distribution of apron floodlights should be such that	indiola i C5 identisk
such that the colours	the colours	
5.3.24.4 Recommendation. — The average illuminance should	(d) (2) The average illuminance should be at least the following:	Indhold i CS identisk
be at least the following:	(d) (2) (i) Aircraft stand:	
Aircraft stand:	(A) horizontal illuminance — 20 lux with a uniformity ratio (average to	
— horizontal illuminance — 20 lux with a uniformity ratio	minimum) of not more than 4 to 1; and	
(average to minimum) of not more than 4 to 1; and	(B) vertical illuminance — 20 lux at a height of 2 m above the apron in	
— vertical illuminance — 20 lux at a height of 2 m above the	relevant directions.	
apron in relevant directions.	(d) (2) (ii) Other apron areas: horizontal illuminance — 50 % of the	
— horizontal illuminance — 50 per cent of the average	average illuminanc	
illuminance on the aircraft stands		
5.3.25 Visual docking guidance system	CS ADR-DSN.M.755 Visual docking guidance system	Supp. Info GM1 ADR-DSN.M.755
Application	(a) Applicability: A visual docking guidance system should be provided	Indhold i CS identisk
5.3.25.1 A visual docking guidance system shall be provided	when it is intended	Supp. Info GM1 ADR-DSN.M.755
when it is intended to indicate	When it is interiored.	3 mpp 3 mpp
Note.— The factors to be considered in evaluating the need for a		
visual docking		
Characteristics	(b) Characteristics:	Indhold i CS identisk
5.3.25.2 The system shall provide both azimuth and	(b) (1) The system should provide both azimuth and stopping guidance	
5.3.25.3 The azimuth guidance unit and the stopping position	(b) (2) The azimuth guidance unit and the stopping position indicator	Indhold i CS identisk
indicator shall be adequate for use in all weather	should be adequate	
Note.— Care is required in both the design and on-site	Siloulu be adequate	Supp. Info GM1 ADR-DSN.M.755
installation		
5.3.25.4 The azimuth guidance unit and the stopping position	(b) (3) The azimuth guidance unit and the stopping position indicator	Indhold i CS identisk
indicator shall be of a design such that		munolu i C3 luciiusk
a) a clear indication of malfunction of either or both is	should be of a design such that:	
b) they can be turned off.	(b) (3) (i) a clear indication of malfunction of either or both is available	
	(b) (3) (ii) they can be turned off.	
5.3.25.5 The azimuth guidance unit and the stopping position		Tilsvarende tekst findes ikke i CS
indicator shall be located in such a way		
5.3.25.6 The accuracy of the system shall be adequate for the	(b) (4) The accuracy of the system should be adequate for the type of	Indhold i CS identisk
type of loading bridge and fixed aircraft servicing	loading bridge	
		La district Control
5.3.25.7 Recommendation. — The system should be usable by	(b) (5) The system should be usable by all types of aircraft for which the	Indhold i CS identisk
all types of aircraft for which the aircraft stand is intended,	aircraft stand is intended, preferably without selective operation.	
preferably without selective operation.		

5.3.25.8 If selective operation is required to prepare the system	(b) (6) If selective operation is required to prepare the system for use	Indhold i CS identisk
for use by a particular type of aircraft	by a particular type of aircraft,	manoia i es identisk
Azimuth guidance unit	(c) Location:	Indhold i CS identisk
Location	(c) (1) The azimuth guidance unit and the stopping position indicator	manoia i es identisk
5.3.25.9 The azimuth guidance unit shall be located on or close	should be located in such a way that there is continuity of guidance	
to the extension of the stand	between the aircraft	
5.3.25.10 Recommendation. — The azimuth guidance unit	(c) (2) The azimuth guidance unit should be located on or close to the	Indhold i CS stort set identisk
should be aligned for use by the pilots occupying both the left	extension of the stand centre line ahead of the aircraft so that its	manoia i es stort set identisk
and right seats.	signals are visible from the cockpit of an aircraft throughout the	
	docking manoeuvre, and aligned for use at least by the pilot occupying	
	the left seat, although it is preferable for it to be aligned for use by the	
	pilots occupying both the left and right seats	
Characteristics	(c) (3) The azimuth guidance unit and the stopping position	Indhold i CS identisk
5.3.25.11 The azimuth guidance unit shall provide unambiguous	(c) (3) The azimuth galidance diffe and the stopping position	munoid i es identisk
left/right guidance which enables the pilot to acquire and	(c) (3) (i) The azimuth guidance unit should provide unambiguous	
maintain the lead-in line without over-controlling	left/right guidance which enables the pilot to acquire and maintain the	
	lead-in line without over-controlling.	
5.3.25.12 When azimuth guidance is indicated by colour change,	(c) (3) (ii) When azimuth guidance is indicated by colour change, green	Indhold i CS identisk
green shall be used to identify the centre line and red for	should be used to identify the centre line and red for deviations from	indifold i C3 identisk
deviations from the centre line.	the centre line	
Stopping position indicator	(c) (3) (iii) The stopping position indicator should be located in	Indhold i CS identisk
Location	conjunction with, or sufficiently close to, the azimuth guidance unit	Indifold i CS identisk
5.3.25.13 The stopping position indicator shall be located in	conjunction with, or sufficiently close to, the azimuth guidance unit	
conjunction with, or sufficiently close to, the		
5.3.25.14 The stopping position indicator shall be usable at least	(c) (3) (iv) The stopping position indicator should be usable at least by	Indhold i CS identisk
by the pilot occupying the left seat.	the pilot occupying the left seat,	manola i es lacitask
	the phot occupying the left seaty	
5.3.25.15 Recommendation. — The stopping position indicator		
should be usable by the pilots occupying both the left and right		
seats.		
Characteristics	(c) (3) (v) The stopping position information provided by the indicator	Indhold i CS identisk
5.3.25.16 The stopping position information provided by the	for a particular aircraft type should account for the anticipated range of	
indicator for a particular aircraft	variations in pilot eye height and/or viewing angle.	
5.3.25.17 The stopping position indicator shall show the stopping		Indhold i CS identisk
position for the aircraft for which guidance is being provided and	position for the aircraft for which guidance is being provided and	
shall provide closing rate information to enable the pilot to	should provide closing rate information to enable the pilot to gradually	
gradually decelerate the aircraft to a full stop at the intended	decelerate the aircraft to a full stop at the intended stopping position.	
stopping position		
5.3.25.18 Recommendation. — The stopping position indicator	(c) (3) (vii)	Indhold i CS identisk
should provide closing rate information over a distance of at	The stopping position indicator should provide closing rate information	
least 10 m.	over a distance of at least 10 m.	
5.3.25.19 When stopping guidance is indicated by colour change,	(c) (3) (viii) When stopping guidance is indicated by colour change,	Indhold i CS identisk
green shall be used to show that the aircraft can proceed and red	green should be used to show that the aircraft can proceed and red to	
to show that the stop point has been reached ,except that for a	show that the stop point has been reached ,except that for a short	
short distance prior to the stop point a third colour may be used	distance prior to the stop	
to warn that the stopping point is close.		
5.3.26 Advanced visual docking guidance system	CS ADR-DSN.M.760 Advanced visual docking guidance system	Supp. Info GM1 ADR-DSN.M.755
Note 1.— Advanced visual docking		
Note 2.— An A-VDGS may provide		
5.3.26.1 Recommendation. — An A-VDGS should be provided	(a) Application:	Indhold i CS identisk
where it is operationally desirable to confirm the correct aircraft	(a) (1) Advanced visual docking guidance system should be provided	
type for which guidance is being provided and/or to indicate the	where it is operationally desirable to confirm the correct aircraft type	
stand centre line in use, where more than one is provided for.	for which guidance is	
	being provided, and/or to indicate the stand centre line in use, where	
	more than one is provided for.	
5.3.26.2 The A-VDGS shall be suitable for use by all types of	(a) (2) The Advanced visual docking guidance system should be suitable	Indhold i CS identisk
J. V.	, , , ,	manora i es identisti

aircraft for which the aircraft stand is intended.	for use by all types of aircraft for which the aircraft stand is intended.	
5.3.26.3 The A-VDGS shall be used only in conditions in which	(a) (3) The Advanced visual docking guidance system should only be	Indhold i CS identisk
its operational performance is specified.	used in conditions in which its operational performance is specified.	Supp. Info GM1 ADR-DSN.M.760
Note 1.— The use of the A-VDGS in conditions such as		
Note 2.— Care is required in both the design 5.3.26.4 The docking guidance information provided by an A-	(a) (4) The decline quidence information provided by an education	Lathard Contacted
VDGS shall not conflict with that provided by a conventional	(a) (4) The docking guidance information provided by an advanced	Indhold i CS identisk
visual docking guidance system on an aircraft stand	visual docking guidance system should not conflict with that provided	
	by a conventional visual docking guidance system on an aircraft stand	
Location	(a) (5) Location: The Advanced visual docking guidance system should	Indhold i CS identisk
5.3.26.5 The A-VDGS shall be located such that unobstructed	be located such that unobstructed and unambiguous guidance	
and unambiguous guidance		
Note.— Usually the pilot-in-command is responsible	(1) 21	
Characteristics	(b) Characteristics:	Indhold i CS identisk
5.3.26.6 The A-VDGS shall provide, at minimum, the following	(b) (1) The Advanced visual docking guidance system should provide, at	
guidance information at the appropriate stage of the docking	minimum, the following guidance information at the appropriate stage	
manoeuvre:	of the docking manoeuvre:	
a) an emergency stop indication; b) the circumft type and model for which the evidence is provided.	(b) (1) (i) an emergency stop indication;	
b) the aircraft type and model for which the guidance is provided; c) an indication of the lateral displacement of the aircraft relative	(b) (1) (ii) the aircraft type and model for which the guidance is	
to the stand centre line;	provided;	
d) the direction of azimuth correction needed to correct a	(b) (1) (iii) an indication of the lateral displacement of the aircraft	
displacement from the stand centre line;	relative to the stand centre line;	
e) an indication of the distance to the stop position;	(h) (1) (ii) the dimension ofinvolute	
f) an indication when the aircraft has reached the correct stopping	(b) (1) (iv) the direction of azimuth correction needed to correct a	
position; and	displacement from the stand centre line;	
g) a warning indication if the aircraft goes beyond the	(b) (1) (v) an indication of the distance to the stop position;	
appropriate stop position.	(b) (1) (vi) an indication when the aircraft has reached the correct	
	stopping position; and	
	(b) (1) (vii) a warning indication if the aircraft goes beyond the	
	appropriate stop position.	
5.3.26.7 The A-VDGS shall be capable of providing docking	(b) (2) The Advanced visual docking guidance system should be capable	Indhold i CS identisk
guidance information for all aircraft taxi speeds encountered	of providing docking guidance information for all aircraft taxi speeds	manora i es racinask
during the docking manoeuvre	encountered during the docking manoeuvre	
Note.— See the Aerodrome Design Manual (Doc 9157	chountered during the docking manocuve	
5.3.26.8 The time taken from the determination of the lateral	(b) (3) The time taken from the determination of the lateral	Indhold i CS identisk
displacement to its display shall not result in a deviation of the	displacement to its display should not result in a deviation of the	
aircraft, when operated in normal conditions, from the stand	aircraft when operated in normal conditions, from the stand centre line	
centre line greater than 1 m.	greater than 1 m.	
	8. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	
5.3.26.9 Recommendation. — <i>The information on displacement</i>	(b) (4) The information on displacement of the aircraft relative to the	Indhold i CS identisk
of the aircraft relative to the stand centre line and distance to the	11 01 ,	
stopping position, when displayed, should be provided with the	displayed, should be provided with the accuracy specified in Table M-3.	Supp. Info GM1 ADR-DSN.M.760
accuracy specified in Table 5-4.	Symbols and graphics used to depict guidance information should be	
500610 Q	intuitively representative of the type of information provided.	
5.3.26.10 Symbols and graphics used to depict guidance		
information shall be intuitively representative of the type of		
information provided		
Note.— The use of colour would need to be 5.3.26.11 Information on the lateral displacement of the aircraft	(b) (4) (i) Information on the leteral displacement of the single-fr	In all a lad : CC : do natical
relative to the stand centre line shall be provided at least 25 m	(b) (4) (i) Information on the lateral displacement of the aircraft	Indhold i CS identisk
prior to the stop position.	relative to the stand centre line should be provided at least 25 m prior	Supp. Info GM1 ADR-DSN.M.760
Note.— The indication of the distance	to the stop position.	
5.3.26.12 Continuous closure distance and closure rate shall be	(b) (4) (ii) Continuous closure distance and closure rate should be	Indhold i CS identisk
provided from at least 15 m prior to the stop position	, , , , , ,	munoid i CS identisk
5.3.26.13 Recommendation. — <i>Where provided, closure</i>	provided from at least 15 m prior to the stop position.	Indhald : CC identials
distance displayed in numerals should be provided in metre	(b) (4) (iii) Where provided, closure distance displayed in numerals	Indhold i CS identisk
integers to the stop position and displayed to 1 decimal place at	should be provided in metre integers to the stop position and displayed	
least 3 m prior to the stop position.	to 1 decimal place at least 3 m prior to the stop position	
teast on prior to the stop position.		

Table 5-4. A-VDGS recommended displacement accuracy	Table M-3. A-VDGS recommended displacement accuracy	Figurene er identiske
5.3.26.14 Throughout the docking manoeuvre, an appropriate	(b) (4) (iv) Throughout the docking manoeuvre, an appropriate means	Indhold i CS identisk
means shall be provided on the A-VDGS to indicate the need to	should be provided on the Advanced visual docking guidance system to	Indicia i es lacitask
bring the aircraft to an immediate halt. In such an event, which	indicate the need to bring the aircraft to an immediate halt. In such an	
includes a failure	event which includes a failure of the system	
5.3.26.15 Provision to initiate an immediate halt to the docking	(b) (4) (v) Provision to initiate an immediate halt to the docking	Indhold i CS identisk
procedure shall be made available to personnel	procedure should be made available to personnel responsible for the	
responsible for the operational safety of the stand.	operational safety of the stand.	Leadh ald the Control of the Control
5.3.26.16 Recommendation. — The word "stop" in red characters should be displayed when an immediate cessation of	(b) (4) (vi) The word 'STOP' in red characters should be displayed when	Indhold i CS identisk
the docking manoeuvre is required.	an immediate cessation of the docking manoeuvre is required	
5.3.27 Aircraft stand manoeuvring guidance lights	CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights	Supp. Info GM1 ADR-DSN.M.765
Application	(a) Applicability: Aircraft stand manoeuvring guidance lights should be	Indhold i CS identisk
5.3.27.1 Recommendation. — Aircraft stand manoeuvring	provided to facilitate the positioning of an aircraft on an aircraft stand	indifold i C3 identisk
guidance lights should be provided	on a paved apron	
Location	(b) Location: Aircraft stand manoeuvring guidance lights should be	Indhold i CS identisk
5.3.27.2 Aircraft stand manoeuvring guidance lights shall be	collocated with the aircraft stand markings	
collocated with the aircraft stand markings	1/10/	
Characteristics 5.3.27.3 Aircraft stand manoeuvring guidance lights, other than	(c) Characteristics:	Indhold i CS identisk
those indicating a stop position	(c) (1) Aircraft stand manoeuvring guidance lights, other than those indicating a stop position,	
5.3.27.4 Recommendation. — The lights used to delineate lead-	(c) (2) The lights used to delineate lead-in, turning, and lead-out lines	Indhold i CS identisk
in, turning and lead-out lines should be spaced at intervals of not		indicia i es lacitask
more than 7.5 m on curves and 15 m on straight sections	m on straight sections	
5.3.27.5 The lights indicating a stop position shall be fixed	(c) (3) The lights indicating a stop position should be fixed,	Indhold i CS identisk
unidirectional lights showing red.	unidirectional lights showing red.	
5.3.27.6 Recommendation. — The intensity of the lights should	(c) (4) The intensity of the lights should be adequate for the condition	Indhold i CS identisk
be adequate for the condition of visibility and ambient light in	of visibility and ambient light in which the use of the aircraft stand is	
which the use of the aircraft stand is intended	intended	
5.3.27.7 Recommendation. — The lighting circuit should be	(c) (5) The lighting circuit should be designed so that the lights may be	Indhold i CS identisk
designed so that the lights may be switched on to indicate that an aircraft stand is to be used and switched off to indicate that it is	switched on to indicate that an aircraft stand is to be used, and	
not to be used.	switched off to indicate that it is not to be used.	
5.3.28 Road-holding position light	CS ADR-DSN.M.770 Road-holding position light	Supp. Info GM1 ADR-DSN.M.770
Application		Indhold i CS identisk
5.3.28.1 A road-holding position light shall be provided at each	(a) Applicability: A road-holding position light should be provided at	
road-holding position serving a runway when it is intended that	each road-holding position serving a runway when it is intended that	
the runway will be used in runway visual range conditions less than a value of 350 m	the runway should be used in runway visual range conditions less than	
	a value of 550 m.	
5.3.28.2 Recommendation. — A road-holding position light		
should be provided at each road-holding position serving		
a runway when it is intended that the runway will be used in		
runway visual range conditions of values between 350 m and 550 m.		
Location	(b) Location: A road-holding position light should be located adjacent to	Indhold i CS identisk
5.3.28.3 A road-holding position light shall be located adjacent to		Supp. Info GM1 ADR-DSN.M.770
the holding position marking 1.5 m (±0.5 m) from one edge of	i.e. left or right as appropriate to the local road traffic regulations	
the road, i.e. left or right as appropriate to the local traffic		
regulations.		
Note.— See 9.9 for the mass and Characteristics	(c) Characteristics:	Indhold i CS identisk
5.3.28.4 The road-holding position light shall comprise:	(c) (1) The road-holding position light should comprise:	Indifold I C3 Idelitisk
a) a controllable red (stop)/green (go) traffic light; or	(c) (1) (i) a controllable red (stop)/green (go) traffic light; or	
b) a flashing-red light	1,75	
o) a flashing-red fight	(c) (1) (ii) a flashing-red light	
Note.— It is intended that the lights specified in sub-paragraph	(c) (1) (ii) a flashing-red light (c) (2) Provisions for control of the lights in (1) (i) should be installed in	Indhold i CS identisk

a) be controlled by the air traffic services	the positions for the air traffic services.	
5.3.28.5 The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.	(c) (3) The road-holding position light beam should be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.	Indhold i CS identisk
5.3.28.5 The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.		Tilsvarende tekst findes ikke i CS
5.3.28.6 The intensity of the light beam shall be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended, but shall not dazzle the driver. Note.— The commonly used traffic lights	(c) (4) The intensity of the light beam should be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended but should not dazzle the driver.	Indhold i CS identisk
5.3.28.7 The flash frequency of the flashing-red light shall be between 30 and 60 flashes per minute.	(c) (5) The flash frequency of the flashing red light should be between 30 and 60 flashes per minute	Indhold i CS identisk
5.3.29 No-entry bar		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Note 1.— A no-entry bar Note 2.— Runway incursions		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Application 5.3.29.1 Recommendation.— A no-entry bar should be provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Location 5.3.29.2 Recommendation.— A no-entry bar should be located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction.		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Characteristics 5.3.29.3 Recommendation.— A no-entry bar should consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway.		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.4 Recommendation. — A pair of elevated		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.5 The intensity in red light and beam		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.6 Recommendation. — Where no-entry Note.— High-intensity no-entry		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.7 Recommendation. — Where a wide		Tilsvarende "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.8 The lighting circuit shall be designed so that: a) no-entry bars are switchable b) when a no-entry bar is illuminated c) when a no-entry bar is illuminated, any stop		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
5.4 Signs 5.4.1 General Note.— Signs shall be either fixed	CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General	Supp. Info CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) GM1 ADR-DSN.N.775
Application 5.4.1.1 Signs shall be provided to convey a mandatory	(a) Signs should be either fixed message signs or variable message signs	Indhold i CS identisk Supp. Info GM1 ADR-DSN.N.775

instruction, information	(h) Application		
Note.— See 5.2.17 for specifications on	(b) Application:		
Twie.— See 3.2.17 for specifications on	(b) (1) Signs should be provided to convey a mandatory instruction,		
	information		
5.4.1.2 Recommendation. — A variable message sign should be	(b) (2) A variable message sign should be provided where:		Indhold i CS identisk
provided where:	(b) (2) (i) the instruction or information displayed on the		indioid i es identisk
a) the instruction or information displayed on the sign	(b) (2) (ii) there is a need for variable predetermined information		
b) there is a need for variable predetermined information	(a) (2) (ii) there is a freeze for variable predetermined information		
Characteristics	(c) Characteristics:		Indhold i CS identisk
5.4.1.3 Signs shall be frangible. Those located near a runway or	(c) (1) Signs should be frangible. Those located near a runway		
taxiway shall			
5.4.1.4 Signs shall be rectangular, as shown in Figures 5-30 and	(c) (2) Signs should be rectangular, as shown in Figures N-4 and N-6		Indhold i CS identisk
5-31 with the longer side horizontal.	with the longer side horizontal.		
5.4.1.5 The only signs on the movement area utilizing red shall	(c) (3) The only signs on the movement area utilising red should be		Indhold i CS identisk
be mandatory instruction signs.	mandatory instruction signs.		
5.4.1.6 The inscriptions on a sign shall be in accordance with the	(c) (4) The inscriptions on a sign should be in accordance with the		Indhold i CS identisk
provisions of Appendix 4.	provisions of Figures N-2A to N-2H and N-3.		
Table 5-5. Location distances for taxiing guidance signs	Table N-1. Location distances for taxiing guidance signs including		Figurene er identiske
including runway exit signs	runway exit signs		
Figure 5-30. Mandatory instruction signs	Figure N-4. Mandatory instruction signs		Figurene er identiske
5.4.1.7 Signs shall be illuminated in accordance with the	(c) (5) Signs should be illuminated when intended for use:		Indhold i CS identisk
provisions of Appendix 4 when intended for use:	(c) (5) (i) in runway visual range conditions less than a value of 800 m;		
a) in runway visual range conditions less than a value of 800 m;	or		
or h) at might in association with instrument survivous or	(c) (5) (ii) at night in association with instrument runways; or		
b) at night in association with instrument runways; or c) at night in association with non-instrument runways where the	(c) (5) (iii) at night in association with non-instrument runways where		
code number is 3 or 4.	the code number is 3 or 4.		
5.4.1.8 Signs shall be retroreflective and/or illuminated in	(c) (6) Signs should be retroreflective and/or illuminated when intended		Indhold i CS identisk
accordance with the provisions of Appendix 4 when	for use at night in association with non-instrument runways where the		Supp. Info GM1 ADR-DSN.N.775
intended for use at night in association with non-instrument	code number is 1 or 2.		Supp. Into divi27/5/ DSIV.IV.775
runways where the code number is 1 or 2.			
5.4.1.9 A variable message sign shall show a blank face when not	(c) (7) (i) A variable message sign should show a blank face when not		Indhold i CS identisk
in use.	in		
5.4.1.10 In case of failure, a variable message sign shall not	(c) (7) (ii) In case of failure, a variable message sign should not provide		Indhold i CS identisk
provide information that could lead to unsafe action from a pilot	information that could lead to unsafe action from a pilot or a vehicle		
or a vehicle driver.	driver.		
5.4.1.11 Recommendation. — The time interval to change from	(c) (7) (iii) The time interval to change from one message to another on		Indhold i CS identisk
one message to another on a variable message sign should be as	a variable message sign should be as short as practicable and should		
short as practicable and should not exceed 5 seconds.	not exceed 5 seconds.		
5.4.2 Mandatory instruction signs	CS ADR-DSN.N.780 Mandatory instruction signs	CS ADR-DSN.N.780 Mandatory instruction signs	Supp. Info GM1 ADR-DSN.N.780
Note.— See Figure 5-30 for pictorial representation		(a)(7) A road holding position sign should be provided at all road	
		entrances to a runway and may also be provided at road entrances to	
		taxiways.	
Application	(a) Application:		Indhold i CS identisk
5.4.2.1 A mandatory instruction sign shall be provided to identify	(a) (1) A mandatory instruction sign should be provided to identify a		
a location	location beyond		
5.4.2.2 Mandatory instruction signs shall include runway	(a) (2) Mandatory instruction signs should include runway designation		Indhold i CS identisk
designation signs, category I, II or III holding	signs, category I, II, or III holding position signs		
Note.— See 5.4.7 for specifications 5.4.2.2. A pattern "A" many see helding position more in a shell be	(A) (2) A cathana (A) managa 1 112 222		Lodhald CC Hayes
5.4.2.3 A pattern "A" runway-holding position marking shall be supplemented at a taxiway/runway intersection	(a) (3) A pattern 'A' runway-holding position marking should be		Indhold i CS identisk
	supplemented at a taxiway/runway intersection		Indhald: CC:dankid
5.4.2.4 A pattern "B" runway-holding position marking shall be supplemented with a category I, II or III holding position sign.	(a) (4) A pattern 'B' runway-holding position marking should be		Indhold i CS identisk
5.4.2.5 A pattern "A" runway-holding position marking at a	supplemented with a category I, II, or III holding position sign.		In all ald : CC : donkiels
runway-holding position established in accordance with 3.12.3	(a) (5) A pattern 'A' runway-holding position marking at a runway-		Indhold i CS identisk
shall be supplemented with a runway-holding position sign.	holding position should be supplemented with a runway-holding		
Note.— See 5.2.10 for specifications	position sign.		
J	I .	1	1

5.4.2.6 Recommendation. — A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position, as appropriate	(a) (6) A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position as appropriate	Indhold i CS identisk, dog er pkt. (a)(7) ikke nævnt i SARP
	((a)(7) A road holding position sign should be provided at all road entrances to a runway and may also be provided at road entrances to taxiways.)	
5.4.2.7 A NO ENTRY sign shall be provided when entry into an area is prohibited.	(a) (8) A NO ENTRY sign should be provided when entry into an area is prohibited.	Indhold i CS identisk
Location 5.4.2.8 A runway designation sign at a taxiway/runway intersection or	(b) Location: (b) (1) A runway designation sign at a taxiway/runway intersection or a runway/runway intersection should be located on each side of the runway-holding position	Indhold i CS identisk
5.4.2.9 A category I, II or III holding position sign shall be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.	(b) (2) A category I, II, or III holding position sign should be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.	Indhold i CS identisk
5.4.2.10 A NO ENTRY sign shall be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot.	(b) (3) A NO ENTRY sign should be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot	Indhold i CS identisk
5.4.2.11 A runway-holding position sign shall be located on each side of the runway-holding position established	(b) (4) A runway-holding position sign should be located on each side of the runway-holding position facing the approach to the obstacle limitation surface or ILS/MLS critical/sensitive area as appropriate.	Indhold i CS identisk
Figure 5-32. Examples of sign positions at taxiway/runway intersections	Figure N-5. Positions of signs at taxiway/runway intersections	Figurene er identiske
Characteristics 5.4.2.12 A mandatory instruction sign shall consist of an inscription in white on a red background.	Characteristics: (c) (1) A mandatory instruction sign should consist of an inscription in white on a red background. Where, owing to environmental or other	Indhold i CS identisk
5.4.2.13 Recommendation. — Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4.	factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4.	
5.4.2.14 The inscription on a runway designation sign shall consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only.	(c) (2) The inscription on a runway designation sign should consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only	Indhold i CS identisk
5.4.2.15 The inscription on a category I, II, III or joint II/III holding position sign shall consist of the runway designator followed by CAT I, CAT II, CAT III or CAT II/III, as appropriate.	(c) (3) The inscription on a category I, II, III, or joint II/III holding position sign should consist of the runway designator followed by CAT I, CAT II, CAT III, or CAT II/III as appropriate.	Indhold i CS identisk
5.4.2.16 The inscription on a NO ENTRY sign shall be in accordance with Figure 5-30.	(c) (4) The inscription on a NO ENTRY sign should be in accordance with Figure N-4.	Indhold i CS identisk
5.4.2.17 The inscription on a runway-holding position sign at a runway-holding position established in accordance with 3.12.3 shall consist of the taxiway designation and a number	(c) (5) The inscription on a runway-holding position sign at a runway-holding position should consist of the taxiway designation and a number	Indhold i CS identisk
5.4.2.18 Where appropriate, the following inscriptions/symbol shall be used: Inscription/symbol Runway designation of a runway extremity Use To indicate a runway-holding position at a runway extremity OR Runway designation of both extremities of a runway	(d) Where appropriate, the following inscriptions/symbol should be used: Inscription/Symbol Use Runway designation of To indicate a runway runway extremity holding position at a runway extremity	Indhold i CS identisk

To indicate a runway-holding position located at other	Runway designation of both extremities of a runway	
taxiway/runway		
intersections or runway/runway intersections	To indicate a runway holding position located at other taxiway/runway	
25 CAT I	intersections or runway/runway intersections	
(Example)	25 CAT I (Example)	
To indicate a category I runway-holding position at the threshold	To indicate a category I runway-holding position at the threshold of	
of runway 25	runway 25	
25 CAT II	25 CAT II (Example)	
(Example)	To indicate a category II runway-holding position at the threshold of	
To indicate a category II runway-holding position at the	runway 25	
threshold of runway 25	25 CAT III (Example)	
25 CAT III	To indicate a category III runway-holding position at the threshold of	
(Example)	runway 25	
To indicate a category III runway-holding position at the	25 CAT II/III (Example)	
threshold of runway 25 25 CAT II/III	To indicate a joint category II/III runway holding position at the	
(Example)	threshold of runway 25	
To indicate a joint category II/III runway-holding position at the	NO ENTRY symbol	
threshold of		
runway 25	To indicate that entry to an area is prohibited	
NO ENTRY	B2 (Example)	
symbol	To indicate a runway holding position established in accordance with	
To indicate that entry to an area is prohibited	the requirements for physical characteristics	
B2		
(Example)		
To indicate a runway-holding position established in accordance		
with 3.12.3		
5.4.3 Information signs	CS ADR-DSN.N.785 Information signs	Supp. Info GM1 ADR-DSN.N.785
Note.— See Figure 5-31 for pictorial	CO ADIA DOMINIO MICHINALION SIGNS	Supp. IIIIO GIVITABIN DSIN.IN.703
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5.4.3.1 An information sign shall be provided where there is an operational	(a) (1) An information sign should be provided where there is an operational	
5.4.3.1 An information sign shall be provided where there is an operational5.4.3.2 Information signs shall include: direction signs, location	(a) (1) An information sign should be provided where there is an operational(a) (2) Information signs should include: direction signs, location signs,	Indhold i CS identisk
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5.4.3.1 An information sign shall be provided where there is an operational 5.4.3.2 Information signs shall include: direction signs, location signs, 5.4.3.3 A runway exit sign shall be provided where there is an operational need to identify a runway exit. 5.4.3.4 A runway vacated sign shall be provided where the exit taxiway is not provided with taxiway centre line lights Note.— See 5.3.17 for specifications 5.4.3.5 Recommendation.— An intersection take-off sign should be provided when there is an operational need to indicate the remaining take-off run available (TORA) for intersection take-offs. 5.4.3.6 Recommendation.— Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc 5.4.3.7 A combined location and direction sign shall be provided when it is intended to indicate routing information prior to a taxiway intersection. 5.4.3.8 A direction sign shall be provided when there is an operational need to identify the designation and direction of taxiways at an intersection 5.4.3.9 Recommendation.— A location sign should be provided	 (a) (1) An information sign should be provided where there is an operational (a) (2) Information signs should include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs, and intersection take-off signs. (a) (3) A runway exit sign should be provided where there is an operational need to identify a runway exit. (a) (4) A runway vacated sign should be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need (a) (5) At runways where intersection take-offs are conducted, an intersection take-off sign should be provided to indicate the remaining take-off run available (TORA) for such take-offs (a) (6) Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc. (a) (7) A combined location and direction sign should be provided when it is intended to indicate routing information prior to a taxiway intersection. (a) (8) A direction sign should be provided when there is an operational need to identify the designation and direction of taxiways at an intersection. (a) (9) A location sign should be provided at an intermediate holding 	Indhold i CS identisk

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5.4.3.11 A location sign shall be provided in conjunction with a	(a) (11) A location sign should be provided in conjunction with a	Indhold i CS identisk
direction sign, except that it may be omitted where an	direction sign, except that it may be omitted where an safety	
aeronautical study indicates that it is not needed.	assessment indicates that it is not needed.	
5.4.3.12 Recommendation. — Where necessary, a location sign	(a) (12) Where necessary, a location sign should be provided to identify	Indhold i CS identisk
should be provided to identify taxiways exiting an apron or	taxiways exiting an apron or taxiways beyond an intersection.	
taxiways beyond an intersection		
5.4.3.13 Recommendation. — Where a taxiway ends at an	(a) (13) Where a taxiway ends at an intersection such as a 'T' and it is	Indhold i CS identisk
intersection such as a "T" and it is necessary to identify this, a	necessary to identify this, a barricade, direction sign, and/or other	
barricade, direction sign and/or other appropriate visual aid	appropriate visual aid should be used.	
should be used.	appropriate visual and should be asea.	
Location	(b) Location:	Indhold i CS identisk
5.4.3.14 Except as specified in 5.4.3.16 and 5.4.3.24 information	(b) (1) Except as specified in (3), information signs should wherever	manola i es identisk
signs shall, wherever practicable	practicable, be located on the left-hand side of the taxiway in	
signs shari, wherever practical some	accordance with Table N-1.	
5.4.3.15 At a taxiway intersection, information signs shall be	(b) (2) At a taxiway intersection, information signs should be located	Indhold i CS identisk
located prior to the intersection		munoid i CS identisk
located prior to the intersection	prior to the intersection and in line with the taxiway intersection	
Note.— A location sign installed beyond		
5.4.3.16 A runway exit sign shall be located on the same side of	(b) (3) A runway exit sign should be located on the same side of the	Indhold i CS identisk
the runway as the exit is located (i.e. left or right) and positioned	runway as the exit is located (i.e. left or right), and positioned in	munolu i C3 luentisk
in accordance with Table 5-5.	, , , , , , , , , , , , , , , , , , , ,	
	accordance with Table N-1.	
5.4.3.17 A runway exit sign shall be located prior to the runway	(b) (4) A runway exit sign should be located prior to the runway exit	Indhold i CS identisk
exit point in line with a position at least 60 m prior to the point of	point in line with a position at least 60 m prior to the point of tangency	
tangency where the code number is 3 or 4, and at least 30 m	where the code number is 3 or 4, and at least 30 m where the code	
where the code number is 1 or 2.	number is 1 or 2.	
5.4.3.18 A runway vacated sign shall be located at least on one	(b) (5) A runway vacated sign should be located at least on one side of	Indhold i CS identisk
side of the taxiway. The distance between the sign and the centre	the taxiway. The distance between the sign and the centre line of a	
line of a runway shall be not less than the greater of the	runway should be not less than the greater of the following:	
following:	(b) (5) (i) the distance between the centre line of the runway and the	
a) the distance between the centre line of the runway and the	perimeter of the ILS/MLS critical/sensitive area; or	
perimeter of the ILS/MLS	(b) (5) (ii) the distance between the centre line of the runway and the	
b) the distance between the centre line of the runway and the	lower edge of the inner transitional surface.	
lower edge	0	
5.4.3.19 Where provided in conjunction with a runway vacated	(b) (6) Where provided in conjunction with a runway vacated sign, the	Indhold i CS identisk
sign, the taxiway location sign shall be positioned outboard of the	taxiway location sign should be positioned outboard of the runway	
runway vacated sign.	vacated sign.	
5.4.3.20 An intersection take-off sign shall be located at the left-	(b) (7) An intersection take-off sign should be located at the left-hand	Indhold i CS identisk
hand side of the entry taxiway. The distance between the sign	side of the entry taxiway. The distance between the sign and the centre	
and the centre line of the runway shall be not less than 60 m	line of the runway should be not less than 60 m	
5.4.3.21 A taxiway location sign installed in conjunction with a	(b) (8) A taxiway location sign installed in conjunction with a runway	Indhold i CS identisk
runway designation sign shall be positioned outboard	designation sign should be positioned outboard of the runway	manora i co identisis
of the runway designation sign	designation sign.	
5.4.3.22 Recommendation. — A destination sign should not	(b) (9) A destination sign should not normally be collocated with a	Indhald i CC identick
normally be collocated with a location or direction sign.		Indhold i CS identisk
· · · · · · · · · · · · · · · · · · ·	location or direction sign.	In all a lid : CC : do not all
5.4.3.23 An information sign other than a location sign shall not	(b) (10) An information sign other than a location sign should not be	Indhold i CS identisk
be collocated with a mandatory instruction sign.	collocated with a mandatory instruction sign.	
5.4.3.24 Recommendation. — A direction sign, barricade and/or		Tilsvarende tekst findes ikke i CS
other appropriate visual aid used to identify a "T" intersection		
should be located on the opposite side of the intersection facing		
the taxiway	(1) 61	
Characteristics	(c) Characteristics:	Indhold i CS identisk
5.4.3.25 An information sign other than a location sign shall	(c) (1) An information sign other than a location sign should consist of	
consist of an inscription in black on a yellow background.	an inscription in black on a yellow background.	
5.4.3.26 A location sign shall consist of an inscription in yellow	(c) (2) A location sign should consist of an inscription in yellow on a	Indhold i CS identisk
on a black background and where it is a stand-alone sign shall	black background and where it is a stand-alone sign, should have a	
have a yellow border.	yellow border.	
5.4.3.27 The inscription on a runway exit sign shall consist of the	(c) (3) The inscription on a runway exit sign should consist of the	Indhold i CS identisk
designator of the exit taxiway and an arrow indicating the	designator of the exit taxiway and an arrow indicating the direction to	
· · · · · · · · · · · · · · · · · · ·	,	

direction to follow.	follow.	
5.4.3.28 The inscription on a runway vacated sign shall depict the		In all ald : CC : doubtiel.
pattern A runway-holding position marking as shown in Figure	pattern A runway-holding position marking as shown in Figure N-6.	Indhold i CS identisk
5-31.	pattern A runway-nolumg position marking as shown in rigure 14-0.	
5.4.3.29 The inscription on an intersection take-off sign shall	(c) (5) The inscription on an intersection take-off sign should consist of	Indhold i CS identisk
consist of a numerical message indicating the remaining take-off	a numerical message indicating the remaining take-off run available in	
run available in metres plus an arrow, appropriately located and	metres, plus an arrow, appropriately located and oriented, indicating	
oriented, indicating the direction of the take-off as shown in	the direction of the take-off as shown in Figure N-6.	
Figure 5-31.	() (C) TI	
5.4.3.30 The inscription on a destination sign shall comprise an alpha, alphanumerical or numerical message identifying the	(c) (6) The inscription on a destination sign should comprise an alpha,	Indhold i CS identisk
destination plus an arrow indicating the direction to proceed as	alphanumerical or numerical message identifying the destination, plus an arrow indicating the direction to proceed as shown in Figure N-6.	
shown in Figure 5-31.	an arrow indicating the direction to proceed as shown in Figure N-0.	
5.4.3.31 The inscription on a direction sign shall comprise an	(c) (7) The inscription on a direction sign should comprise an alpha or	Indhold i CS identisk
alpha or alphanumerical message identifying the taxiway(s) plus	alphanumerical message identifying the taxiway(s), plus an arrow or	
an arrow or arrows appropriately oriented as shown in Figure 5-	arrows appropriately oriented as shown in Figure N-6.	
31.		
5.4.3.32 The inscription on a location sign shall comprise the	(c) (8) The inscription on a location sign should comprise the	Indhold i CS identisk
designation of the location taxiway, runway or other pavement	designation of the location taxiway, runway, or other pavement the	
the aircraft is on or is entering and shall not contain arrows.	aircraft is on or is entering, and should not contain arrows	
5.4.3.33 Recommendation. — Where it is necessary to identify each of a series of intermediate holding positions on the same	(c) (9) Where it is necessary to identify each of a series of intermediate	Indhold i CS identisk
taxiway, the location sign should consist of the taxiway	holding positions on the same taxiway, the location sign should consist	
designation and a number	of the taxiway designation and a progressive number.	
5.4.3.34 Where a location sign and direction signs are used in	(c) (10) Where a location sign and direction signs are used in	Indhold i CS identisk
combination:	combination:	
a) all direction signs related to left turns shall be placed on the	(c) (10) (i) all direction signs related to left turns should be placed on	
left side of the location sign	the left	
b) the direction signs shall be placed such that the direction of the	(c) (10) (ii) the direction signs should be placed such that the direction	
arrows departs increasingly c) an appropriate direction sign shall be placed next to the	of the arrows	
location sign where the direction	(c) (10) (iii) an appropriate direction sign should be placed next to the	
d) adjacent direction signs shall be delineated by a vertical black	location sign	
line as shown in Figure 5-31.	(c) (10) (iv) adjacent direction signs should be delineated by a vertical	
	black line as shown in Figure N-6.	
5.4.3.35 A taxiway shall be identified by a designator comprising		Indhold i CS identisk
a letter, letters or a combination of a letter or letters followed by	letter, letters, or a combination of a letter or letters followed by a	
a number.	number.	
5.4.3.36 Recommendation. — When designating taxiways, the	(c) (12) When designating taxiways, the use of the letters I, O, or X, and	Indhold i CS identisk
use of the letters I, O or X and the use of words such as inner and outer should be avoided wherever possible to avoid confusion		
with the numerals 1, 0 and closed marking.	wherever possible, to avoid confusion with the numerals 1, 0, and closed marking.	
5.4.3.37 The use of numbers alone on the manoeuvring area shall	(c) (13) The use of numbers alone on the manoeuvring area should be	Identisk stort set men dog lille tilføjelde i CS
be reserved for the designation of runways.	reserved for the designation of runways, or to indicate the location of	identisk stort set men dog ille tilløjelde i C3
	aircraft stands.	
5.4.4 VOR aerodrome checkpoint sign	CS ADR-DSN.N.790 VOR aerodrome checkpoint sign	Supp. Info GM1 ADR-DSN.N.790
Application	When a VOR aerodrome check-point is established, it should be	Indhold i CS identisk
5.4.4.1 When a VOR aerodrome checkpoint is established, it	indicated by a VOR aerodrome check-point marking and sign.	manora i Co identisk
shall be indicated by a VOR aerodrome checkpoint marking and		
sign		
Note.— See 5.2.12 for VOR aerodrome checkpoint		
Location	(a) Location: A VOR aerodrome check-point sign should be located as	Indhold i CS identisk
5.4.4.2 A VOR aerodrome checkpoint sign shall be located as	near as possible to the check-point and so that the inscriptions are	
near as possible to the checkpoint and so that the inscriptions are visible from the cockpit of an aircraft properly positioned	visible from the cockpit of an aircraft properly positioned on the VOR	
1 1 1 1	aerodrome check-point marking	L III III GC I L III I
Characteristics 5.4.4.3. A VOP paradrama chackpoint sign shall consist of an	(b) Characteristics:	Indhold i CS identisk
5.4.4.3 A VOR aerodrome checkpoint sign shall consist of an inscription in black on a yellow background.	(b) (1) A VOR aerodrome check-point sign should consist of an	
morration in older on a yellow oderground.	inscription in black on a yellow background	

Figure 5-33. VOR aerodrome checkpoint sign	Figure N-7. VOR aerodrome check-point sign	Figurene er identiske
5.4.4.4 Recommendation. — The inscriptions on a VOR checkpoint sign should be in accordance with one of the alternatives shown in Figure 5-33 in which: VOR is an abbreviation identifying this as a VOR checkpoint; 116.3 is an example of the radio frequency of the VOR concerned; 147° is an example of the VOR bearing, to the nearest degree, which should be indicated at the VOR checkpoint; and 4.3 NM is an example of the distance in nautical miles to a DME collocated with the VOR concerned Note.— Tolerances for the bearing value shown on the	(b) (2) The inscriptions on a VOR check-point sign should be in accordance with one of the alternatives shown in Figure N-7 in which: VOR is an abbreviation identifying this as a VOR check-116.3 is an example of the radio frequency 147° is an example of the VOR bearing, to 4.3 NM is an example of the distance in nautical	Indhold i CS identisk Tilhørende tabeller vedr. eksempler på "inscriptions" er ligeledes identisk
5.4.5 Aerodrome identification sign		Tilsvarende tekst findes ikke i CS
Application 5.4.5.1 Recommendation.— An aerodrome identification sign should		Tilsvarende tekst findes ikke i CS
Location 5.4.5.2 Recommendation.— The aerodrome identification sign should be placed on the aerodrome so as to be legible, in so far as is practicable, at all angles above the horizontal.		Tilsvarende tekst findes ikke i CS
Characteristics 5.4.5.3 The aerodrome identification sign shall consist of the name of the aerodrome		Tilsvarende tekst findes ikke i CS
5.4.5.4 Recommendation. — The colour selected for the sign should give adequate conspicuity when viewed against its background.		Tilsvarende tekst findes ikke i CS
5.4.5.5 Recommendation. — The characters should have a height of not less than 3 m.		Tilsvarende tekst findes ikke i CS
5.4.6 Aircraft stand identification signs	CS ADR-DSN.N.795 Aircraft stand identification signs	Supp. Info GM1 ADR-DSN.N.795
Application 5.4.6.1 Recommendation.— An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.	(a) Application: An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.	Indhold i CS identisk
Location 5.4.6.2 Recommendation.— An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.	(b) Location: An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.	Indhold i CS identisk
Characteristics 5.4.6.3 Recommendation.— An aircraft stand identification sign should consist of an inscription in black on a yellow background.	(c) Characteristics: An aircraft stand identification sign should consist of an inscription in black on a yellow background.	Indhold i CS identisk
5.4.7 Road-holding position sign	CS ADR-DSN.N.800 Road-holding position sign	Supp. Info GM1 ADR-DSN.N.800
5.4.7.1 A road-holding position sign shall be provided at all road entrances to a runway.	(a) Application: A road-holding position sign should be provided at all road entrances to a runway.	Indhold i CS identisk
Location 5.4.7.2 The road-holding position sign shall be located 1.5 m from one edge of the road (left or right as appropriate to the local traffic regulations) at the holding position.	(b) Location: The road-holding position sign should be located 1.5 m from one edge of the road (left or right as appropriate to the local road traffic regulations) at the holding position ((c) Where a road intersects a taxiway, a suitable sign may)	Indhold i CS identisk, dog er pkt. (c) ikke nævnt i SARP
Characteristics 5.4.7.3 A road-holding position sign shall consist of an inscription in white on a red background.	(d) (1) A road-holding position sign at an intersection of a road with a runway should consist of an inscription in white on a red background.	Indhold i CS identisk
5.4.7.4 The inscription on a road-holding position sign shall be in the national language, be in conformity with the local traffic regulations and include the following:	(d) (2) The inscription on a road-holding position sign should be in the national language, be in conformity with the local road traffic regulations, and include the following:	Indhold i CS identisk

a) a requirement to stop; and	(d) (2) (i) a requirement to stop; and	
b) where appropriate: 1) a requirement to obtain ATC clearance; and	(d) (2) (ii) where appropriate:	
2) location designator.	(d) (2) (ii) (A) a requirement to obtain ATC clearance;	
Note.— Examples of road-holding position		
	(d) (2) (ii) (B) location designator.	
5.4.7.5 A road-holding position sign intended for night use shall be retroreflective or illuminated.	(d) (3) A road-holding position sign intended for night use should be	Indhold i CS identisk dog er pkt. (d)(4) ikke nævnt i SARP
be retrotenective of infiliniated.	retroreflective or illuminated. (d)(4) A road-holding position sign at the intersection of a road with	
5.5 Markers	CHAPTER P — VISUAL AIDS FOR NAVIGATION (MARKERS)	Supp. Info CHAPTER P – VISUAL AIDS FOR NAVIGATION
5.5.1 General	CS ADR-DSN.P.805 General	(MARKERS) GM1 ADR-DSN.P.805
Markers shall be frangible. Those located near a runway or	Markers should be frangible. Those located near a runway or taxiway	Indhold i CS identisk
taxiway shall be sufficiently low to preserve clearance for	should be sufficiently low to preserve clearance for propellers, and for	iliuliolu i CS lueliusk
propellers and for the engine pods of jet aircraft	the engine pods of jet aircraft	
Note 1.— Anchors or chains	The engine pous of jet unorare	
Note 2.— Guidance on frangibility		
5.5.2 Unpaved runway edge markers	CS ADR-DSN.P.810 Unpaved runway edge markers	Supp. Info GM1 ADR-DSN.P.810
Application	(a) Applicability: Markers should be provided when the extent of an	Indhold i CS identisk
5.5.2.1 Recommendation. — <i>Markers should be provided when</i>	unpaved runway is not clearly indicated by the appearance of its	
the extent of an unpaved runway is not clearly indicated by the	surface compared with that of the surrounding ground.	
appearance of its surface compared with that of the surrounding		
ground. Location	(h) Characteristics	La Hard Control
5.5.2.2 Recommendation. — Where runway lights are provided,	(b) Characteristics:(b) (1) Where runway lights are provided, the markers should be	Indhold i CS identisk
the markers should be incorporated	incorporated in the light fixtures. Where there are no lights, markers of	
the markers should be incorporated	incorporated in the light fixtures. Where there are no lights, markers of	
Characteristics	(h) (2) The flat rectangular markers should have a minimum size of 1 m	المناهماء: لمامطاهما
5.5.2.3 Recommendation. — The flat rectangular markers	(b) (2) The flat rectangular markers should have a minimum size of 1 m by 3 m,	Indhold identisk
should have a minimum size of 1 m by 3 m	by 5 III,	
5 5 3 Stonyay adga markers	CS ADD DSN D 91E Stanway adda markare	Cupp Into CM1 AIDD DCM D 91E
5.5.3 Stopway edge markers	CS ADR-DSN.P.815 Stopway edge markers	Supp. Info GM1 ADR-DSN.P.815
Application	(a) Applicability: Stopway edge markers should be provided when the	Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be		
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated	Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently	
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated	Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently	Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure 	Indhold i CS identisk Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runway should be used to indicate the usable limits of a snow-covered runway when the 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated.	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated.	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers.	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, 	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Tilsvarende tekst findes ikke i CS
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, 	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. 5.5.5 Taxiway edge markers	 (a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, 	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Tilsvarende tekst findes ikke i CS
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. 5.5.5 Taxiway edge markers Application 5.5.5.1 Recommendation.— Taxiway edge markers should be	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, CS ADR-DSN.P.825 Taxiway edge markers (a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line	Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Tilsvarende tekst findes ikke i CS Supp. Info GM1 ADR-DSN.P.825
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. 5.5.5 Taxiway edge markers Application 5.5.5.1 Recommendation.— Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, CS ADR-DSN.P.825 Taxiway edge markers (a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line markers are not provided.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Tilsvarende tekst findes ikke i CS Supp. Info GM1 ADR-DSN.P.825 Tilsvarende tekst dog mere generelt i CS
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. 5.5.5 Taxiway edge markers Application 5.5.5.1 Recommendation.— Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2 Location	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, CS ADR-DSN.P.825 Taxiway edge markers (a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line markers are not provided. (b) Location: Taxiway edge markers should be installed at least at the	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Tilsvarende tekst findes ikke i CS Supp. Info GM1 ADR-DSN.P.825 Tilsvarende tekst dog mere generelt i CS Indhold i CS identisk
Application 5.5.3.1 Recommendation.— Stopway edge markers should be provided when the extent of a stopway Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers Note.— Markers consisting of small vertical 5.5.4 Edge markers for snow-covered runways Application 5.5.4.1 Recommendation.— Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated Note.— Runway lights could be used to indicate the Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. 5.5.5 Taxiway edge markers Application 5.5.5.1 Recommendation.— Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated (b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure CS ADR-DSN.P.820 Edge markers for snow-covered runways (a) Applicability: Edge markers for snow-covered runway should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated. (b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, CS ADR-DSN.P.825 Taxiway edge markers (a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line markers are not provided. (b) Location: Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights, had they been used.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820 Indhold i CS identisk Tilsvarende tekst findes ikke i CS Supp. Info GM1 ADR-DSN.P.825 Tilsvarende tekst dog mere generelt i CS

lights had they been used.		
	(a) Changetonistics	La dia didi CC dia atta
Characteristics 5.5.5.3 A taxiway edge marker shall be retroreflective blue.	(c) Characteristics: (c) (1) A taxiway edge marker should be retroreflective blue.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.5.4 Recommendation. — The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm ²	(c) (2) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm ²	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.5.5 Taxiway edge markers shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	(c) (3) Taxiway edge markers should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.6 Taxiway centre line markers	CS ADR-DSN.P.830 Taxiway centre line markers	Supp. Info GM1 ADR-DSN.P.830
Application 5.5.6.1 Recommendation.— Taxiway centre line markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway edge markers are not provided.	(a) Applicability: (a) (1) Taxiway centre line markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway edge markers are not provided.	Tilsvarende tekst i CS dvs. (a) (1) samt (a) (2)skelner ikke specifikt mellem Kat. 1 g 2 baner samt Kat. 3 og 4 baner og er hermed mere generelt end SARP
5.5.6.2 Recommendation. — Taxiway centre line markers should be provided on a taxiway where the code number is 3 or 4 and taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.	(a)(2) Taxiway centre line markers should be provided on a taxiway where taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.	
Location 5.5.6.3 Recommendation.— Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used. Note.— See 5.3.17.12 for the spacing of taxiway centre	(b) Location (b) (1) Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used.	Indhold i CS identisk
5.5.6.4 Recommendation. — Taxiway centre line markers should normally be located on the taxiway centre line marking except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.	(b) (2) Taxiway centre line markers should be located on the taxiway centre line marking except that they may be offset by not more than 0.3 m where it is not practicable to locate them on the marking.	Indhold i CS identisk
Characteristics 5.5.6.5 A taxiway centre line marker shall be retroreflective green.	(c) Characteristics: (c) (1) A taxiway centre line marker should be retroreflective green.	Indhold i CS identisk
5.5.6.6 Recommendation. — The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 20 cm ²	(c) (2) The marked surface as viewed by the pilot should be a rectangle, and should have a minimum viewing area of 20 cm ₂ .	Indhold i CS identisk
5.5.6.7 Taxiway centre line markers shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.	(c) (3) Taxiway centre line markers should be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves	Indhold i CS identisk
5.5.7 Unpaved taxiway edge markers	CS ADR-DSN.P.835 Unpaved taxiway edge markers	Supp. Info GM1 ADR-DSN.P.835
Application 5.5.7.1 Recommendation.— Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.	(a) Applicability: Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.	Indhold i CS identisk
Location 5.5.7.2 Recommendation.— Where taxiway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of conical shape should be placed so as to delimit the taxiway clearly.	 (b) Characteristics: (b) (1) Where taxiway lights are provided, the markers should be incorporated in the light fixtures. (b) (2) Where there are no lights, suitable markers should be placed so as to clearly delineate the taxiway. 	Indhold i CS identisk
5.5.8 Boundary markers		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Application 5.5.8.1 Boundary markers shall be provided at an aerodrome where the landing area has no runway.		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet

Location 5.502 Produced by the land of the		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM
5.5.8.2 Boundary markers shall be spaced along the boundary of the landing area at intervals of not more than 200 m, if the type		materialet
shown in Figure 5-34 is used, or approximately 90 m, if the		
conical type is used with a marker at any corner.		
Characteristics		SARP "Recommendation" findes ikke i CS/GM1 eller
5.5.8.3 Recommendation. — Boundary markers should be of a		·
form similar to that shown in Figure 5-34, or in the form of a		AMC/GM materialet
cone not less than 50 cm high and not less than 75 cm in		
diameter at the base. The markers should be coloured to contrast		
with the background against which they will be seen. A single		
colour, orange or red, or two contrasting colours,		
orange and white or alternatively red and white, should be used,		
except where such colours merge with the background		
Figure 5-34. Boundary markers		Tilsvarende figur findes ikke i CS/GM1 eller AMC/GM
		materialet
CHAPTER 6. VISUAL AIDS FOR DENOTING OBSTACLES	CHAPTER Q — VISUAL AIDS FOR DENOTING OBSTACLES	Supp. Info CHAPTER Q – VISUAL AIDS FOR DENOTING OBSTACLES
6.1 Objects to be marked and/or lighted	CS ADR-DSN.Q.840 Objects to be marked and/or lighted	GM1 ADR-DSN.Q.840
,	(a) The specifications below apply only to the area under control of the	
	aerodrome operator.	
Note.— The marking and/or lighting of obstacles is	·	Supp. Info GM1 ADR-DSN.Q.840
6.1.1 Objects within the lateral boundaries of the obstacle		Tilsvarende tekst findes ikke i CS/GM eller AMC/GM
limitation surfaces		materialet
6.1.1.2 Elevated aeronautical ground lights within the movement	(f) Elevated aeronautical ground lights within the movement area	
area shall be marked so as to be conspicuous by day. Obstacle	should be marked so as to be conspicuous by day. Obstacle lights	
lights shall not be installed on elevated ground lights or signs in	should not be installed on elevated ground lights or signs in the	
the movement area.	movement area	
6.1.1.3 All obstacles within the distance specified in Table 3-1,	(g) All obstacles within the distance specified in Table D-1, from the	Indhold i CS identisk
column 11 or 12, from the centre line of a taxiway, an apron	centre line of a taxiway, an apron taxiway, or aircraft stand taxilane	
taxiway or aircraft stand taxilane shall be marked and, if the	should be marked and if the taxiway, apron taxiway or aircraft stand	
taxiway, apron taxiway or aircraft stand taxilane is used at	taxilane is used at night, lighted.	
night, lighted.		
6.1.1.4 Recommendation. — A fixed obstacle that extends above	(b) A fixed obstacle that extends above a take-off climb, approach or	Indhold i CS identisk
a take-off climb surface within 3 000 m of the inner edge of the	transitional surface within 3 000 m of the inner edge of the take-off	
take-off climb surface should be marked and, if the runway is	climb or approach surface should be marked and if the runway is used	
used at night, lighted, except that:	at night, lighted, except that:	
a) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;	(b) (1) such marking and lighting may be omitted when the obstacle is	
b) the marking may be omitted when the obstacle is lighted by	shielded by another fixed obstacle;	
medium-intensity obstacle lights, Type A,	(b) (2) the marking may be omitted when the obstacle is lighted by	
c) the marking may be omitted when the obstacle is lighted by	medium-intensity obstacle lights, Type A, by	
high-intensity obstacle lights by	(b) (3) the marking may be omitted when the obstacle is lighted by	
d) the lighting may be omitted where the obstacle is a lighthouse	high-intensity obstacle lights by day if medium	
and an aeronautical study	(b) (4) the lighting may be omitted where the obstacle is a lighthouse	
	and an safety assessment indicates the lighthouse	
6.1.1.5 Recommendation. — A fixed object, other than an	(c) A fixed object, other than an obstacle, adjacent to a take-off climb,	Indhold i CS identisk
obstacle, adjacent to a take-off climb surface should be marked	approach or transitional surface should be marked and if the runway is	Supp. Info GM1 ADR-DSN.Q.845
and, if the runway is used at night, lighted, if such marking and	used at night, lighted, if such marking and lighting is considered	
lighting is considered a) the object is lighted by medium-intensity obstacle lights, Type	(c) (1) the object is lighted by medium-intensity obstacle lights, Type A,	
A, by day and its height above the level	by day, and its height above the level of	
b) the object is lighted by high-intensity obstacle lights by day.	(c) (2) the object is lighted by high-intensity obstacle lights by day if	
	medium intensity lights are deemed insufficient.	
6.1.1.6 A fixed obstacle that extends above an approach surface		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM
within 3 000 m of the inner edge or		materialet
a) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;		CS tillader tilsyneladende ikke "Obstacle" over approach
b) the marking may be omitted when the obstacle is lighted by		fladen indenfor 3000 m fra indre kant.
b) the marking may be offitted when the obstacle is righted by	1	

medium-intensity obstacle lights, Type A,		
c) the marking may be omitted when the obstacle is lighted by		
high-intensity obstacle lights by day; and		
d) the lighting may be omitted where the obstacle is a lighthouse		
and an aeronautical study indicates		
6.1.1.7 Recommendation. — A fixed obstacle that extends above	(d) A fixed obstacle above a horizontal surface should be marked and if	Indhold i CS identisk
a horizontal surface should be marked and, if the aerodrome is	the aerodrome is used at night, lighted, except that:	
used at night, lighted, except that:	(d) (1) such marking and lighting may be omitted when:	
a) such marking and lighting may be omitted when:	(d) (1) (i) the obstacle is shielded by another fixed obstacle; or	
1) the obstacle is shielded by another fixed obstacle; or		
2) for a circuit extensively obstructed by immovable objects or	(d) (1) (ii) for a circuit extensively obstructed by immovable objects or	
terrain, procedures have been established to ensure safe vertical	terrain, procedures have been established to ensure safe vertical	
clearance below prescribed flight paths; or	clearance below prescribed flight paths; or	
3) an aeronautical study shows the obstacle not to be of	(d) (1) (iii) an safety assessment shows the obstacle is not of	
operational significance;		
b) the marking may be omitted when the obstacle is lighted by	operational significance.	
medium-intensity obstacle lights, Type A, by day and its height	(d) (2) the marking may be omitted when the obstacle is lighted by	
above the level of the surrounding ground does not exceed 150	medium-intensity obstacle lights, Type A, by day, and its height above	
m;	the level of the surrounding ground does not exceed 150 m;	
c) the marking may be omitted when the obstacle is lighted by		
high-intensity obstacle lights by day; and	(d) (3) the marking may be omitted when the obstacle is lighted by	
d) the lighting may be omitted where the obstacle is a lighthouse	high-intensity obstacle lights by day if medium intensity lights are	
and an aeronautical study indicates the lighthouse light to be	deemed insufficient.	
sufficient	1/10/6	
6.1.1.8 A fixed object that extends above an obstacle protection	(e) A fixed object that extends above an obstacle protection surface	Indhold i CS identisk
surface shall be marked and, if the runway is used at night,	should be marked and, if the runway is used at night, lighted.	
lighted.		
Note.—See 5.3.5 for information on the obstacle protection		
surface 6.1.1.9 Recommendation. — Other objects inside the obstacle		CARR (Decomposed dation) find a cities i CC/CAAA allan
limitation surfaces should be marked and/or		SARP "Recommendation" findes ikke i CS/GM1 eller
timuation surfaces should be marked ana/or		AMC/GM materialet
6.1.1.10 Recommendation. — Overhead wires, cables, etc.,		SARP "Recommendation" findes ikke i CS/GM1 eller
crossing a river, waterway, valley or highway		AMC/GM materialet
		, and a serior
6.1.2 Objects outside the lateral boundaries of the obstacle		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM
limitation surfaces		
minution surfaces		materialet
6.1.2.1 Recommendation. — <i>Obstacles in accordance with 4.3.2</i>		SARP "Recommendation" findes ikke i CS/GM1 eller
should		AMC/GM materialet
6.1.2.2 Recommendation. — Other objects outside the obstacle		SARP "Recommendation" findes ikke i CS/GM1 eller
limitation surfaces should be marked		AMC/GM materialet
		Aivic/Givi materialet
C122 Passamendation O I I I I I		
6.1.2.3 Recommendation. — Overhead wires, cables, etc.,		SARP "Recommendation" findes ikke i CS/GM1 eller
crossing a river, waterway, valley		AMC/GM materialet
6.2 Marking and/or lighting of objects	CS ADR-DSN.Q.845 Marking of objects	Supp. Info GM1 ADR-DSN.Q.845
	(a)The specifications below apply only to the area under control of the	· ·
	aerodrome operator	
6.2.1 General	CS ADR-DSN.Q.850 (ikke kronologisk)	Indhold i CS identisk
6.2.1.1 The presence of objects which must be lighted, as	(b) Use of obstacle lights:	
specified in 6.1, shall be indicated by low-, medium- or	(a) ose of obstacle lights.	Supp. Info GM1 ADR-DSN.Q.850
highintensity obstacle lights, or a combination of such lights.	(b) (1) The presence of objects which should be lighted, should be	
gyg, or a community of back lights.		
	indicated by low-, medium- or high-intensity obstacle lights, or a	I I
	combination of such lights.	

6.2.1.2 Low-intensity obstacle lights, Types A B, C and D, medium-intensity obstacle lights, Types A, B and C, highintensity obstacle lights Type A and B, shall be in accordance with the specifications in Table 6-1 and Appendix 1.	(d)(2) Low-intensity obstacle lights, Types A and B, should be in accordance with the specifications in Table Q-2.	SARP 6.2.1.2 er kun delvist beskrevet i CS (d)(2)
6.2.1.3 The number and arrangement of low-, medium-		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2 Mobile objects		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.2.1 All mobile objects to be marked shall		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking by colour 6.2.2.2 Recommendation.— When mobile objects are		SARP "Recommendation" findes ikke i CS/GM eller AMC/GM materialet
Marking by flags 6.2.2.3 Flags used to mark mobile objects shall		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2.4 Flags used to mark mobile objects shall not be less than 0.9 m on each side		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Table 6-1. Characteristics of obstacle lights	Table Q-2. Characteristics of obstacle lights	De to tabeller I SARP henholdvis CS er kun delvist identiske idet kun de 6 første kolonner er ens, kommentarunder tabellerne er heller ikke identisk formentlig fordi EASA har anvendt en tidligere udgave af Annex 14 dvs. editon 5 hvor der efterfølgende er kommen en edition 6.
Table 6-2. Light distribution for low-intensity obstacle lights		Tilsvarende table finds ikke i CS
Table 6-3. Light distribution for medium- and high-intensity obstacle lights according to benchmark intensities of Table 6-1		Tilsvarende table finds ikke i CS
Lighting 6.2.2.5 Low-intensity obstacle lights, Type C, shall be displayed on vehicles and other mobile objects excluding aircraft Note.— See Annex 2 for lights to be displayed by aircraft.		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2.6 Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency	CS ADR-DSN.Q.850 (ikke kronologisk) (d) (3) Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security should be flashing-blue and those displayed	Indhold i CS identisk
6.2.2.7 Low-intensity obstacle lights, Type D, shall be displayed on follow-me vehicles.	CS ADR-DSN.Q.850 (ikke kronologisk) (d) (4) Low-intensity obstacle lights, Type D, displayed on follow-me vehicles should be flashing-yellow	Indhold i CS identisk
6.2.2.8 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	CS ADR-DSN.Q.850 (ikke kronologisk) (d) (6) Low-intensity obstacle lights on objects with limited mobility such as aerobridges, should be fixed-red. The intensity of the lights should be sufficient	Indhold i CS identisk
6.2.3 Fixed objects Note.— The fixed objects of wind turbines are addressed separately in 6.2.4	CS ADR-DSN.Q.845 Marking of objects	Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.3.1 All fixed objects to be marked shall, whenever	(b) All fixed objects to be marked should whenever practicable, be coloured but if this is not practicable, markers or flags should be	Indhold i CS identisk

practicable, be coloured, but if this is not practicable	displayed on or above them	
Marking by colour	(c) Use of colours	Indhold i CS identisk
6.2.3.2 Recommendation. — An object should be coloured to	(c) (1) An object should be coloured to show a chequered pattern if it	munola i CS laentisk
show a chequered pattern if it has essentially unbroken surfaces	has essentially unbroken surfaces, and its projection on any vertical	
and its projection on any vertical plane equals or exceeds 4.5 m	plane equals or exceeds 4.5 m	
in	plante equals of exceeds no in	
6.2.3.3 Recommendation. — An object should be coloured to	(c) (2) An object should be coloured to show alternating contrasting	Indhold i CS identisk
show alternating contrasting bands if:	bands if:	
a) it has essentially unbroken surfaces and has one dimension,	(c) (2) (i) 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	horizontal or vertical, greater than 1.5 m, and the	
b) it is of skeletal type with either a vertical or a horizontal	(c) (2) (ii) it is of skeletal type with either a vertical or a horizontal	
dimension greater than 1.5 m.	dimension greater than 1.5 m.	
anners of the state of the stat	(c) (3) The bands should be perpendicular to the longest dimension and	
Note Table 6.4 shows a famoula for determining	have a width approximately 1/7 of the longest dimension or 30 m,	Comp. Info CNA1 ADD DCNI O 04F
Note.— Table 6-4 shows a formula for determining		Supp. Info GM1 ADR-DSN.Q.845
6.2.3.4 Recommendation. — An object should be coloured in a	(c) (4) An object should be coloured in a single conspicuous colour if its	Indhold i CS identisk
single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m.	projection on any vertical plane has both dimensions less than 1.5 m.	
	Orange or red should be used	Comp. Info CAM ADD DCAL O CAF
Note.— Against some backgrounds it may be found necessary to use a different colour from		Supp. Info GM1 ADR-DSN.Q.845
Marking by flags	(e) Use of flags	Indhold i CS identisk
6.2.3.5 Flags used to mark fixed objects shall be displayed	(e) (1) Flags used to mark objects should be displayed around, on top	munola i C3 lacitask
0.2.3.3 Frags used to mark fixed objects shall be displayed	of, or around the highest edge of, the object. When flags	
6.2.3.6 Flags used to mark fixed objects shall not be less than 0.6		In all ald : CC : dontial
m on each side	(e) (2) Flags used to mark fixed objects should not be less than 0.6 m square	Indhold i CS identisk
	<u> </u>	
Figure 6-2. Examples of marking and lighting of tall	Figure Q-2. Examples of lighting and marking of tall structures	Figurene er identiske
structures 6.2.3.7 Recommendation.— Flags used to mark fixed objects	(e) (3) Flags used to mark fixed objects should be orange in colour or a	Indhald i CC idential
should be orange in colour or a combination of two triangular	combination of two triangular sections, one orange and the other	Indhold i CS identisk
sections, one orange and the other		
Marking by markers	white	In all and it CC information.
6.2.3.8 Markers displayed on or adjacent to objects shall be	(d) Use of markers: (d) (1) Markers displayed on or adjacent to objects should be located in	Indhold i CS identisk
located in conspicuous positions so as to retain the	conspicuous positions so as to retain the general definition of the	
generaldefinition of the object and shall be recognizable in clear	object and should be recognisable in clear weather from a distance of	
weather from a distance of at least 1 000 m for	at least 1 000 m	
6.2.3.9 Recommendation. — A marker should be of one colour.	(d)(4) A marker should be of one colour. When installed, white and red,	Indhold i CS identisk
When installed, white and red	or white and orange markers should be displayed alternately	mandia i es identisk
Lighting	CS ADR-DSN.Q.850 Lighting of objects	In all all di CC i denetials
Lignung	CS ADR-DSN.Q.850 Lighting of objects	Indhold i CS identisk
	(c) (1) One or more low-, medium- or high-intensity obstacle lights	
6.2.3.10 In the case of an object to be lighted, one or more low-,	should be located as close as practicable to the top of the object. The	
medium- or high-intensity obstacle lights shall be located as	top lights should be so arranged as to at least indicate the points or	
close as practicable to the top of the object.	edges of the object highest in relation to the obstacle limitation	
	surface.	
Note.— Recommendations on how a combination		Supp. Info GM1 ADR-DSN.Q.850
6.2.3.11 Recommendation. — In the case of chimney or other	(c) (2) In the case of chimney or other structure of like function, the	Indhold i CS identisk
structure of like function, the top lights should be placed	top lights should be placed sufficiently below the top so as to minimise	manora i Co identisk
sufficiently below the top so as to minimize contamination by	contamination by smoke, etc. (see Figures Q-2 and Q-3).	
smoke, etc. (See Figure 6-2).	Tomas and a simone, ever (see righted & 2 and & 3).	
6.2.3.12 In the case of a tower or antenna structure indicated by	(c) (3) In the case of a tower or antenna structure indicated by high-	 Indhold i CS identisk
high-intensity obstacle lights by day with an appurtenance, such	intensity obstacle lights by day with an appurtenance, such as a rod or	
as a rod or an antenna, greater than 12 m	an antenna, greater than 12 m where	
6.2.3.13 In the case of an extensive object or of a group of	(c) (4) In the case of an extensive object or of a group of closely spaced	SARP tekst i store træk identisk med CS
closely spaced objects to be lighted that are:	objects, top lights should be displayed at least on the points or edges of	
a) penetrating a horizontal obstacle limitation surface (OLS) or	the objects highest in relation to the obstacle limitation surface so as to	
located outside an OLS, the top lights shall be	indicate the general definition and the extent of the objects. If two or	

b) penetrating a sloping OLS, the top lights shall be so arranged as to at least indicate the points or edges of the objecthighest in	more edges are of the same height, the edge nearest the landing area should be marked		
relation to the OLS, and so as to indicate the general			
6.2.3.14 Recommendation. — When the obstacle limitation surface concerned is sloping and the highest point above the OLS is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object	(c) (5) When the obstacle limitation surface concerned is sloping and the highest point above the obstacle limitation surface is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object.		Indhold i CS identisk
6.2.3.15 Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and a) low-intensity lights are used, they b) medium-intensity lights are used, they			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.16 High-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object shall flash simultaneously	CS ADR-DSN.Q.850 (ikke kronologisk) (f) (3) High-intensity obstacle lights, Type A, located on an object should flash simultaneously		Indhold i CS identisk
6.2.3.17 Recommendation. — The installation setting angles for high-intensity obstacle lights, Type A, should be in accordance with Table 6-5.			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Note.— High-intensity obstacle lights are intended for day use as well as night use. Care is needed			Supp. Info GM1 ADR-DSN.Q.850
6.2.3.18 Recommendation. — Where, in the opinion of the appropriate authority, the use of high-intensity obstacle			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Lighting of objects with a height less than 45 m above ground level 6.2.3.19 Recommendation.— Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.	CS ADR-DSN.Q.850 (ikke kronologisk) (b) (2) Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.		Indhold i CS identisk
6.2.3.20 Recommendation. — Where the use of low-intensity obstacle lights, Type A or B, would be	(b) (3) Where the use of low-intensity obstacle lights, Type A or B would be inadequate		Indhold i CS identisk
6.2.3.21 Recommendation. — Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with 6.2.3.22	(b) (4) Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with subparagraph (7) below.		Indhold i CS identisk
6.2.3.22 Recommendation. — Medium-intensity obstacle lights, Type A, B or C, should be used where the object is an extensive one. Medium-intensity obstacle lights, Types A and C, should be used alone	(b) (5) Medium-intensity obstacle lights, Type A, B, or C, should be used where the object is an extensive one or its height above the level of the surrounding ground is greater than 45 m.		Indhold i CS identisk
6.2.3.23 Recommendation. — Medium-intensity obstacle lights, Type A, B or C, should be used. Medium-intensity obstacle lights, Types A and C, should be used alone			
Note.—A group of buildings is regarded as an extensive object. Lighting of objects with a height 45 m to a height less than 150		•	Supp. Info GM1 ADR-DSN.Q.850
m above ground level			
6.2.3.24 Where an object is indicated by medium-intensity obstacle lights			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.25 Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.26 Where an object is indicated by medium-intensity obstacle lights, Type C, and the top of the			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.27 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet

Lighting of objects with a height 150 m or more above ground level 6.2.3.28 Recommendation.— High-intensity obstacle lights,	CS ADR-DSN.Q.850 (ikke kronologisk) (b)(6) High-intensity obstacle lights, Type A, should be used to indicate the presence of an object if its height above the level of the	Indhold i CS identisk
Type A, should	surrounding ground	
6.2.3.29 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m	(c)(9) Where high-intensity obstacle lights, Type A, are used, they should be spaced at uniform intervals not exceeding 105 m	Indhold i CS identisk
6.2.3.30 Recommendation. — Where, in the opinion of the		SARP "Recommendation" findes ikke i CS/GM1 eller
appropriate		AMC/GM materialet
6.2.3.31 Where an object is indicated by medium-intensity obstacle lights, Type A	CS ADR-DSN.Q.850 (ikke kronologisk) (c) (6) Where an object is indicated by medium-intensity obstacle lights, Type A,	Indhold i CS identisk
6.2.3.32 Where an object is indicated by medium-intensity obstacle lights, Type B, 6.2.3.33 Where an object is indicated by medium-intensity obstacle lights, Type C,	(c) (7) Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m	Indhold i CS identisk
6.2.3.33 Where an object is indicated by medium-intensity obstacle lights, Type C,	(c)(8) Where an object is indicated by medium-intensity obstacle lights, Type C,	Indhold i CS identisk
6.2.4 Wind turbines Markings 6.2.4.1 A wind turbine shall Note.— see 4.3.1 and 4.3.2		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.4.2 Recommendation. — The rotor blades, nacelle		SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Lighting 6.2.4.3 Recommendation.— When lighting is deemed a) to identify the perimeter b) respecting the maximum spacing c) so that, where flashing lights are used d) so that, within a wind farm, any wind turbines		SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.4.4 Recommendation. — The obstacle lights should be installed		SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5 Overhead wires, cables, etc., and supporting towers		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.5.1 Recommendation.— The wires		SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Marking by colours 6.2.5.2 Recommendation.— The supporting towers		SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Marking by markers 6.2.5.3 Markers displayed on or adjacent to objects		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5.4 Recommendation. — A marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.	CS ADR-DSN.Q.845 Marking of objects (d)(2) Marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.	Indhold i CS identisk
6.2.5.5 Recommendation. — The spacing between two consecutive markers or between a marker and a supporting tower should be appropriate to the diameter of the marker, but in no case should the spacing exceed: a) 30 m where the marker diameter is 60 cm progressively increasing with the diameter of the	(d)(3) The spacing between two consecutive markers, or between a marker and a supporting tower should be appropriate to the diameter of the marker. The spacing should normally not exceed:	Indhold i CS identisk

argresses youth primately are autotion of control of the control control of the control of control of the contr	b) 35 m where the marker diameter is 80 cm and further	(d)(2) (i) 20 m where the marker diameter is 60 cm increasing	
(gills (1 (a) 3 as where the market discontent is set of a least 30 and 10 and		(d)(3) (i) 30 m where the marker diameter is 60 cm, increasing progressively with increase of the marker diameter to:	
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2.2.3.7 Recommendation.— When it has been determined. 2.2.3.9 None of the control of the contro	*		Indhold i CS identisk
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2.5.3 Necommendation.— High-intensity obtacle by the previous of a supervision of the previous of a supervision of the previous operators of the previous of t			·
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6.2.50 Wice is ligh-linearity obtack lights, Type B, are used, they shall be boarded in three levels. 4. It is post if the lower.			
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6.2.5.10 Recommendation.— High-intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc., should flash sequentially, first the middle light, second the top light, and last the bottom light 2/13 bottom and middle light 10/13. Note.— High intensity obstacle lights are intended for day use as well as night use. 6.2.5.11 Recommendation.— Where, in the opinion of the appropriate authority 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. Type B, should be in accordance with Table Q-1. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstacle lights. 6.2.5.12 Recommendation.— The installation setting angles for high-intensity obstac			
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high-intensity obstacle lights	high-intensity obstacle lights, Type B, should be in accordance with Table 6-5.	Types A and B, should be in accordance with Table Q-1.	
	Table 6-5. Installation setting angles for	Table Q-1. Installation setting angles for high-intensity obstacle lights	De to tabeller i henholdsvis SARP og CS er identiske.
CHAPTER 7. VISUAL AIDS FOR DENOTING CHAPTER R — VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS Supp. Info GM1 ADR-DSN.R.855	high-intensity obstacle lights		
	CHAPTER 7. VISUAL AIDS FOR DENOTING	CHAPTER R — VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS	Supp. Info GM1 ADR-DSN.R.855

RESTRICTED USE AREAS	CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof	
7.1 Closed runways and taxiways, or parts thereof	C5 ADN-D5N-11.055 Closed rullways and taxiways, or parts thereof	
Application	(a) Applicability of closed marking:	Indhold i CS identisk
7.1.1 A closed marking shall be displayed on a runway or	(a) (1) A closed marking should be displayed on a runway, or taxiway, or	manora i es identisk
taxiway or portion thereof which is permanently closed to the use	portion thereof which is permanently closed to the use of all aircraft.	
of all aircraft.	portion the continue permanently stocked to the doc or an amount	
7.1.2 Recommendation. — A closed marking should be	(a) (2) A closed marking should be displayed on a temporarily closed	Indhold i CS identisk
displayed on a temporarily closed runway or taxiway orportion	runway, or taxiway, or portion thereof, except that such marking may	
thereof, except that such marking	be omitted	
Location	(b) Location of closed markings: On a runway, a closed marking should	Indhold i CS identisk
7.1.3 On a runway a closed marking shall be placed at each end	be placed at each end of the runway, or portion thereof, declared	manora i es identica.
of the runway, or portion thereof, declared closed, and additional	closed	
markings shall be so placed that the maximum interval	cioscu	
between		
Characteristics	(c) Characteristics of closed markings:	Indhold i CS identisk
7.1.4 The closed marking shall be of the form and proportions as		manora i eo facilitisk
detailed in Figure 7-1, Illustration a), when displayed on a	(c) (1) The closed marking should be of the form and proportions as	
runway, and shall be of the form and proportions as detailed	detailed in Figure R-1, Illustration (a), when displayed on a runway, and	
Note.— When an area is temporarily closed, frangible	should be of the form and proportions as detailed	
7.1.5 When a runway or taxiway or portion thereof is	(c) (2) When a runway, or taxiway, or portion thereof is permanently	Indhold i CS identisk
permanently closed, all normal runway and taxiway markings	closed, all normal runway and taxiway markings should be obliterated	manola i es lacitask
shall be obliterated	closed, all normal ranway and taxiway markings should be oblicerated	
7.1.6 Lighting on a closed runway or taxiway or portion thereof	(d) Lighting on a closed runway, or taxiway, or portion thereof should	Indhold i CS identisk
shall not be operated, except as required for maintenance	not be operated, except as required for maintenance purposes	manora i eo facilitisk
purposes	not be operated, enterprise required for maintenance purposes	
7.1.7 In addition to closed markings, when the runway or taxiway	(e) In addition to closed markings, when the runway, or taxiway, or	Indhold i CS identisk
or portion thereof closed is intercepted by a usable runway or	portion thereof closed is intercepted by a usable runway or taxiway	
taxiway which is used at night	which is used at night	
Figure 7-1. Closed runway and taxiway markings	Figure R-1. Runway and taxiway closed markings	Figurene er identiske
7.2 Non-load-bearing surfaces	CS ADR-DSN.R.860 Non-load-bearing surfaces	Supp. Info GM1 ADR-DSN.R.860
7.2 Non-load-bearing surfaces	CS ADR-DSN.R.860 Non-load-bearing surfaces	Supp. Info GM1 ADR-DSN.R.860
Application	(a) Shoulders for taxiways, runway turn pads, holding bays and aprons,	Supp. Info GM1 ADR-DSN.R.860 Indhold i CS identisk
Application 7.2.1 Shoulders for taxiways, runway turn pads, holding bays and	(a) Shoulders for taxiways, runway turn pads, holding bays and aprons, and other non-load-bearing surfaces which cannot readily be	
Application 7.2.1 Shoulders for taxiways, runway turn pads, holding bays and aprons and other non-load-bearing surfaces which cannot readily	(a) 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	
Application 7.2.1 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	(a) Shoulders for taxiways, runway turn pads, holding bays and aprons, and other non-load-bearing surfaces which cannot readily be	Indhold i CS identisk
Application 7.2.1 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 Location	(a) 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	
Application 7.2.1 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 Location 7.2.2 Recommendation.— A taxi side stripe marking should be	(a) 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	Indhold i CS identisk
Application 7.2.1 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 Location 7.2.2 Recommendation.— A taxi side stripe marking should be placed along the edge of the load-bearing pavement, with the	(a) 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	Indhold i CS identisk
Application 7.2.1 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 Location 7.2.2 Recommendation.— A taxi side stripe marking should be placed along the edge of the load-bearing pavement, with the outer edge of the marking	(a) 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	Indhold i CS identisk SARP "Recommendation" findes ikke i CS
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Application 7.2.1 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 Location 7.2.2 Recommendation.— A taxi side stripe marking should be placed along the edge of the load-bearing pavement, with the outer edge of the marking Characteristics 7.2.3 Recommendation.— A taxi side stripe marking should consist of a pair of solid lines, each 15 cm	(a) 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	Indhold i CS identisk SARP "Recommendation" findes ikke i CS
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7.4 Unserviceable areas	CS ADR-DSN.R.870 Unserviceable areas		Supp. Info GM1 ADR-DSN.R.870
Application	(a) Applicability of unserviceability markers and lights:		Indhold i CS identisk
7.4.1 Unserviceability markers shall be displayed wherever any	Unserviceability markers should be displayed wherever any portion of a		individu CS identisk
portion of a taxiway	taxiway		
Note.— Unserviceability markers and lights are used			
<i>Location</i> 7.4.2 Unserviceability markers and lights shall be placed at	(b) Location: Unserviceability markers and lights should be placed at		Indhold i CS identisk
intervals sufficiently close so as to delineate the unserviceable	intervals sufficiently close so as to delineate the unserviceable area		
area			
Note.— Guidance on the location of unserviceability			
Characteristics of unserviceability markers	(c) Characteristics		Indhold i CS identisk
7.4.3 Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones or marker boards.	(c) (1) Unserviceability markers should consist of conspicuous		
Characteristics of unserviceability lights	upstanding devices such as flags, cones, or marker boards		In all ald : CC : decable.
7.4.4 An unserviceability light shall consist of a red fixed light.	(c) (2) An unserviceability light should consist of a red fixed light. The light should have intensity sufficient to ensure conspicuity considering		Indhold i CS identisk
The light shall have an intensity sufficient to ensure conspicuity	the intensity of the adjacent lights and the general level of illumination		
considering the intensity of the a	against		
Characteristics of unserviceability cones	(c) (3) An unserviceability cone should be at least 0.5 m in height and		Indhold i CS identisk
7.4.5 Recommendation. — An unserviceability cone should be at	red, orange, or yellow, or any one of these colours in combination with		
least 0.5 m in height and red, orange or yellow or any one of	white.		
these colours in combination with Characteristics of unserviceability flags	(c) (4) An unserviceability flag should be at least 0.5 m square and red,		Indhold i CS identisk
7.4.6 Recommendation. — An unserviceability flag should be at	orange, or yellow, or any one of these colours in combination with		munoid i CS identisk
least 0.5 m square and red, orange or yellow or any one of these	white		
colours in combination with			
Characteristics of unserviceability marker boards	(c) (5) An unserviceability marker board should be at least 0.5 m in		Indhold i CS identisk
7.4.7 Recommendation. — An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with	height and 0.9 m in length, with alternate red and white, or orange and		
alternate red and white or orange and white vertical stripes.	white vertical stripes		
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CHAPTER 8. ELECTRICAL SYSTEMS	CS ADR-DSN.S.875 Electrical power supply systems for air navigation	ADR.OPS.B.065 Visual aids and aerodrome electrical systems	
CHAPTER 8. ELECTRICAL SYSTEMS 8.1 Electrical power supply systems for air navigation facilities	CS ADR-DSN.S.875 Electrical power supply systems for air navigation facilities	ADR.OPS.B.065 Visual aids and aerodrome electrical systems The aerodrome operator shall have procedures to ensure that aerodrome visual aids	Supp. Info GM1 ADR-DSN.S.875
8.1 Electrical power supply systems for air navigation facilities <i>Introductory Note.</i> — The safety of operations at aerodromes		ADR.OPS.B.065 Visual aids and aerodrome electrical systems The aerodrome operator shall have procedures to ensure that aerodrome visual aids	Supp. Info GM1 ADR-DSN.S.875
8.1 Electrical power supply systems for air navigation facilities <i>Introductory Note.</i> — The safety of operations at aerodromes depends	facilities		
 8.1 Electrical power supply systems for air navigation facilities Introductory Note.— The safety of operations at aerodromes depends 8.1.1 Adequate primary power supply shall be available at 	facilities (a) Adequate primary power supply should be available at aerodromes		Supp. Info GM1 ADR-DSN.S.875 Indhold i CS identisk
8.1 Electrical power supply systems for air navigation facilities <i>Introductory Note.</i> — The safety of operations at aerodromes depends	facilities		
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8.1 Electrical power supply systems for air navigation facilities Introductory Note.— The safety of operations at aerodromes depends 8.1.1 Adequate primary power supply shall be available at aerodromes for the safe functioning of air navigation facilities. 8.1.2 The design and provision of electrical power systems for aerodrome visual and radio navigation aids shall besuch that an equipment failure will not leave the pilot Note.— The design and installation of the electrical 8.1.3 Recommendation.— Electric power supply connections to those facilities for which secondary power is required should be so arranged 8.1.4 Recommendation.— The time interval between failure of the primary source of power and the complete restoration of the services required by 8.1.10 Note.— A definition of switch 8.1.5 The provision of a definition of switch-over time shall not require the replacement of an existing secondary power supply before 1 January 2010. Visual aids Application 8.1.6 For a precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 for the	(a) Adequate primary power supply should be available at aerodromes for the safe functioning of air navigation facilities (b) The design and provision of electrical power systems for aerodrome visual and radio navigation aids should be such that an equipment (c) Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities (d) The time interval between failure of the primary source of power and the complete restoration of the services required by CS ADR-DSN.S.880 Electrical power supply systems for visual aids (a) For a precision approach runway, a secondary power supply capable		Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Indhold i CS identisk Tilsvarende tekst findes ikke i CS Indhold identisk

capable of meeting	less than a value of 800 m, a secondary	
8.1.8 Recommendation. — At an aerodrome where the primary	, , , , , , , , , , , , , , , , , , , ,	SARP "Recommendation" findes ikke i CS
runway is a non-precision approach runway, a		3744 Recommendation infacts like 1 cs
secondary power supply capable		
8.1.9 Recommendation. — At an aerodrome where the primary	(c) At an aerodrome where the primary runway is a non-precision	Indhold i CS identisk
runway is a non-instrument runway, a secondary power supply	approach runway, a secondary power supply	
capable of meeting		
8.1.10 Recommendation. — The following aerodrome facilities	(d) The following aerodrome facilities should be provided with a	Indhold i CS identisk
should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power	secondary power supply capable of supplying power when there is a	
supply:	failure of the primary power supply:	
a) the signalling lamp and the minimum lighting necessary	(d) (1) the signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties;	
Note.— The requirement	enable all traffic services personner to carry out their duties,	
b) all obstacle lights which, in the opinion of the	(d) (2) obstacle lights which are essential to ensure the safe operation	
c) approach, runway and taxiway lighting as	of aircraft;	
d) meteorological equipment;	(d) (3) approach, runway and taxiway lighting as specified in CS ADR-	
e) essential security lighting, if provided f) essential equipment and facilities for	DSN.M.625 to CS ADR-DSN.M.745;	
g) floodlighting on a designated isolated		
h) illumination of apron areas over which	(d) (4) meteorological equipment;	
Note.— Specifications for secondary power supply	(d) (5) essential equipment and facilities for the parking position if	
	provided, in accordance with CS ADR-DSN.M.755(a); and	
	(d) (6) illumination of apron areas over which passengers may walk.	
	(u) (b) illumination of apron areas over which passengers may wark.	
8.1.11 Recommendation. — Requirements for a secondary		SARP "Recommendation" findes ikke i CS
power supply should Note.— Guidance on electrical systems is included		
Table 8-1. Secondary power supply requirements	CS ADR-DSN.S.895 (Ikke kronologisk)	Figurene er identiske
(see 8.1.4)	Table S-1. Secondary power supply requirements	rigurene er identiske
0.2.1 Francisco de Constantino de Con		
8.2.1 For a runway meant for use in runway visual range	CS ADR-DSN.S.885 System design	Indhold i CS identisk
conditions less than a value of 550 m,	(a) For a runway meant for use in runway visual range conditions less	Indhold i CS identisk Supp. Info GM1 ADR-DSN.S.885
conditions less than a value of 550 m, Note.— Guidance on means of providing	(a) For a runway meant for use in runway visual range conditions less than a value of 550 m,	Supp. Info GM1 ADR-DSN.S.885
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is	(a) For a runway meant for use in runway visual range conditions less than a value of 550 m,(b) Where the secondary power supply of an aerodrome is provided by	
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders	(a) For a runway meant for use in runway visual range conditions less than a value of 550 m,(b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders 8.2.3 Where a runway forming part of a standard taxi-route is	 (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies (c) Where a runway forming part of a standard taxi-route is provided 	Supp. Info GM1 ADR-DSN.S.885
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders	(a) For a runway meant for use in runway visual range conditions less than a value of 550 m,(b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders 8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway 8.3 Monitoring	 (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies (c) Where a runway forming part of a standard taxi-route is provided 	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders 8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway 8.3 Monitoring Note.— Guidance on this subject is given in the Aerodrome	 (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies (c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting CS ADR-DSN.S.890 Monitoring 	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.S.890
conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders 8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway 8.3 Monitoring Note.— Guidance on this subject is given in the Aerodrome 8.3.1 Recommendation.— A system of monitoring should be	 (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies (c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting CS ADR-DSN.S.890 Monitoring (a) A system of monitoring should be employed to indicate the 	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk Indhold i CS identisk
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conditions less than a value of 550 m, Note.— Guidance on means of providing 8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders 8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway 8.3 Monitoring Note.— Guidance on this subject is given in the Aerodrome 8.3.1 Recommendation.— A system of monitoring should be employed to indicate the operational status of the lighting systems	 (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies (c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting CS ADR-DSN.S.890 Monitoring (a) A system of monitoring should be employed to indicate the operational status of the lighting systems 	Supp. Info GM1 ADR-DSN.S.885 Indhold i CS identisk Indhold i CS identisk Supp. Info GM1 ADR-DSN.S.890 Indhold i CS identisk
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	(g) The system of preventive (plus underpunkter)		
	(h) The system of preventive		
	CS ADR-DSN.T.900 Emergency access and service roads Emergency access roads should be equipped		CS Ikke specificeret i SARP
CHAPTER 9. AERODROME OPERATIONAL SERVICES,		ADR.OPS.B.005 Aerodrome emergency planning	ADR "Scope" identisk
EQUIPMENT		The aerodrome operator shall have and implement an aerodrome emergency plan	Supp. Info GM4 ADR.OPS.B.005(a)
AND INSTALLATIONS		that	
9.1 Aerodrome emergency planning			
General			Supp. Info GM4 ADR.OPS.B.005(a)
Introductory Note.— Aerodrome emergency planning			
9.1.1 An aerodrome emergency plan shall be established at an			
aerodrome, commensurate			
9.1.2 The aerodrome emergency plan shall provide for the			Supp. Info GM4 ADR.OPS.B.005(a)
coordination of the actions to be taken in an emergency occurring			
at an aerodrome or in its vicinity			
Note 1.— Examples of emergencies Note 2.— Examples of public health			
9.1.3 The plan shall coordinate the response or participation of			Supp. Info GM1 ADR.OPS.B.005(b)
all existing agencie			Supp. IIIIO GIVIT ADA.OF3.6.003(0)
Note 1.— Examples of agencies are:			
— on the aerodrome: air traffic control			
— off the aerodrome: fire departments			
Note 2.— Public health services include			
9.1.4 Recommendation. — The plan should provide for			Supp. Info GM1 ADR.OPS.B.005(b)
cooperation			
9.1.5 Recommendation. — The aerodrome emergency plan			Supp. Info GM2 ADR.OPS.B.005(b)
document should include at least the following			
a) types of emergencies planned for			
b) agencies involved in the plan;			
c) responsibility and role of each agency, the			
d) information on names and telephone numbers			
e) a grid map of the aerodrome and its immediate			
9.1.6 The plan shall observe Human Factors principles			Supp. Info GM2 ADR.OPS.B.005(b)
Note.— Guidance material on Human			Sapp
Emergency operations centre and command post			Supp. Info GM3 ADR.OPS.B.005(b)
9.1.7 Recommendation. — A fixed emergency operate			
9.1.8 Recommendation. — The emergency operations centre			Supp. Info GM3 ADR.OPS.B.005(b)
should be a part			
9.1.9 Recommendation. — The command post should be a			Supp. Info GM3 ADR.OPS.B.005(b)
facility			
9.1.10 Recommendation. — A person should be assigned			Supp. Info GM3 ADR.OPS.B.005(b)
Communication system		AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.1.11 Recommendation. — Adequate communication systems		COMMUNICATION AND ALERTING SYSTEMS	med AMC/GM afsnittet
linking			
Aerodrome emergency exercise			Supp. Info GM2 ADR.OPS.B.005(c)
9.1.12 The plan shall contain procedures for periodic			
Note.— The plan includes all			
9.1.13 The plan shall be tested by conducting			Supp. Info GM2 ADR.OPS.B.005(c)
a) a full-scale aerodrome emergency exercise			
b) a series of modular tests commencing in the			
and reviewed thereafter, or after an actual emergency			
Note 1.— The purpose of a full-scale exercise Note 2.— Guidance material on airport emergency			
Emergencies in difficult environments			Supp. Info GM1 ADR.OPS.B.005(c)
9.1.14 The plan shall include the ready			Supp. IIIO GIVIT ADIN.OF 3. B. 0003(C)
9.1.14 The pian shari include the ready 9.1.15 Recommendation. — At those aerodromes located close			Supp. Info GM1 ADR.OPS.B.005(c)
7.1.13 Accommendation.— At those defoutomes located close			σαρρ. IIII σίνι ΑυΝ.οτ σ.Β.ουσ(c)

to water and/or swampy		
		Curry Info CMM ADD DCM T 000
9.1.16 Recommendation. — An assessment of the approach and departure areas		Supp. Info GM1 ADR-DSN.T.900
Note.— Guidance material on assessing approach		
9.2 Rescue and fire fighting		ADD ((C)) '. '.
General	ADR.OPS.B.010 Rescue and firefighting services	ADR "Scope" identisk
Introductory Note	(a) The aerodrome operator shall ensure that	Supp. Info GM1 ADR.OPS.B.010(a)(1)
The most important factors bearing		
Requirements to combat building and fuel farm		
Application		Supp. Info GM1 ADR.OPS.B.010(a)(1)
9.2.1 Rescue and fire fighting equipment and services shall be		· // /
provided at an aerodrome		
Note.— Public or private organizations, suitably		
9.2.2 Where an aerodrome is located close to water/swampy	AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
areas, or difficult terrain, and where	NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT	med AMC/GM afsnittet
Note 1.— Special fire fighting equipment		Supp. Info GM1 ADR.OPS.B.005(c)
Note 2.— The objective is to plan and deploy		(0)
Note 3.— Additional guidance is available		
Level of protection to be provided		Supp. Info GM4 ADR.OPS.B.010(a)(2)
9.2.3 The level of protection provided		
Note.— Either a take-off or a landing	AAAC2 ADD ODC D 040(-)(2) D 15' 5' 11' 11' 11' 11'	ALL LOADS (III ALL LA
9.2.4 Recommendation. — The level of protection provided	AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(1)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
	RFFS LEVEL OF PROTECTION	med AMC/GM afsnittet
9.2.5 The aerodrome category shall be determined from Table 9-	AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(2)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
	RFFS LEVEL OF PROTECTION	med AMC/GM afsnittet
Note.— To categorize the aeroplanes using		,
9.2.6 If, after selecting the category appropriate	AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(2)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
Note 1.— See guidance in the Airport Services Manual	RFFS LEVEL OF PROTECTION	med AMC/GM afsnittet
Note 2.— Guidance on training of personnel		Thea ravie, divi distilled
9.2.7 During anticipated periods of reduced activity, the level	AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.2.7 During anticipated periods of feduced activity, the level	RFFS LEVEL OF PROTECTION	
	MITS LEVEL OF THOTECHON	med AMC/GM afsnittet
Table 0.1. A anadroma actoromy for resona and fine fighting	AAAC2 ADD ODC D 040 (-)/2) T-b-14	Taballa di la dista di CARR da ANAC/CAA
Table 9-1. Aerodrome category for rescue and fire fighting	AMC2 ADR.OPS.B.010 (a)(2) Tabel 1	Tabeller identiske i SARP og AMC/GM
Estant Les annuels	RFFS LEVEL OF PROTECTION	Alt ICARR (); i i l l i l i l i l i l i l i l i l i
Extinguishing agents	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.2.8 Recommendation. — Both principal and complementary Note.— Descriptions of the agents	EXTINGUISHING AGENTS	med AMC/GM afsnittet
9.2.9 Recommendation. — The principal extinguishing agent	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)(1),	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
should be:	(b)(2), (b)(3), (b)(4),	med AMC/GM afsnittet
a) a foam meeting the minimum performance level A; or	EXTINGUISHING AGENTS	·
b) a foam meeting the minimum performance level B; or		
c) a foam meeting the minimum performance level C; or		
d) a combination of these agents		
except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet a performance level B		
or C foam.		
Note.— Information on the required physical properties and fire	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
extinguishing performance criteria needed for a foam to achieve	EXTINGUISHING AGENTS	
an acceptable performance level A, B or C	LATINGOISHING AGENTS	med AMC/GM afsnittet
9.2.10 Recommendation. — The complementary extinguishing		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
agent should be a dry chemical powder suitable for extinguishing		mål som AMC/GM afsnittet
hydrocarbon fires Note 1.— When selecting dry chemical powders		
Note 1.— when selecting ary chemical powders Note 2.— Alternate complementary agents		
9.2.11 The amounts of water for foam production and the	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
7.2.11 The amounts of water for found production and the	Thirt Approx 2. D. o. to (a)(2) heache and menkinnik services (d)	ANTAEL SAILE ALISHIL EL LOHI DESKLIVEISE STOLL SEL INGHILISK

complementary agents	EXTINGUISHING AGENTS	med AMC/GM afsnittet
complementary agenes		med / wie/ Givi distilled
For the purpose of agent substitution, 1 kg of complementary	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
agent shall be taken as equivalent to 1.0 L	EXTINGUISHING AGENTS	med AMC/GM afsnittet
Note 1.— The amounts of water specified for foam		mea rane, em aremeter
Note 2.— When any other complementary agent		
9.2.12 Recommendation. — At aerodromes where operations by		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
aeroplanes		mål som AMC/GM afsnittet
Note.— Guidance on the determination of quantities of water		
9.2.13 From 1 January 2015, at aerodromes where operations by		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
aeroplanes larger than the average		mål som AMC/GM afsnittet
Note.— Guidance on the determination of quantities		mai som rumoj em alometec
Table 9-2. Minimum usable amounts of extinguishing agents	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)	Tabeller identiske I SARP og AMC/GM
	EXTINGUISHING AGENTS	
	Table 1	
9.2.14 The quantity of foam concentrates separately provided		
9.2.15 Recommendation. — The amount of foam concentrate	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (e)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
provided	EXTINGUISHING AGENTS	med AMC/GM afsnittet
		Thea rained districted
9.2.16 Recommendation. — Supplementary water supplies,		
for		
9.2.17 Recommendation. — When a combination of different	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (f)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
performance	EXTINGUISHING AGENTS	
perjormance	EXTINGUISHING AGENTS	med AMC/GM afsnittet
0.2.10 TH 1: 1	ANGS ADD ODG D 010(=)/2) Decays and finalish ting comices (=)	Altural CARR aferit and air handwinder at art art idential
9.2.18 The discharge rate of the foam solution shall not	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (g)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
	EXTINGUISHING AGENTS	med AMC/GM afsnittet
0.2.10 TH		
9.2.19 The complementary agents shall comply with the	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (h)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
appropriate	EXTINGUISHING AGENTS	med AMC/GM afsnittet
0.2.20 Programma Jadina Til. II. I		
9.2.20 Recommendation. — The discharge rate of	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (i)	
complementary agents should be no less than the values shown in Table 9-2.	EXTINGUISHING AGENTS	
9.2.21 Recommendation. — Dry chemical powders should	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
1	EXTINGUISHING AGENTS	
only Note.— Guidance on the use of complementary agents	EXTINGUISHING AGENTS	med AMC/GM afsnittet
1 1 1		
9.2.22 Recommendation. — A reserve supply of foam	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (j)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
concentrate	EXTINGUISHING AGENTS	med AMC/GM afsnittet
Note.— Foam concentrate carried on fire vehicles		
9.2.23 Recommendation. —A reserve supply of	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (k)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
complementary	EXTINGUISHING AGENTS	med AMC/GM afsnittet
9.2.24 Recommendation. — Category 1 and 2 aerodromes	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (L)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
that	EXTINGUISHING AGENTS	med AMC/GM afsnittet
9.2.25 Recommendation. — Where a major delay in the	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (m)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
replenishment	EXTINGUISHING AGENTS	med AMC/GM afsnittet
Note.— See the Airport Services Manual (Doc 9137)		med Airief divi districte
Rescue equipment	AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services(a)(2)	Aktuel SARP afsnit er i sin beskrivelse i nogen grad identisk
9.2.26 Recommendation. — Rescue equipment	NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT	
commensurate	INDIVIDEN OF REES VEHICLES AND RESCUE EQUIPMENT	med AMC/GM afsnittet
Commensur die iiiii		
Response time	AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.2.27 The operational objective of the rescue and fire	(a)(b)(c)	
	1	

fighting		RESPONSE TIME	med AMC/GM afsnittet
9.2.28 Recommendation. — The operational objective of the			
rescue			
9.2.29 Recommendation. — The operational objective of the rescue			
Note 1.— Response time is considered Note 2.— Optimum visibility and surface conditions			
Note 2.— Optimum visiotitiy and surface conditions			
9.2.30 Recommendation. — To meet the operational objective		AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
as nearly Note.— Additional guidance is available in the Airport		RESPONSE TIME	med AMC/GM afsnittet
9.2.31 Any vehicles, other than the first responding vehicle			Aktuel SARP afsnit er vanskeligt at identificere i AMC/GM
7.2.51 Tany Temetes, outer than the first responding Temeter			materialet
9.2.32 Recommendation. —Any vehicles, other than the first		AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c) RESPONSE TIME	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
responding		NEST ONSE THE	med AMC/GM afsnittet
9.2.33 Recommendation. — A system of preventive			Aktuel SARP afsnit er vanskeligt at identificere i AMC/GM
maintenance			materialet
Emergency access roads 9.2.34 Recommendation.— Emergency access roads should be			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads
provided			rouus
Note.— Aerodrome service roads may			Comp. Info CN41 ADD DCN T 000 Francisco and comics access
9.2.35 Recommendation. — Emergency access roads should			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads (g) (b)(6)
9.2.36 Recommendation. — When the surface of the road is			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access
indistinguishable	CC ADD DCN T 005 Fire stations		roads (h)
<i>Fire stations</i> 9.2.37 Recommendation. — All rescue and fire fighting vehicles	CS ADR-DSN.T.905 Fire stations (a) All rescue and firefighting		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS afsnittet
should			Supp. Info GM1 ADR-DSN.T.905
	CC ADD DON'T COT E'		
9.2.38 Recommendation. — The fire station should be located so that	(b) The fire station should be		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS afsnittet
	(c) The fire station, and any satellite		mar som es distince
Communication and alerting systems 9.2.39 Recommendation.— A discrete communication		AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a) COMMUNICATION AND ALERTING SYSTEMS	
system		CONTINUINCATION AND ALERTING STSTEINS	
9.2.40 Recommendation. — An alerting system for rescue and		AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services(b)	
fire fighting Number of rescue and fire fighting vehicles		COMMUNICATION AND ALERTING SYSTEMS AMC3 ADD ODS B 010(a)(3) Bossus and firefighting services	Tabellar identicka I CARD on ANAC/CNA
9.2.41 Recommendation.— The minimum number of rescue		AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT	Tabeller identiske I SARP og AMC/GM
and		Table 1	
Aerodrome category Rescue and fire fighting vehicles 1			
2 1			
4 1			
5 1 2			
7 2			
8 3 3			
	•	•	,

	T		
Note.— Guidance on minimum characteristics of rescue and fire fighting			
Personnel 9.2.42 All rescue and fire fighting personnel shall be			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
properly Note 1.— Guidance to assist the appropriate Note 2.— Fires associated with fuel discharged			
9.2.43 The rescue and fire fighting personnel training Note.— Guidance material to design training programmes			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.2.44 Recommendation. — During flight operations, sufficient trained			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet GM1 ADR.OPS.B.010(a)(3)
9.2.45 Recommendation. — In determining the minimum number Note.— Guidance on the use of a task resource analysis			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet
9.2.46 All responding rescue and fire fighting personnel shall be			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet Supp. Info GM1 ADR.OPS.B.010(a)(3)
9.3 Disabled aircraft removal Note.— Guidance on removal of a disabled aircraft, including recovery equipment			Supp. Info GM5 ADR.OPS.B.005(a) Aerodrome emergency planning DISABLED AIRCRAFT REMOVAL
9.3.1 Recommendation. — A plan for the removal			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.3.2 Recommendation. — The disabled aircraft removal plan a) a list of equipment and personnel on, or in the vicinity b) arrangements for the rapid receipt of aircraft recovery			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
	CS ADR-DSN.T.910 Equipment frangibility requirements Equipment and structures should be so		CS Ikke specificeret i SARP men dog i en Service airport manual
	CS ADR-DSN.T.915 Siting of equipment and installations on operational areas (a) Equipment and installations should be sited (b) Unless its function requires it (plus underpunkter) (c) Any equipment or installation (plus underpunkter) (d) Unless its function requires it to(plus underpunkter) (e) Any equipment or installation(plus underpunkter) (f) Any equipment or installation (g) Any equipment or installation		CS Ikke specificeret i SARP men dog i en Service airport manual
9.4 Wildlife strike hazard reduction Note.—The presence of wildlife (birds and animals) on and		ADR.OPS.B.020 Wildlife strike hazard reduction The aerodrome operator shall AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction	ADR "Scope" identisk Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
		(a)(b)(c)(d) GENERAL	mai som Aivic en
9.4.1 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through a) the establishment of a national procedure for recording b) the collection of information from aircraft operators,		(a)(b)(c)(d)	Aktuel AMC afsnit har i sin beskrivelse i nogen grad samme mål som SARP'en specielt pkt. b) i SARP er rimelig "complient"
aerodrome shall be assessed through a) the establishment of a national procedure for recording		(a)(b)(c)(d) GENERAL AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction (a)(b)(c)(d)	Aktuel AMC afsnit har i sin beskrivelse i nogen grad samme mål som SARP'en specielt pkt. b) i SARP er rimelig

9.4.2 Wildlife strike reports shall be collected and forwarded		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
Note.— The IBIS is designed to collect and disseminate		materialet
9.4.3 Action shall be taken to decrease the risk to aircraft		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
operations		materialet
Note.— Guidance on effective measures for establishing		materialet
9.4.4 The appropriate authority shall take action to eliminate or		Supp. Info GM2 ADR.OPS.B.020 Wildlife strike hazard reduction
to prevent		(d)(e)(f)
		V-7/-7/
9.4.5 Recommendation. — States should give due consideration		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
		materialet
9.5 Apron management service		NPA 2013-24
9.5.1 Recommendation. — When warranted by the volume		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
a) regulate movement with the objective of preventing		
b) regulate entry of aircraft into, and coordinate		materialet
c) ensure safe and expeditious movement of vehicles		
9.5.2 Recommendation. — When the aerodrome control tower		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
Note.— Guidance on an apron management		materialet
		illaterialet
9.5.3 An apron management service shall be provided		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
7.5.5 Thi up for management service sharr se provided		materialet
		materialet
9.5.4 Where low visibility procedures are in effect,		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
Note.— Guidance on related special procedures		
Note.— Guidince on related special procedures		materialet
9.5.5 An emergency vehicle responding to an emergency		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
9.5.5 An emergency vehicle responding to an emergency		materialet
		illaterialet
9.5.6 A vehicle operating on an apron shall:		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
a) give way to an emergency vehicle; an aircraft		
b) give way to other vehicles in accordance		materialet
9.5.7 An aircraft stand shall be visually		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
		materialet
9.6 Ground servicing of aircraft		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
		materialet
9.6.1 Fire extinguishing equipment suitable		Tekst vanskelig at identificere i CS/GM1 og AMC/GM
		materialet
9.6.2 When aircraft refuelling operations take	ADR.OPS.B.055 Fuel quality	ADR "Scope" identisk
a) the use of a sufficient number of exits	The aerodrome operator shall verify that organisations involved in storing and	Tekst vanskelig at identificere i CS/GM1 og AMC/GM
b) a ready escape route from each of	dispensing of fuel to aircraft have procedures to ensure that aircraft are provided	materialet
	with uncontaminated fuel and of the correct specification	materialet
9.7 Aerodrome vehicle operations	ADD ODE D 025 On creation of subtiles	ADR "Scope" identisk
Note 1.— Guidance on aerodrome vehicle operations is	ADR.OPS.B.025 Operation of vehicles	
contained in Attachment	The aerodrome operator shall establish and implement	SARP tekst ikke udtrykt specifikt i AMC /GM materialet
Note 2.— It is intended that roads located	AMC1 ADR.OPS.B.025 Operation of vehicles	
	TRAINING PROGRAMME	CARD to lock tildes under det on a sifting AAAC/CAA under det
9.7.1 A vehicle shall be operated:a) on a manoeuvring area only as authorized	AMC2 ADR.OPS.B.025 Operation of vehicles	SARP tekst ikke udtrykt specifikt i AMC/GM materialet
b) on an apron only as authorized by	MOVEMENT AREA DRIVING TRAINING	
o) on an apron only as audionzed by		

9.7.2 The driver of a vehicle on the movement			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
a) the aerodrome control tower when			Supp. Info GM1 ADR.OPS.B.025 Operation of vehicles
b) the appropriate designated authority			Supp. Title divit ADN.Of S.B.025 Operation of Vehicles
9.7.3 The driver of a vehicle on the movement			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
7.7.3 The driver of a vehicle of the movement	1		Supp. Info GM1 ADR.OPS.B.025 Operation of vehicles
9.7.4 The driver of a vehicle on the movement			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
a) the aerodrome control tower	1		SANT LEKST IKKE duti ykt specifikt i Alvie, Givi materialet
b) the appropriate designated	1		
9.7.5 The driver of a radio-equipped vehicle			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
9.7.5 The driver of a fadio-equipped vehicle			SAME LEAST TAKE duti yat specifiki i Alvic, divi materialet
9.8 Surface movement guidance and control systems		LDD ODG D OOG G	ADR "Scope" identisk
3.6 Surface movement guidance and control systems		ADR.OPS.B.030 Surface movement guidance and control system	ADR Scope Identisk
		The aerodrome operator shall ensure that a surface movement guidance	
Application		AMC1 ADR.OPS.B.030 Surface movement guidance and control	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.8.1 A surface movement guidance and control		system	med AMC/GM afsnittet
Note.— Guidance on surface movement		GENERAL	
Characteristics		AMC1 ADR.OPS.B.030 Surface movement guidance and control	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
9.8.2 Recommendation. — The design of an SMGCS		(a) A surface movement guidance and control system should take into	med AMC/GM afsnittet
a) the density of air traffic;		account:	Theu Alvic/Givi alstituet
b) the visibility conditions under which operations are intended;		(a) (1) the density of air traffic;	
c) the need for pilot orientation;		(a) (1) the density of all traffic,	
d) the complexity of the aerodrome layout; and	1	(a) (2) the visibility conditions under which operations are	
e) movements of vehicles.	1	(a) (3) the need for pilot orientation;	
		(a) (4) the complexity of the aerodrome layout; and	
	1	(a) (E) mayaments of vehicles	
9.8.3 Recommendation. — The visual aid components of an		(a) (5) movements of vehicles	
SMGCS	1		
9.8.4 Recommendation. — An SMGCS should be designed to		(b) The surface movement guidance and control system should be	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
assist		designed	
ussist	1	uesigneu	med AMC/GM afsnittet
9.8.5 Recommendation. — The system should be designed			
Note.— Guidance on control of stop bars through			
9.8.6 Where an SMGCS is provided by selective switching		(d) Where a surface movement	Althoral CARD afamilian in in backwing language at art and industrials
		(d) Where a surface movement	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
a) taxiway routes which are indicated by illuminated b) the control circuits shall be so arranged that			med AMC/GM afsnittet
c) the taxiway centre line lights are activated ahead		(d) (1) taxiway routes which are indicated	
Note 1.— See Sections 5.3.17 and 5.3.20			
Note 2.— Guidance on installation of stop bars		(d) (2) the control circuits should be	
Note 2.— Guidance on installation of stop bars	1		
9.8.7 Recommendation. — Surface movement radar for the		(b) Surface movement radar for the manoeuvring	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
J J			med AMC/GM afsnittet
			Thea / will of Givi districted
0.00 December Jetter Conference of and an fourth		(-) Conference and an in the area and area.	All al CARR of all and all all all all all all all all all al
9.8.8 Recommendation. — Surface movement radar for the		(c) Surface movement radar for the manoeuvring area could	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
manoeuvring			med AMC/GM afsnittet
Note.— Guidance on the use of surface movement	1		
9.9 Siting of equipment and installations on operational areas Note 1.—Requirements for obstacle			Supp. Info GM1 ADR-DSN.T.915
Note 2.— The design of light fixtures and			SARP note identisk med GM1(a)
2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2		·	
0.0.1 Unless its function requires it to be the			Supp. Info GM1 ADR-DSN.T.915
9.9.1 Unless its function requires it to be there			Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) on a runway strip, a runway end safety			i CS/GM1 og AMC/GM materialet
b) on a clearway if it would endanger an aircraft			
9.9.2 Any equipment or installation required for air navigation			Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) on that portion of a runway strip within:			i CS/GM1 og AMC/GM materialet
· -			. 35, 51112 55 title of 5111 materialet

1) 75 m of the runway centre line where			
2) 45 m of the runway centre line			
b) on a runway end safety area, a taxiway			
c) on a clearway and which would endanger			
shall be frangible and mounted			Alt al CARR of all based of all all all all all all all all all al
9.9.3 Recommendation. —Any equipment or installation			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
Note.— Guidance on the siting of navigation			mål som CS/GM afsnittet
			Supp. Info GM1 ADR-DSN.T.915
9.9.4 Unless its function requires it to be there			Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) 60 m of the extended centre line where			i CS/GM1 og AMC/GM materialet
b) 45 m of the extended centre line			
9.9.5 Any equipment or installation required for air navigation			Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) is situated on that portion of the strip within 77.5 m			i CS/GM1 og AMC/GM materialet
b) is situated within 240 m from the end of the strip			, ,
1) 60 m of the extended runway centre line			
2) 45 m of the extended runway centre line			
c) penetrates the inner approach surface,			
shall be frangible and mounted			
9.9.6 Recommendation. — Any equipment or installation			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
required for air navigation or for aircraft safety purposes which			9 9
is an obstacle of operational significance in accordance with			mål som CS/GM afsnittet
4.2.4, 4.2.11, 4.2.20 or 4.2.27 should be frangible and mounted			Supp. Info GM1 ADR-DSN.T.915
as low as possible.			
9.10 Fencing	CS ADR-DSN.T.920 Fencing		CS identisk med SARP
	(a) The safety objective of fencing		Supp. Info GM1 ADR-DSN.T.920
	(b) Fencing should be sited as		54pp. 1110 5111271211 2511111320
Application			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
9.10.1 A fence or other suitable barrier shall be provided			mål som CS/GM afsnittet
			Supp. Info GM1 ADR-DSN.T.920
9.10.2 A fence or other suitable barrier shall be provided on	CS ADR-DSN.T.920 Fencing		CS stort set samme indhold som SARP
Note 1.— This is intended to include the barring	(c) Suitable means of protection such as fence or other suitable barrier		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
Note 2.— Special measures may be required	should be provided on an aerodrome to prevent the entrance to the		mål som CS/GM afsnittet
	aerodrome:		Supp. Info GM1 ADR-DSN.T.920
	(1) by non-flying animals large enough to be a hazard to aircraft; and/or		Зарр. IIII0 GIVII АБК-БЗІК.1.520
	(2) by an unauthorised person.		
	This includes the barring of sewers, ducts, tunnels, etc. where		
	necessary to prevent access.		
9.10.3 Suitable means of protection shall be provided	CS ADR-DSN.T.920 Fencing		CS identisk med SARP
	(d) Suitable means of protection should be provided to deter the		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
	inadvertent or premeditated access of unauthorised persons into		mål som CS/GM afsnittet
	ground installations and facilities essential for the safety of civil		Supp. Info GM1 ADR-DSN.T.920
	aviation located off the aerodrome.		
Location			Det er ikke umiddelbart muligt at indentifisere SARP teksen
9.10.4 The fence or barrier shall be located			i CS/GM1 eller AMC/GM materialet
9.10.5 Recommendation. — When greater security is			Det er ikke umiddelbart muligt at indentifisere SARP teksen
thought			i CS/GM1 eller AMC/GM materialet
9.11 Security lighting			Det er ikke umiddelbart muligt at indentifisere SARP teksen
Recommendation. —At an aerodrome where it is deemed			i CS/GM1 og AMC/GM materialet
			r so, swi og runo, sin materialet
CHAPTER 10. AERODROME MAINTENANCE			
10.1 General			
10.1.1 A maintenance programme, including preventive		AMC1 ADR.OPS.C.005 General	Aktuel SARP afsnit er i sin beskrivelse stort set identisk
Note 1.— Preventive maintenance is programmed		MAINTENANCE PROGRAMME	med AMC/GM afsnittet
1.0.0 1. Treveliere namembre is programmed	1	=::::=::::::::::::::::::::::::::::	THE GATIVIE OF GIVE GISTILLEL

Note 2.— "Facilities" are intended to include		
10.1.2 Recommendation. — The design and application of Note.— Guidance material on Human Factors		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som GM'en Supp. Info GM1 ADR.OPS.C.005
10.2 Pavements		
10.2.1 The surfaces of all movement areas including Note 1.— See 2.9.3 for inspections Note 2.— Guidance on carrying out Note 3.— Additional guidance on sweeping Note 4.— Guidance on precautions to be taken Note 5.— Where the pavement is used by		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.2 The surface of a runway shall be maintained		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.3 A paved runway shall be maintained in a condition Note.— The Airport Services Manual (Doc 9137		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.4 Runway surface friction characteristic Note 1.— Guidance on evaluating the friction Note 2.— The objective of 10.2.3 to 10.2.6 is Note 3.— Guidance for the determination of	AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (d) GENERAL	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en Supp. Info GM1 ADR.OPS.C.010(b)(3)
10.2.5 Corrective maintenance action shall be Note.— A portion of runway in the order of 100 m long	AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (e)	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.2.6 Recommendation. — When there is reason		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som GM'en Supp. Info GM1 ADR.OPS.C.010(b)(3)
10.2.7 Recommendation. — When a taxiway is used Note.— Guidance on this subject is given		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.3 Removal of contaminants		
10.3.1 Snow, slush, ice, standing water, mud Note.— The above requirement does not	AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (a)	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.2 Recommendation. — Taxiways should be kept	AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (b)	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.3 Recommendation. — Aprons should be kept	AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (b)	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.4 Recommendation. — Whenever the clearance Note 1. — See Annex 15, Appendix 1, Part 3, Note 2. — The Airport Services Manual	ADR.OPS.B.035 Operations in winter conditions The aerodrome operator shall ensure that means and procedures	ADR. udtrykker nogen udstrækning samme målsætning som 10.3.4 Ellers mest Annex 15 stof
10.3.5 Recommendation. — Chemicals to remove Note.— Guidance on the use of chemicals		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.3.6 Chemicals which may have harmful effects		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.4 Runway pavement overlays Note.— The following specifications are intended		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet

a) 0.5 to 1.0 per cent for overlays up to and b) not more than 0.5 per cent for overlays		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.4.2 Recommendation. — Overlaying should		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.3 Recommendation. — The entire width of the		Det er ikke umoddlebart muligt at indintifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.4 Before a runway being overlaid is returned		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.5 Recommendation. — The overlay should		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5 Visual aids Note 1.— These specifications are intended Note 2.— The energy savings of light emitting Note 3.— Enhanced vision systems (EVS) technology		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.1 A light shall be deemed to be unserviceable		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1og AMC/GM materialet
10.5.2 A system of preventive maintenance Note.— Guidance on preventive maintenance		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.3 Recommendation. — The system of preventive a) visual inspection and in-field measurement b) control and measurement of the electrical c) control of the correct functioning		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.4 Recommendation. — In-field measurement		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.5 Recommendation. — Measurement of intensity		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.6 Recommendation. — The frequency of measurement		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.7 The system of preventive maintenance a) 95 per cent of the lights are serviceable 1) precision approach category II and III 2) runway centre line lights; 3) runway threshold lights; and 4) runway edge lights; b) 90 per cent of the lights are serviceable c) 85 per cent of the lights are serviceable d) 75 per cent of the lights are serviceable In order to provide continuity of guidance, the allowable Note.— With respect to barrettes, crossbars — laterally: in the same barrette or crossbar; or longitudinally: in the same row of edge lights or barrettes		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.8 The system of preventive maintenance a) no more than two lights will remain unserviceable b) two adjacent lights will not remain unserviceable		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet

10.5.9 The system of preventive maintenance employed		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.10 The system of preventive maintenance employed a) precision approach category I lighting system; runway threshold lights; c) runway edge lights; and d) runway end lights In order to provide continuity of guidance		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
Note.—In barrettes and crossbars, guidance 10.5.11 The system of preventive maintenance employed a) at least 95 per cent of the lights are serviceable in the runway b) at least 75 per cent of the lights are serviceable in the runway end lights		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
In order to provide continuity of guidance, an unserviceable 10.5.12 The system of preventive maintenance		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.13 Recommendation. — During low visibility procedures the appropriate		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
Her begynder SARP attachment		
APPENDIX 1. COLOURS FOR AERONAUTICAL GROUND LIGHTS, MARKINGS, SIGNS AND PANELS 1. General Introductory Note.— The following specifications It is not possible to establish specifications The chromaticities are expressed in terms	CHAPTER U — COLOURS FOR AERONAUTICAL GROUND LIGHTS, MARKINGS, SIGNS AND PANELS CS ADR-DSN.U.925 General (a) The specifications in this Chapter (b) The chromaticities are expressed	Indhold identisk Supp. Info GM1 ADR-DSN.U.925
2. Colours for aeronautical ground lights 2.1 Chromaticities Note.— Guidance on chromaticity changes resulting	CS ADR-DSN.U.930 Colours for aeronautical ground lights	Tabeller ikke identiske i SARP og CS/GM materialet idet der i CS mangler værdier for LED lys dvs 2(f) i SARP mangler
2.1.2 Recommendation. — Where dimming is not required, or where observers with defective colour vision must be able to determine the colour of the light, green signals should be within the following boundaries: Yellow boundary $y = 0.726 - 0.726x$ White boundary $x = 0.650y$ Blue boundary $y = 0.390 - 0.171x$		Pkt. 2.1.2 i SARP er ikke medtaget som en CS, men derimod som GM1 materiale Supp. Info GM1 ADR-DSN.U.930
2.1.3 Recommendation. — Where increased certainty of recognition is more important than maximum visual range, green signals should be within the following boundaries: Yellow boundary $y = 0.726 - 0.726x$ White boundary $x = 0.625y - 0.041$ Blue boundary $y = 0.390 - 0.171x$	(b) Where increased certainty of recognition is more important than maximum visual range, green signals should be within the following boundaries (b) (1) Yellow boundary y = 0.726 – 0.726x (b) (2) White boundary x = 0.625y – 0.041	Tabeller identiske i SARP og CS/GM materialet.
220:	(b) (3) Blue boundary y = 0.390 – 0.171x	
2.2 Discrimination between lights 2.2.1 Recommendation. — If there is a requirement to discriminate	(c) Discrimination between lights (c) (1) If there is a requirement to discriminate yellow	Indhold i CS identisk Indhold i CS identisk
2.2.2 Recommendation. — If there is a requirement to discriminate yellow Note.— The limits of white have been based on the assumption that	(c) (2) If there is a requirement to discriminate yellow from	

2.2.3 Recommendation. — The colour variable white is intended to be a) the x coordinate of the yellow is at least 0.050 greater than the b) the disposition of the lights will be such that the yellow lights	(c) (3) The colour variable white is intended to be used only for lights (c) (3) (i) the x coordinate of the yellow is at least 0.050 greater (c) (3) (ii) the disposition of the lights should be such that the	Indhold i CS identisk
are displayed		
2.2.4 The colour of aeronautical ground lights shall be verified as	(c) (4) The colour of aeronautical ground lights should be verified	Indhold i CS identisk
1	(c) (4) The colour of deformatical ground lights should be verified	iliuliolu i C3 lueliusk
being	(1/2) = 1/2	
Note 1.— For the outermost isocandela curve, a measurement of	(c) (5) For the outermost isocandela curve, a measurement of	Indhold i CS identisk
colour coordinates	colour	
Note 2.— Certain light units may have application so that they may be viewed and used	(c) (6) If certain light units have application so that they may	Indhold i CS identisk
2.2.5 In the case of visual approach slope indicators and other light units	(c) (7) In the case of visual approach slope indicators and other	Indhold i CS identisk
3. Colours for markings, signs and panels	CS ADR-DSN.U.935 Colours for markings, signs and panels	Supp. Info GM1 ADR-DSN.U.935
Note 1.— The specifications of surface colours given below apply		Indhold i CS identisk
only to freshly coloured surfaces	freshly	
Note 2.— Guidance on surface colours is contained in the CIE document entitled	(b) The specifications in paragraph (f) below for internally illuminated	Indhold i CS identisk
Note 3.— The specifications recommended in 3.4 for		
transilluminated panels are interim in nature and are based		
3.1 The chromaticities and luminance factors of ordinary colours, colours of retroreflective	(c) The chromaticities and luminance factors of ordinary colours, colours	Indhold i CS identisk
a) angle of illumination: 45°;	(c) (1) angle of illumination: 45°;	
b) direction of view: perpendicular to surface; and c) illuminant: CIE standard illuminant D ₆₅ .	(c) (2) direction of view: perpendicular to surface; and	
	(c) (3) illuminant: CIE standard illuminant D65.	
3.2 Recommendation. — The chromaticity and luminance	(d) The chromaticity and luminance factors of ordinary colours for	Tabeller identiske i SARP og CS/GM materialet.
factors of ordinary colours for markings and external	markings and externally illuminated signs and panels should be within	
lyilluminated signs and panels should be within the following	the following boundaries when determined under standard conditions.	
boundaries when determined under standard conditions. CIE Equations (see Figure A1-2):	CIE Equations (see Figure U-2):	
Note.— The small separation between surface red and surface	The small separation between surface red and surface orange is not	Indhold i CS identisk
orange is not sufficient to ensure the distinction of these colours	sufficient to ensure the distinction of these colours when seen	
when seen separately.	separately	
3.3 Recommendation. — The chromaticity and luminance	(e) The chromaticity and luminance factors of colours of retroreflective	Tabeller identiske i SARP og CS/GM materialet.
factors of colours of retroreflective materials for markings, signs	materials for markings, signs, and panels should be within the following	
and panels should be within the following boundaries when	boundaries when determined under standard conditions.	
determined under standard conditions.	CIE Equations (see Figure U-3):	
CIE Equations (see Figure A1-3):		
3.4 Recommendation. — The chromaticity and luminance	(f) The chromaticity and luminance factors of colours for luminescent	 Tabeller identiske i SARP og CS/GM materialet.
factors of colours for luminescent or transilluminated (internally	or internally illuminated signs and panels should be within the	
illuminated) signs and panels should be within the following	following boundaries when determined under standard conditions.	
boundaries when determined under standard	CIE Equations (see Figure U-4):	
conditions.	4. 200.0 (200.0 3. 1).	
CIE Equations (see Figure A1-4):		
Figure A1-1. Colours for aeronautical ground lights	Figure U-1. Colours for aeronautical ground lights	Figurene er identiske
Figure A1-2. Ordinary colours for markings and externally	Figure U-2. Ordinary colours for markings and externally illuminated	Figurene er identiske
illuminated signs and panels	signs and panels	
Figure A1-3. Colours of retroreflective materials for	Figure U-3. Colours of retroreflective materials for markings, signs and	Figurene er identiske
markings, signs and panels	panels	
Figure A1-4. Colours of luminescent or transilluminated (internally illuminated) signs and panels	Figure U-4. Colours of luminescent or internally illuminated signs and panels	Figurene er identiske
APPENDIX 2. AERONAUTICAL GROUND LIGHT CHARACTERISTICS	CS ADR-DSN.U.940 Aeronautical ground light characteristics	Supp. Info GM1 ADR-DSN.U.940
	Figure II F. Isosopdolo diagram for anymosch assets the Back and	Figures on identific
Figure A2-1. Isocandela diagram for approach centre line light and crossbars (white light)	Figure U-5. Isocandela diagram for approach centre line light and crossbars (white light)	Figurene er identiske

Figure A2-2. Isocandela diagram for approach side row light (red light)	Figure U-6. Isocandela di	agram for approach side rov	w light (red light)		Figurene er identiske
Figure A2-3. Isocandela diagram for threshold light (green light)	Figure U-7. Isocandela di	agram for threshold light (gr	reen light)		Figurene er identiske
Figure A2-4. Isocandela diagram for threshold wing bar light (green light)	Figure U-8. Isocandela di	agram for threshold wing ba	ar light (green light)		Figurene er identiske
Figure A2-5. Isocandela diagram for touchdown zone light (white light)	Figure U-9. Isocandela di	agram for touchdown zone	light (white light)		Figurene er identiske
Figure A2-6. Isocandela diagram for runway centre line light	_	diagram for runway centre li	_		Figurene er identiske
with 30 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light	(yellow light)	te light) and rapid exit taxiw	vay indicator light		
Figure A2-7. Isocandela diagram for runway centre line light	Figure U-11. Isocandela d	diagram for runway centre li	ine light with 15 m		Figurene er identiske
with 15 m longitudinal spacing (white light) and rapid exit		te light) and rapid exit taxiw	vay indicator light		
taxiway indicator light (yellow light)	(yellow light)				
Figure A2-8. Isocandela diagram for runway end light (red light)	Figure U-12. Isocandela d	diagram for runway end ligh	t (red light)		Figurene er identiske
Figure A2-9. Isocandela diagram for runway edge light where width of runway is 45 m (white light)	Figure U-13. Isocandela crunway is 45 m (white lig	diagram for runway edge lig	ht where width of		Figurene er identiske
Figure A2-10. Isocandela diagram for runway edge light		diagram for runway edge ligi	ht where width of		Figurene er identiske
where width of runway is 60 m (white light)	runway is 60 m (white lig		in where width of		rigurene er identiske
Figure A2-11. Grid points to be used for the calculation of		to be used for the calculatio	n of average		Figurene er identiske
average intensity of approach and runway lights	intensity of approach and				1. 19 at one of facilitistic
Collective notes to Figures A2-1 to A2-11	Collective notes to Figure				Tekst i SARP identisk med tekst i CS
1. The ellipses in each figure are symmetrical about the common	(a) The ellipses in each Fi	gure are symmetrical about	the common		
2. Figures A2-1 to A2-10 show the minimum allowable light	(b) Figures U-5 to U-14 sl	now the minimum allowable	e light intensities.		
intensities		eptable in the main beam pa			
3. No deviations are acceptable in the main beam pattern when		o. The ratio between the av	erage intensity		
the lighting A Average intensity ratio. The ratio between the average	within the ellipse				
4. Average intensity ratio. The ratio between the average intensity within the ellipse					
Figure A2-1 Approach centre line and crossbars 1.5 to 2.0 (white	Figure U-5	Approach centre line	1.5 to 2.0	(white light)	Tabeller identiske i SARP og CS/GM materialet
light)	- iguic o o	and crossbars	1.5 to 2.0	(Wince light)	Tabeller lacitiske i SAIN og CS/ GIVI materialet
Figure A2-2 Approach side row 0.5 to 1.0 (red light)	Figure U-6	Approach side row	0.5 to 1.0	(red light)	
Figure A2-3 Threshold 1.0 to 1.5 (green light)	Figure U-7	Threshold	1.0 to 1.5	(green light)	
Figure A2-4 Threshold wing bar 1.0 to 1.5 (green light)	Figure U-8	Threshold wing bar	1.0 to 1.5	(green light)	
Figure A2-5 Touchdown zone 0.5 to 1.0 (white light)	Figure U-9	Touchdown zone	0.5 to 1.0	(white light)	
Figure A2-6 Runway centre line (longitudinal spacing 30 m) 0.5	Figure U-10	Runway centre line	0.5 to 1.0	(white light)	
to 1.0 (white light) Figure A2.7 Purpose centre line (longitudinal specing 15 m) 0.5		(longitudinal spacing 30			
Figure A2-7 Runway centre line (longitudinal spacing 15 m) 0.5 to 1.0 for CAT III		m)			
(white light)	Figure U-11	Runway centre line	0.5 to 1.0	(white light)	
0.25 to 0.5 for CAT I, II		(longitudinal spacing 15	for CAT III		
(white light)		m)			
Figure A2-8 Runway end 0.25 to 0.5 (red light)	0.25 to 0.5		(white light)		
Figure A2-9 Runway edge (45 m runway width) 1.0 (white light)	for CAT I, II	_		(
Figure A2-10 Runway edge (60 m runway width) 1.0 (white	Figure U-12	Runway end	0.25 to 0.5	(red light)	
light)	Figure U-13	Runway edge (45 m runway width)	1.0	(white light)	
	Figure U-14	Runway edge (60 m runway width)	1.0	(white light)	
5. The beam coverages in the figures provide the necessary guidance for approaches down to an RVR	(e) The beam coverages in the Figures provide the necessary guidance for approaches down to an RVR of the order of 150 m and take-offs down to an RVR of the order of 100 m.			Indhold i CS identisk	
6. Horizontal angles are measured with respect to the vertical plane through the runway centre line	(f) Horizontal angles are through the runway	measured with respect to th	ne vertical plane		Indhold i CS identisk
7. Where, for approach centre line lights and crossbars and for approach side row lights, inset	(g) Where, for approach approach side row lights,	centre line lights and crossb , inset lights	oars and for		Indhold i CS identisk
8. The importance of adequate maintenance cannot be	(h) The importance of ad	equate maintenance canno	t be		Indhold i CS identisk
	<u> </u>	<u> </u>			

overemphasized. The average intensity should never fall to a	overemphasised. The average intensity should never fall to a value less than 50 %	
9. The light unit shall be installed so that the main beam is aligned within one-half degree of the specified requirement	(i) The light unit should be installed so that the main beam is aligned within one-half degree of the specified	Indhold i CS identisk
Figure A2-12. Isocandela diagram for taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B	Figure U-16. Isocandela diagram for taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B	Figurene er identiske
Figure A2-13. Isocandela diagram for taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m	Figure U-17. Isocandela diagram for taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m	Figurene er identiske
Figure A2-14. Isocandela diagram for taxiway centre line (7.5 m spacing), no-entry bar and stop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m	Figure U-18. Isocandela diagram for taxiway centre line (7.5 m spacing) and stop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m	Figurene er identiske
Figure A2-15. Isocandela diagram for taxiway centre line (30 m, 60 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater	Figure U-19. Isocandela diagram for taxiway centre line (30 m, 60 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater	Figurene er identiske
Figure A2-16. Isocandela diagram for taxiway centre line (7.5 m, 15 m, 30 m spacing), no-entry bar and stop bar lights in curved sections intended for use in runway visual range conditions of 350 m or greater	Figure U-20. Isocandela diagram for taxiway centre line (7.5 m, 15 m, 30 m spacing) and stop bar lights in curved sections intended for use in runway visual range conditions of 350 m or greater	Figurene er identiske
Figure A2-17. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in an advanced surface movement guidance and control system where higher light	Figure U-21. Isocandela diagram for high-intensity taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in an advanced surface movement guidance, and control system where higher light intensities are required and where large offsets can occur.	Figurene er identiske
intensities are required and where large offsets can occur Figure A2-18. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in an advanced surface	Figure U-22. Isocandela diagram for high-intensity taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in an advanced surface movement guidance, and control system where	Figurene er identiske
movement guidance and control system where higher light intensities are required Figure A2-19. Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing),	higher light intensities are required Figure U-23. Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing) and stop bar lights in curved sections intended for use	Figurene er identiske
no-entry bar and stop bar lights in curved sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required	in an advanced surface movement guidance, and control system where higher light intensities are required	
Figure A2-20. Isocandela diagram for high-intensity runway guard lights, Configuration B	Figure U-24. Isocandela diagram for high-intensity runway guard lights, Configuration B	Figurene er identiske
Figure A2-21. Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights	Figure U-25. Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights	Figurene er identiske
Collective notes to Figures A2-12 to A2-21	Collective notes to Figures U-16 to U-25:	
1. The intensities specified in Figures A2-12 to A2-20 are in green	(a) The intensities specified in Figures U-16 to U-24 are	Indhold i CS identisk
2. Figures A2-12 to A2-20 show the minimum allowable light intensities	(b) Figures U-16 to U-24 show the minimum allowable light intensities	Indhold i CS identisk
3. No deviations are acceptable in the main beam or in the	(c) No deviations are acceptable in the main beam or in the innermost	Indhold i CS identisk
innermost beam	beam as applicable,	
4. Horizontal angles are measured with respect to the vertical	(d) Horizontal angles are measured with respect to the vertical plane	Indhold i CS identisk
plane through the taxiway	through the taxiway	
5. Vertical angles are measured from the longitudinal slope of the taxiway surface.	(e) Vertical angles are measured from the longitudinal slope of the taxiway surface.	Indhold i CS identisk

6. The importance of adequate maintenance cannot be	(f) The importance of adequate maintenance cannot be	Indhold i CS identisk
overemphasized. The intensity	overemphasised. The intensity,	
7. The light unit shall be installed so that the main beam or the	(g) The light unit should be installed so that the main beam or the	Indhold i CS identisk
innermost beam, as applicable	innermost beam as applicable	
Figure A2-22. Light intensity distribution of T-VASIS and		T-VASIS figure findes ikke i CS/GM1 eller AMC/GM
AT-VASIS		materialet
		materialet
E' 42.22 I'II'' ' I'' I'' ' CDADI I		
Figure A2-23. Light intensity distribution of PAPI and	Figure U-26. Light intensity distribution of PAPI and APAPI	Figurene er identiske
APAPI		
Figure A2-24. Isocandela diagram for each light in low-	Figure U-27. Isocandela diagram for each light in low-intensity runway	Figurene er identiske
intensity runway guard lights,	guard lights, Configuration A	
Configuration A Figure A2-25. Isocandela diagram for each light in high-	Figure II 20 Jacon dela diagnone for acale light in high intermity manyon	Figure 2 and departure
intensity runway guard lights,	Figure U-28. Isocandela diagram for each light in high-intensity runway	Figurene er identiske
Configuration A	guard lights, Configuration A	
	CC ADD DCALL COT Mandatawainstweeting manking	Comp. Info CM4 ADD DCM L COF
APPENDIX 3. MANDATORY INSTRUCTION MARKINGS AND INFORMATION MARKINGS	CS ADR-DSN.L.605 Mandatory instruction marking	Supp. Info GM1 ADR-DSN.L.605
Note 1.— See Chapter 5, Sections 5.2.16 and 5.2.17, for		
specifications on the application		
Note 2.— This appendix details the form and propor		
APP 3-2 Figur	Figure L-10A. Mandatory instruction marking inscription form and	Figurene er identiske
III 3-2 Figur	proportions	riguiene ei luentiske
APP 3-3 Figur	Figure L-10B. Mandatory instruction marking inscription form and	Figurene er identiske
	proportions	rigurene er identiske
APP 3-4 Figur	Figure L-10C. Mandatory instruction marking inscription form and	Figurene er identiske
Tigui	proportions	rigarene er laentiske
ADD 2.5 Eigens	Figure L-10D. Mandatory instruction marking inscription form and	Figurene er identiske
TALL 2-2 LIGHT		
APP 3-5 Figur		rigarene er laentiske
	proportions	
APP 3-5 Figur APP 3-6 Figur	proportions Figure L-10E. Mandatory instruction marking inscription form and	Figurene er identiske
APP 3-6 Figur	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions	Figurene er identiske
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)	
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions	Figurene er identiske
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)	Figurene er identiske
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk)	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation.	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)),	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows:	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows:	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows:	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: Legend height Stroke	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows:	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: Legend height Stroke 200 mm 32 mm	proportions Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
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APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 4. Sign luminance shall be as follows: a) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least: Red 30 cd/m2 Yellow 150 cd/m2	Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (10) Sign luminance should be as follows: (i) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance should be at least: Red 30 cd/m2 Yellow 150 cd/m2	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 4. Sign luminance shall be as follows: a) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least: Red 30 cd/m2	Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (10) Sign luminance should be as follows: (i) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance should be at least: Red 30 cd/m2 Yellow 150 cd/m2 White 300 cd/m2 White 300 cd/m2	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk
APP 3-6 Figur APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs 1. Inscription heights shall conform to the following tabulation. Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 4. Sign luminance shall be as follows: a) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least: Red 30 cd/m2 Yellow 150 cd/m2 White 300 cd/m2 White 300 cd/m2	Figure L-10E. Mandatory instruction marking inscription form and proportions CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) CS ADR-DSN.N.775 General (Ikke kronologisk) Table N-2. Minimum character height (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (10) Sign luminance should be as follows: (i) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance should be at least: Red 30 cd/m2 Yellow 150 cd/m2	Figurene er identiske Supp. Info GM1 ADR-DSN.N.775 Tabeller identiske i SARP og CS/GM materialet Indhold i CS identisk

Yellow 50 cd/m ²	1.	I	T
White 100 cd/m ₂	least:		
Note.— In runway visual range conditions less than a value of	Red 10 cd/m ₂ Yellow 50 cd/m ₂		
400 m, there will be some degradation in the performance of	White 100 cd/m ²		
signs.	(iii) In runway visual range conditions less than a value of 400 m, there		
5. The luminance ratio between red and white elements	should be some degradation in the performance of signs.		
7. The average value is the arithmetic average of the luminance <i>Note.</i> — <i>Guidance on measuring the average luminance</i>	(11) The luminance ratio between red and white elements		
8. The ratio between luminance values of adjacent grid points			
9. The forms of characters, i.e. letters, numbers, arrows and	(12) The average luminance of the sign is calculated by establishing		
symbols	(13) The average value is the arithmetic average of the luminance		
10. The face height of signs shall be as follows:	(14) The ratio between luminance values of adjacent grid points should		
Legend height Face height (min) 200 mm 400 mm	not exceed 1.5:1.		
300 mm 600 mm	(15) The forms of characters, i.e. letters, numbers, arrows		
400 mm 800 mm	(16) The face height of signs should be as follows:		
11. The face width of signs shall be determined using Figure A4-	Legend height Face height (min)		
3 except a) 1.94 m where the code number is 3 or 4; and	200 mm 400 mm 300 mm 600 mm		
b) 1.46 m where the code number is 1 or 2. <i>Note.</i> — <i>Additional</i>	400 mm 800 mm		
guidance on determining the face width of a sign is	(17) The face width of signs should be determined using Figure N-3		
12. Borders	except that		
a) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7	(i) 1.94 m where the code number is 3 or 4; and		
b) The yellow border on a stand-alone location sign should be	(ii) 1.46 m where the code number is 1 or 2.		
approximately 0.5 stroke width.	(18) Borders:		
13. The colours of signs shall be in accordance with the	(i) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7 of the stroke width.		
appropriate specifications in Appendix 1.	(ii) The yellow border on a stand-alone location sign should be		
	approximately 0.5 stroke width.		
	(19) The colours of signs should be in accordance with the appropriate		
	specifications in CHAPTER U		
Figure A4-1. Grid points for calculating average luminance	Figure N.4. Crid recipts for coloulating average luminous of a sign		Figure a publication
of a sign	Figure N-1. Grid points for calculating average luminance of a sign		Figurene er identiske
Figure A4-2. Forms of characters	Figure N-2A. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.)	Figure N-2B. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.)	Figure N-2B. Forms of characters for signs Figure N-2C. Forms of characters for signs		Figurene er identiske Figurene er identiske
Figure A4-2. (cont.)	Figure N-2C. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs		Figurene er identiske Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign		Figurene er identiske Figurene er identiske Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs		Figurene er identiske Figurene er identiske Figurene er identiske Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions		Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or		Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions	AMC1 ADD ODS A 040 Data quality requirements	Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	AMC1 ADR.OPS.A.010 Data quality requirements GENERAL REQUIREMENTS	Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	AMC1 ADR.OPS.A.010 Data quality requirements GENERAL REQUIREMENTS Table 1 – Latitude and longitude	Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	GENERAL REQUIREMENTS	Figurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS Table A5-1. Latitude and longitude	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	GENERAL REQUIREMENTS Table 1 – Latitude and longitude	Figurene er identiske Tigurene er identiske
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS Table A5-1. Latitude and longitude Table A5-2. Elevation/altitude/height	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	GENERAL REQUIREMENTS Table 1 – Latitude and longitude Table 2 – Elevation/Altitude/Height	Figurene er identiske Tigurene er identiske Tabeller identiske i SARP og AMC/GM materialet Tabeller identiske i SARP og AMC/GM materialet
Figure A4-2. (cont.) Figure A4-2. (cont.) Figure A4-2. (cont.) Runway vacated sign NO ENTRY sign Arrow, dot and dash Figure A4-3. Sign dimensions Table A4-1. Letter and numeral widths and space between letters or numerals APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS Table A5-1. Latitude and longitude Table A5-2. Elevation/altitude/height Table A5-3. Declination and magnetic variation	Figure N-2C. Forms of characters for signs Figure N-2D. Forms of characters for signs Figure N-2E. Forms of characters for signs Figure N-2F. Runway vacated sign Figure N-2G. No entry sign Figure N-2H. Forms of characters for signs Figure N-3. Sign dimensions Table N-3. Letter and numeral width and space between letters or	GENERAL REQUIREMENTS Table 1 – Latitude and longitude Table 2 – Elevation/Altitude/Height Table 3 – Declination and magnetic variation	Figurene er identiske Tigurene er identiske Tabeller identiske i SARP og AMC/GM materialet Tabeller identiske i SARP og AMC/GM materialet Tilføjet til table i AMC'en vedr. VHF
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Figure A6-1. Medium-intensity flashing-white obstacle lighting system, Type A	Figure GM-Q-1.Medium-intensity flashing-white obstacle lighting system, Type A	Figurene er identiske
Figure A6-2. Medium-intensity flashing-red obstacle lighting system, Type B	Figure GM-Q-2. Medium-intensity flashing-red obstacle lighting system, Type B	Figurene er identiske
Figure A6-3. Medium-intensity fixed-red obstacle lighting system, Type C	Figure GM-Q-3. Medium-intensity fixed-red obstacle lighting system, Type c	Figurene er identiske
Figure A6-4. Medium-intensity dual obstacle lighting system, Type A/Type B	Figure GM-Q-4. Medium-intensity dual obstacle lighting system, Type A/Type B	Figurene er identiske
Figure A6-5. Medium-intensity dual obstacle lighting system, Type A/Type C	Figure GM-Q-5. Medium-intensity dual obstacle lighting system, Type A/Type C	Figurene er identiske
Figure A6-6. High-intensity flashing-white obstacle lighting system, Type A	Figure GM-Q-6. High-intensity flashing-white obstacle lighting system, Type A	Figurene er identiske
Figure A6-7. High-/medium-intensity dual obstacle lighting system, Type A/Type B	Figure GM-Q-7. High-/medium-intensity dual obstacle lighting system, Type A/Type B	Figurene er identiske
Figure A6-8. High-/medium-intensity dual obstacle lighting system, Type A/Type C	Figure GM-Q-8. High-/medium-intensity dual obstacle lighting system, Type A/Type C	Figurene er identiske
ATTACHMENT A. GUIDANCE MATERIAL SUPPLEMENTARY TO ANNEX 14, VOLUME I		CHAPTER B — RUNWAYS
1. Number, siting and orientation of runways		Supp. Info GM1 ADR-DSN.B.015
Siting and orientation of runways 1.1 Many factors should be taken into account in the determination of the		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som GM1 ADR-DSN.B.015(a)
1.1.1 <i>Type of operation</i> . Attention should be paid in particular to whether the aerodrome		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
1.1.2 <i>Climatological conditions</i> . A study of the wind distribution		indhold som GM1 ADR-DSN.B.015(b)(5) Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
a) Wind statistics used for the calculation of the usability factor b) The maximum mean crosswind components given in Chapter 3, 3.1.3, refer 1) the wide variations which may exist, in handling characteristics and maximum permissible crosswind Components 2) prevalence and nature of gusts; 3) prevalence and nature of turbulence 4) the availability of a secondary runway; 5) the width of runways; 6) the runway surface conditions — water, snow and ice on the runway materially reduce the allowable crosswind component; and 7) the strength of the wind associated with the limiting crosswind component A study should also be made of the occurrence of poor visibility and/or low cloud base 1.1.3 Topography of the aerodrome site, its approaches, and surroundings, particularly: a) compliance with the obstacle limitation surfaces b) current and future runway lengths to be provided:		indhold som følgende: GM1 ADR-DSN.B.015(e) GM1 ADR-DSN.B.020(a) (a) (1) (a) (2) (a) (3) GM1 ADR-DSN.B.025(b)(6) (b)(6) (i)
c) current and future runway lengths to be provided; d) construction costs; and e) possibility of installing suitable non-visual and visual aids for approach-to-land. 1.1.4 Air traffic in the vicinity of the aerodrome, particularly: a) proximity of other aerodromes or ATS routes; b) traffic density; and c) air traffic control and missed approach procedures		
Number of runways in each direction		SECTION 4 — CLEARWAYS, STOPWAYS AND RADIO ALTIMETER OPERATING AREA

Actually with provided and support of the state of the st	L') The number of runyious to be provided in each direction	Aldrical CARD of out the participate of the commission of the comm
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3.6 Figures A-1 (B) through A-1 (D) illustrate a runway provided Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(5) 3.7 A suggested format for providing information on declared Aktuel SARP afsnit er i sin beskrivelse stort set identisk		
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3.7 A suggested format for providing information on declared Aktuel SARP afsnit er i sin beskrivelse stort set identisk	5.0 Figures A-1 (D) unough A-1 (D) musuate a fullway provided	
distances med GM1 ADR.OPS.A.005(c)		
	distances	med GM1 ADR.OPS.A.005(c)
4. Slopes on a runway Supp. Info GM1 ADR-DSN.B.075		Supp. Info GM1 ADR-DSN.B.075
4.1 Distance between slope changes	i v	
The following example illustrates how the distance between SARP tekst identisk med GM1 ADR-DSN.B.075		SARP tekst identisk med GM1 ADR-DSN.B.075
slope changes is to be determined (see Figure A-2):		
D for a runway where the code number is 3 should be at least: SARP tekst identisk med GM1 ADR-DSN.B.075	D for a runway where the code number is 3 should be at least.	SARP tekst identisk med GM1 ADR-DSN.B.075
		i l
	15 000 ($ x-y + y-z $) m	
$V = U \times V = 0$		

y = -0.005			
z = +0.005			
then $ x - y = 0.015$	1		
y - z = 0.01			
To comply with the specifications, D should be not less than:			
$15\ 000\ (0.015+0.01)\ \mathrm{m},$	1		
that is, $15\ 000 \times 0.025 = 375\ m$			
4.2 Consideration of longitudinal and transverse slopes			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
			indhold som GM1 ADR-DSN.B.060
Figure A-1. Illustration of declared distances			Supp. Info GM1 ADR-DSN.B.035 Actual length of the runway and
right it is individually of deciding distances			declared distances
			Figure GM-B-1. Illustration of declared distances
			Figurene er identiske
T' A A D 6'1 A 1' 6			9
Figure A-2. Profile on centre line of runway			Supp. Info GM1 ADR-DSN.B.075 Distance between slope changes
			on runways
			Figure GM-B-2. Profile on centre line of runway
			Figurene er identiske
4.3 Radio altimeter operating area			Aktuel SARP afsnit er i sin beskrivelse stort set identisk
In order to accommodate aeroplanes making auto-coupled			med GM1 ADR-DSN.B.205 (a)
approaches and automatic landings			med GMI //B/(BS/MS/203 (d)
5. Runway surface evenness			Aktuel SARP afsnit er i sin beskrivelse stort set identisk
5.1 In adopting tolerances for runway surface irregularities			
3.1 In adopting tolerances for ranway surface irregularities			med GM1 ADR-DSN.B.090(a)
	<u> </u>		GM3 ADR.OPS.C.010(b)(2)
5.2 Caution should also be exercised when inserting runway			Aktuel SARP afsnit er i sin beskrivelse stort set identisk
lights			med GM1 ADR-DSN.B.090(b)
5.3 The operation of aircraft and differential settlement of surface			Aktuel SARP afsnit er i sin beskrivelse stort set identisk
foundations			med GM3 ADR.OPS.C.010(b)(2) (a)
Minimum acceptable length of irregularity (m)			
within acceptable length of irregularity (iii)			Tabeller under GM1 ADR-DSN.B.090 (Tabel 1) er identiske
	<u> </u>		med SARP materialet
Note that "surface irregularity" is defined herein to mean isolated			Indhold i nogen udstrækning identisk
surface elevation deviations that do not lie along a uniform slope			Supp. Info GM3 ADR.OPS.C.010(b)(2) (b)
through any given section of a runway. For the purposes of this			
concern, a "section of a runway"			
5.4 Figure A-3 illustrates a comparison of the surface roughness			Henvisning findes også i AMC/GM dog mere indirekte
criteria			
5.5 Deformation of the runway with time may also increase the			SARP indhold identisk
possibility of the formation			med GM3 ADR.OPS.C.010(b)(2) (c)
			med divis hamais.c.o10(b)(2) (c)
6. Assessing the surface friction characteristics of snow-,		AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
slush-, ice- and frost-covered paved surfaces		drainage	målsætning som AMC'en, men teksten i AMC er
		GENERAL	anderledes.
6.1 There is an operational need for reliable and uniform			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
0.1 There is an operational need for remade and uniform	1		
	1		målsætning som AMC'en, men teksten i AMC er
			anderledes.
6.2 Any friction measuring device intended predict			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
	1		målsætning som AMC'en, men teksten i AMC er
			anderledes.
			anueneues.
6.3 The friction conditions of a runway can be assessed in			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
descriptive			målsætning som AMC'en, men teksten i AMC er
			anderledes.

Figure A-3. Comparison of roughness criteria	Tilsvarende figur findes ikke i CS/GM eller AMC/GM
	materialet
6.4 The table below with associated descriptive terms was	Tabeller er identisk, men teksten i SARP GM1 ADR.OPS.A.005
developed from friction	er ikke identisk
Measured coefficient µ	Tabeller i SARP og GM1 ADR.OPS.A.005 identisk
Estimated surface friction Code	
0.40 and above Good 5	
0.39 to 0.36 Medium to good 4	
0.35 to 0.30 Medium 3 0.29 to 0.26 Medium to poor 2	
0.25 and below Poor 1	
6.5 Relating braking action to friction measurements	Det er ikke umiddelbart muligt at indentifisere SARP teksen
0.5 Relating blaking action to metion measurements	i CS/GM1 og AMC/GM materialet.
	Test divising Airret divisitation.
6.6 It has been found necessary to provide assessed surface	Det er ikke umiddelbart muligt at indentifisere SARP teksen
condition	i CS/GM1 og AMC/GM materialet.
Conditional	TCS/GIVIT OF AIVIC/GIVI Materialet.
6.7 The Airport Services Manual (Doc 9137), Part 2 provides	
guidance	Det er ikke umiddelbart muligt at indentifisere SARP teksen
guidance	i CS/GM1 og AMC/GM materialet.
7. Determination of surface friction characteristics	Supp. Info GM1 ADR.OPS.C.010(b)(3)
for construction and maintenance purpose	
Note.— The guidance in this section involves the functional 7.1 The surface friction characteristics of a paved runway should	CADD: doublists mood CAM ADD ODC C 040(h)/2) (-) (-) (4) (-) (2)
be:	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (a) (1) (a) (2)
a) assessed to verify the surface friction characteristics of new or	
resurfaced	
b) assessed periodically in order to determine the slipperiness of	
paved	
7.2 The condition of a runway pavement is generally assessed	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (b)
under dry conditions	0.000 11 11 11 1 1 1 1 1 1 1 1 1 1 1 1 1
7.3 Friction tests of existing surface conditions are taken	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (c)
periodically in order	
7.4 Friction measurements of existing, new or resurfaced	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (d)
runways are 7.5 When it is suspected that the surface friction characteristics	CARR idential model CAM ARR CROSS COACH VOV.
	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (e)
of a runway may 7.6 When conducting friction tests using a self-wetting	SARP identisk med GM1 ADR.OPS.C.010(b)(3) (f)
continuous friction	SARP IdeIItISK ITIEU GIVIT ADR.OPS.C.010(D)(3) (1)
7.7 Annex 14, Volume I, requires States to specify a minimum	Det er ikke umiddelbart muligt at indentifisere SARP teksen
friction	i CS/GM1 og AMC/GM materialet.
	T C3/ GIVIT OF AIVIC/ GIVI Materialet.
9. Duraimage characteristics of the movement area	
8. Drainage characteristics of the movement area and adjacent areas	Det er ikke umiddelbart muligt at indentifisere SARP teksen
and adjacent areas	i CS/GM1 og AMC/GM materialet.
8.1.1 Rapid drainage of surface water is a primary safety	Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) natural drainage of the surface water from the top of the	i CS/GM1 og AMC/GM materialet.
pavement	
b) dynamic drainage of the surface water trapped under	
8.1.2 Both processes can be controlled through:	Det er ikke umiddelbart muligt at indentifisere SARP teksen
a) design;	i CS/GM1 og AMC/GM materialet.
b) construction; and	

c) maintenance.	
of the pavements in order to prevent accumulation	
8.2 Design of pavement	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.2.1 Surface drainage is a basic requirement and serves to minimize water depth on the	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.2.2 Dynamic drainage is achieved through built-in texture in the	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3 Construction of pavement	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.1 Through construction, the drainage characteristics a) slopes; b) texture: 1) microtexture; 2) macrotexture;	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.2 Slopes for the various parts of the movement area and adjacent	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.3 Texture in the literature is described as microtexture or macrotexture	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.4 Microtexture is the texture of the individual	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.5 Microtexture is a built-in quality of the pavement	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.6 A major problem with microtexture is that it can	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.7 Macrotexture is the texture among the individual	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1og AMC/GM materialet.
8.3.8 The primary purpose of grooving a runway	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.9 For measurement of macrotexture, simple	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
Runway classification based on texture information from ESDU 71026: Classification Texture depths (mm) A 0.10 – 0.14 B 0.15 – 0.24 C 0.25 – 0.50 D 0.51 – 1.00 E 1.01 – 2.54	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.10 Using this classification, the threshold value between microtexture	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.

8.3.11 For construction, design and maintenance,	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.12 The ESDU scale groups runway surfaces	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4 Maintenance of drainage characteristics of pavement	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.1 Macrotexture does not change within a short timespan but	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.2 When groovings are used, the condition of the grooves	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.3 The pavement may be shot blasted in order to enhance	Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
9. Strips 9.1 Shoulders	SECTION 2 — RUNWAY SHOULDERS GM1 ADR-DSN.B.125
9.1.1 The shoulder of a runway or stopway should be prepared	S ARP identisk med GM1 ADR-DSN.B.125 (d)
9.1.2 In some cases, the bearing strength of the natural ground in the strip may	SARP identisk med GM1 ADR-DSN.B.125 (d)(2)
9.1.3 Attention should also be paid when designing shoulders to prevent	SARP identisk med GM1 ADR-DSN.B.125 (e)
9.1.4 Where shoulders have been treated specially, either	SARP identisk med GM1 ADR-DSN.B.125 (f)
9.2 Objects on strips Within the general area of the strip adjacent to the runway, measures should	SARP identisk med GM1 ADR-DSN.B.165
9.3 Grading of a strip for precision approach runways	SARP stort set identisk med GM1 ADR-DSN.B.175
Chapter 3, 3.4.8, recommends that the portion of a strip of an instrument runway within at least 75 m	
Figure A-4. Graded portion of a strip including a precision	Figure GM B-4.
approach runway where the code number is 3 or 4	Figurene er identiske
10. Runway end safety areas	Supp. Info CHAPTER C – RUNWAY END SAFETY AREA GM1 ADR-DSN.C.210
10.1 Where a runway end safety area is provided in accordance with	SARP stort set identisk med GM1 ADR-DSN.C.210 (a)(1)
10.2 Where provision of a runway end safety area would be	SARP i nogen grad identisk med GM1 ADR-DSN.C.210
particularly prohibitive	(b),(b)(2),(b)(2)(iii)
10.3 Research programmes, as well as evaluation of actual aircraft	SARP i nogen gradn identisk med GM1 ADR-DSN.C.210 (c)(2)
10.4 Demonstrated performance of an arresting system can be achieved by a validated design method	SARP i nogen grad identisk med GM1 ADR-DSN.C.210 (c)(4)
10.5 The design of an arresting system must consider multiple aircraft parameters, including but not limited to, allowable aircraft gear loads, gear configuration, tire contact pressure,	
aircraft centre of gravity 10.6 The information relating to the provision of a runway end safety area and the presence of an arresting system should be	Målsætning i nogen grad identisk GM1 ADR-DSN.C.210 (c)(5)

507 Peterstiken med dett ANC CONCEST (CAT) Timps and A. Bornover and safety area for a manage where the management of the media of the media of the media of the management o	published in the AIP	
Figure A Runnary and suffey area for a managery where this controlled part instead and a control of the contr		SARP identisk med GM1 ADR-DSN.C.210 (c)(7)
11.1 The meshade is normally located ar	Figure A-5. Runway end safety area for a runway where the	
L. Z. fr. discenning that no obsacles personate		
ES/GM1 ag AMC/GM materialet	11.1.1 The threshold is normally located at	
I.2.1 If an object extends above the approach surface and the object cannot be removed, consideration should	11.1.2 In determining that no obstacles penetrate	
object cannot be removed, consideration should	11.2 Displaced threshold	
the threshold should idealty 1.2.3 However, high-active med GM1 ADR-OSN B.030 (e)(3) extremity SARP identisk med GM1 ADR-OSN B.030 (e)(4) extrained in the standard of the threshold from the turnway extrained in the control of the standard in the control of th		SARP identisk med GM1 ADR-DSN.B.030 (e)(1)
extremily 11.2.4 Novisthanding the consideration of landing distance available 12.5 In the event of a threshold being located according to the criteria 12.6 Depending on the length of the displacement, the RVR 11.2.7 Provisions in Annex 14, Volume I, regarding marking and lighting of displaced 12.4 Provisions in Annex 14, Volume I, regarding marking and lighting of displaced 12.4 Approach lighting systems 12.1 Types and characteristics 12.1.2 The approach lighting origination is to be provided irrespective of the location 12.1.2.1 The approach lighting origination is to be provided irrespective of the location 12.2.3 Type and characteristics 12.3 Fighty rath everlopes to be used in designing the lighting as shown in Figure A-6. SARP identisk med GM1 ADR-DSN.M.625 (a)(3) are shown in Figure A-6. Figure a-C. Figure and III progrations 12.1 Type and characteristics 12.2.1 The approach lighting systems 12.3 Fighty rath everlopes to be used in designing the lighting design for category 1, 11 and III operations 12.3 Fighty rath everlopes to be used for lighting design for category 1, 11 and III operations 12.3 Fighty rather everlopes and proposed lighting systems 12.4 Figure a-C. Figure		SARP identisk med GM1 ADR-DSN.B.030 (e)(2)
available 11.2.5 In the event of a threshold being located according to the criteria 11.2.6 Depending on the length of the displacement, the RVR 11.2.7 Provisions in Annex 14, Volume I, regarding marking and lighting of displaced herivising ICs/GM og AMC/GM materialet 12. Approach lighting systems 12. 1 Types and characteristics 12. 1 Types and being configuration is to be provide for the basic characteristics. 12. 1 Types and being configuration is to be provided interpretation of the location 12. 1 Types and being configuration is to be provided interpretation of the location	extremity	SARP identisk med GM1 ADR-DSN.B.030 (e)(3)
criteria 11.2.6 Depending on the length of the displacement, the RVR 11.2.7 Provisions in Annex 14, Volume I, regarding marking and lighting softens 11.2.6 Provisions in Annex 14, Volume I, regarding marking and lighting of displaced 12.1 Provisions in Annex 14, Volume I, regarding marking and lighting systems 12.1 Provisions in Annex 14, Volume I, regarding marking and lighting systems 12.1 Types and characteristics 12.1 Types and characteristics 12.1 Types and characteristics 12.1 The specifications in this volume provide for the basic characteristics 12.1 Types and lighting configuration is to be provided irrespective of the location 12.1 Explain and in a significant in the specificant of the location	available	SARP identisk med GM1 ADR-DSN.B.030 (e)(4)
11.2.7 Provisions in Amex 14, Volume I, regarding marking and lighting of displaced 12. Approach lighting systems 12. 1.7 pps and characteristics 12. 1.1 The specifications in this volume provide for the basic characteristics 12. 1.2. The approach lighting systems in this volume provide for the basic characteristics 12. 1.2. The approach lighting configuration is to be provided irrespective of the location 12. 1.3 Flight path envelopes to be used in designing the lighting sws shown in Figure A-6. 12. 1.3 Flight path envelopes to be used for lighting design for category I, II and III operations of the second of the specifications of the second of the seco	criteria	SARP identisk med GM1 ADR-DSN.B.030 (e)(5)
lighting of displaced 12. Approach lighting systems 12. I Types and characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The specifications in this volume provide for the basic characteristics 12. I. The dimensional tolerances are shown in Figure A-8. 12. I. The dimensional tolerances are shown in Figure A-8. 12. I. The dimensional tolerances are shown in Figure A-8. 12. I. The dimensional tolerances are shown in Figure A-8.		
12.1. The specifications in this volume provide for the basic characteristics 12.1.2 The approach lighting configuration is to be provided irrespective of the location 12.1.3 Flight path envelopes to be used in designing the lighting are shown in Figure A-6. Figure A-6. Flight path envelopes to be used for lighting design for category I, II and III operations Figure A-7. Simple approach lighting systems Figure A-7. Simple approach lighting systems Figure A-7. Imple approach lighting systems SARP identisk med CS ADR-DSN.M.626 (b)(1) SARP identisk med CS ADR-DSN.M.626 (b)(1) SARP identisk med CS ADR-DSN.M.626 (b)(2) SARP identisk med CS ADR-DSN.M.626 (b)(2) SARP identisk med CS ADR-DSN.M.626 (b)(2)		
12.1.1 The specifications in this volume provide for the basic characteristics 12.1.2 The approach lighting configuration is to be provided irrespective of the location 12.1.3 Flight path envelopes to be used in designing the lighting are shown in Figure A-6. 12.1.3 Flight path envelopes to be used for lighting design for category I, II and III operations 12.1.3 Flight path envelopes to be used for lighting design for category I, II and III operations 12.1.3 Flight path envelopes to be used for lighting design for category I, II and III operations 12.1.3 Flight path envelopes to be used for lighting design for category I, II and III operations 12.1.3 Flight path envelopes to be used for lighting design for category I, II and III operations 12.1.4 Flight path envelope examples for lighting design for category I, II and III operations - Centre line lights 12.1.4 Flight path envelopes camples for lighting design for category I, II and III operations - Centre line lights 12.1.4 Flight path envelopes camples for lighting design for category I, II and III operations - Centre line lights 12.1.4 Flight path envelopes to be used for lighting systems 12.1.4 Flight path envelopes to be used for lighting systems 12.1.5 Figure A-6. 12.1.6 Figure A-7. Simple approach lighting systems 12.1.7 Figure are ridentiske 12.1.8 Figure are ridentiske 12.1.9 Figure are ridentiske 12.1.1 Flight path envelopes to be used for lighting systems should be a coincident		
12.1.2 The approach lighting configuration is to be provided irrespective of the location 12.1.3 Flight path envelopes to be used in designing the lighting are shown in Figure A-6. Figure A-6. Flight path envelopes to be used for lighting design for category I, II and III operations Supp. Info GM1 ADR-DSN.M.625 (a)(3) Supp. Info GM1 ADR-DSN.M.625 (a)(4) Supp. Info GM1 ADR-DSN.M.625 (a)(4)(4) Supp. Info G		
12.1.3 Flight path envelopes to be used in designing the lighting are shown in Figure A-6. Flight path envelopes to be used for lighting design for category I, II and III operations Supp. Info GM1 ADR-DSN.M.625	12.1.2 The approach lighting configuration is to be provided	SARP identisk med GM1 ADR-DSN.M.625 (a)(2)
design for category I, II and III operations Figure GM-M-2. Flight path envelope examples for lighting design for category I, II and III operations - Centre line lights Figurene er identiske Figure A-7. Simple approach lighting systems Supp. Info SADR-DSN.M.626 Figure M-1. Simple approach lighting systems Figurene er identiske Horizontal 12.2.1 The dimensional tolerances are shown in Figure A-8. SARP identisk med CS ADR-DSN.M.626 (b)(1) 12.2.2 The centre line of an approach lighting system should be as coincident	12.1.3 Flight path envelopes to be used in designing the lighting	SARP identisk med GM1 ADR-DSN.M.625 (a)(3)
Figure M-1. Simple approach lighting systems Figure Merizontal SARP identisk med CS ADR-DSN.M.626 (b)(1) 12.2.1 The dimensional tolerances are shown in Figure A-8. SARP identisk med CS ADR-DSN.M.626 (b)(2) SARP identisk med CS ADR-DSN.M.626 (b)(2)		Figure GM-M-2. Flight path envelope examples for lighting design for category I, II and III operations - Centre line lights
12.2.1 The dimensional tolerances are shown in Figure A-8. 12.2.2 The centre line of an approach lighting system should be as coincident SARP identisk med CS ADR-DSN.M.626 (b)(2)	Figure A-7. Simple approach lighting systems	Figure M-1. Simple approach lighting systems
as coincident		SARP identisk med CS ADR-DSN.M.626 (b)(1)
		SARP identisk med CS ADR-DSN.M.626 (b)(2)
		SARP identisk med CS ADR-DSN.M.626 (b)(3)

such that		
12.2.4 The crossbars and barrettes should be at right angles to the		SARP identisk med CS ADR-DSN.M.626 (b)(4)
centre		CARRYL AND LOCATION (CARRY)
12.2.5 When a crossbar has to be displaced from its standard		SARP identisk med CS ADR-DSN.M.626 (b)(5)
position		CARRILL III LOS COS CONTROL COS (LA) (C)
12.2.6 When a crossbar in the system shown in Figure A-8 (A) is		SARP identisk med CS ADR-DSN.M.626 (b)(6)
displaced Vertical		CARD identials mad CC ARR DCALAG C2C (a)/(1)
12.2.7 The ideal arrangement is to mount all the approach lights		SARP identisk med CS ADR-DSN.M.626 (c)(1)
in		
12.2.8 Within a stopway or clearway, and within 150 m of the		SARP identisk med CS ADR-DSN.M.626 (c)(1)
end of a runway		SANT Identisk fried es Abit-bsiv.ivi.020 (e)(1)
12.2.9 It is desirable that the lights be mounted so that, as far	!	SARP identisk med CS ADR-DSN.M.626 (c)(3)
12.2.10 In order to avoid giving a misleading impression		SARP identisk med CS ADR-DSN.M.626 (c)(4)
12.2.11 <i>Centre line</i> . The gradients of the centre line in any		SARP identisk med CS ADR-DSN.M.626 (c)(4)(i)
section		SARP Identisk med CS ADR-DSN.IVI.020 (C)(4)(1)
12.2.12 <i>Crossbars</i> . The crossbar lights should be so arranged	 	SARP identisk med CS ADR-DSN.M.626 (c)(4)(ii)
12.3 Clearance of obstacles		SARP identisk med CS ADR-DSN.M.626 (d)
12.3.1 An area, hereinafter referred to as the light plane, has		SARP identisk med CS ADR-DSN.M.626 (d)(1)
12.3.2 No objects are permitted to exist within the		CARD identick mod CC ARR ROW As cac (4)/2)
boundaries		SARP identisk med CS ADR-DSN.M.626 (d)(2)
12.3.3 It is recognized that some components of electronic		SARP identisk med CS ADR-DSN.M.626 (d)(3)
landing		SAILE IDENTIFY THEO CS ADK-DSIV.IVI.020 (d)(S)
12.3.4 Where an ILS localizer is installed within the light plane		SARP identisk med CS ADR-DSN.M.626 (d)(4)
boundaries		State Recition fred Co ADIT-DOIN.INI.020 (U)(4)
12.3.5 In locating an MLS azimuth antenna the guidance		SARP identisk med CS ADR-DSN.M.626 (d)(6)
contained in Annex 10		(%/(%)
12.3.6 Objects existing within the boundaries of the light plane,		SARP identisk med CS ADR-DSN.M.626 (d)(7)
requiring		
12.3.7 In some instances objects may exist which cannot be		SARP identisk med CS ADR-DSN.M.626 (d)(8)
removed		C
Figure A-8. Precision approach category I lighting systems		Supp. Info CS ADR-DSN.M.630
Eigene A.O. Westigelingtelleties telegrape		Figurene er identiske
Figure A-9. Vertical installation tolerance		Supp. Info GM1 ADR-DSN.M.625
		Figure GM-M-1. Vertical installation tolerances Figurene er identiske
12.4 Consideration of the effects of reduced lengths		
12.4 Consideration of the effects of feduced felights		SARP identisk med GM1 ADR-DSN.M.625 (e)
12.4.1 The need for an adequate approach lighting system to		SARP identisk med GM1 ADR-DSN.M.625(e)(1)
support precision		
12.4.2 However, there are some runway locations where it is		SARP identisk med GM1 ADR-DSN.M.625(e)(2)
impossible to provide the 900 m		
12.4.3 In such cases, every effort should be made to provide	1	SARP identisk med GM1 ADR-DSN.M.625(e)(3)
		· · · ·
13. Priority of installation of visual approach		SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS
slope indicator systems		GM1 ADR-DSN.M.640
13.1 It has been found impracticable to develop guidance		SARP identisk med GM1 ADR-DSN.M.640 (a), (a)(1) , (a)(2) ,
material		(a)(3) , (a)(4) , (a)(5)
a) frequency of use;		N-1-1 (N-1) (N-1)
b) seriousness of the hazard;		
c) presence of other visual and non-visual aids;		
d) type of aeroplanes using the runway; and e) frequency and type of adverse weather conditions under which		
e, nequency and type of adverse wearier conditions under winer		

the runway will be used.	
13.2 With respect to the seriousness of the hazard, a) inadequate visual guidance because of:	SARP identisk med GM1 ADR-DSN.M.640 (b), (b)(1) , (b)(2) ,
1) approaches over water or featureless terrain, or absence of	(b)(3) , (b)(4)
sufficient extraneous light in the approach area by night;	
2) deceptive surrounding terrain;	
b) serious hazard in approach;	
c) serious hazard if aeroplanes undershoot or overrun; and	
d) unusual turbulence	
13.3 The presence of other visual or non-visual aids is a very	SARP identisk med GM1 ADR-DSN.M.640 (c)
13.4 Priority should be given to runways used by turbojet	SARP identisk med GM1 ADR-DSN.M.640 (d)
aeroplanes.	
14. Lighting of unserviceable areas	SARP identisk med GM1 ADR-DSN.R.870 (c), (d), (e), (f), (g),
Where a temporarily unserviceable area exists, it may be marked	(h)
with fixed-red lights. These lights should mark the most	
potentially dangerous extremities of the area. A minimum of four	
such lights should be used, except where the area is triangular in shape where a minimum of three lights may be employed.	
15. Rapid exit taxiway indicator lights	
	CARRILL III LONG TO TO THE PARTY OF THE PART
15.1 Rapid exit taxiway indicator lights (RETILs) comprise a set of yellow unidirectional	SARP identisk med GM1 ADR-DSN.M.700 (d)(d)(1)
15.2 In low visibility conditions, RETILs provide useful	(CARD identick mod CAMA ARR ROW AND TOO /h)/h)/1)
situational awareness	(SARP identisk med GM1 ADR-DSN.M.700 (b)(b)(1)
15.3 Following a landing, runway occupancy time has a	SARP identisk med GM1 ADR-DSN.M.700 (d)(3)
significant effect on achievable	SARP Identisk filed divit ADR-D3N.IVI.700 (d)(3)
	Cupp Info CC ADD DCN M C1F
16. Intensity control of approach and runway lights	Supp. Info CS ADR-DSN.M.615
16.1 The conspicuity of a light depends on the impression	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
received of contrast between the light and its background. If	målsætning som CS/GM'en, men teksten i CS/GM'en er
a light is to be useful to a pilot by day when on approach, it	anderledes.
	Supp. Info CS ADR-DSN.M.615
16.2 In fog the amount of light scattered is high. At night this	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme
scattered light increases the brightness	målsætning som CS/GM'en, men teksten i CS/GM'en er
16.3 From the foregoing will be evident the importance of	anderledes.
adjusting the intensity	Supp. Info CS ADR-DSN.M.615
17. Signal area	Supp. Info CS ADR-DSN.K.505 Signal panels and signal area
A signal area need be provided only when it is intended to use	
visual ground	
18. Rescue and fire fighting services	
18.1 Administration	
18.1.1 The rescue and fire fighting service at an aerodrome	Det er ikke umiddelbart muligt at indentifisere SARP teksen
should be under the administrative control	i CS/GM1 og AMC/GM materialet.
18.1.2 In drawing up the detailed plan for the conduct of search	Det er ikke umiddelbart muligt at indentifisere SARP teksen
and	i CS/GM1 og AMC/GM materialet.
18.1.3 Coordination between the rescue and fire fighting service	Det er ikke umiddelbart muligt at indentifisere SARP teksen
at an aerodrome	i CS/GM1 og AMC/GM materialet.
18.1.4 A grid map of the aerodrome and its immediate vicinity	Det er ikke umiddelbart muligt at indentifisere SARP teksen
should be provided	i CS/GM1 og AMC/GM materialet.
	1 C3/ GIVIT OF AIVIC/ GIVI Materialet.

18.1.5 Coordinated instructions should be drawn up detailing the responsibilities		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
18.2 Training The training curriculum should include initial a) airport familiarization;		Stort set identisk bortset fra at der i GM1 ADR.OPS.B.010(a)(3) materialet er tilføjet vise punkter, herunder pkt. (I), (m), (o) samt (p)
b) aircraft familiarization;		
c) rescue and fire fighting personnel safety;		
d) emergency communications systems on the aerodrome, including aircraft fire-related alarms;		
e) use of the fire hoses, nozzles, turrets and other appliances required for compliance with Chapter 9, 9.2;		
f) application of the types of extinguishing agents required for compliance with Chapter 9, 9.2;		
g) emergency aircraft evacuation assistance;		
h) fire fighting operations;		
i) adaptation and use of structural rescue and fire fighting equipment for aircraft rescue and fire fighting;		
j) dangerous goods;		
k) familiarization with fire fighters' duties under the aerodrome emergency plan; and		
1) protective clothing and respiratory protection		
18.3 Level of protection to be provided		Indhold i GM4 ADR.OPS.B.010(a)(2) materialet stort set identisk.
18.3.1 In accordance with Chapter 9, 9.2, aerodromes should be categorized		Indhold i GM4 ADR.OPS.B.010(a)(2) (a) materialet stort stort set identisk.
18.3.2 However, Chapter 9, 9.2.3, permits a lower level of protection		Indhold i GM4 ADR.OPS.B.010(a)(2) (b) materialet stort set identisk.
18.4 Rescue equipment for difficult environments 18.4.1 Suitable rescue equipment and services should be available at an aerodrome	AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT (b) If the aerodrome is located near a water/swampy area, or other difficult environment	Indhold i AMC3 ADR.OPS.B.010(a)(2) materialet stort stort set identisk.
18.4.2 The rescue equipment should be carried on boats or other vehicles		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.3 At an aerodrome bordering the water, the boats or other vehicles		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.4 Boats or other vehicles should have as high a speed as practicable		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.5 The personnel designated to operate the equipment should be		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.

18.5 Facilities 18.5.1 The provision of special telephone, two-way radio communication a) direct communication between the activating authority and the aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of designated personnel not on standby duty; AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services (COMMUNICATION AND ALERTING SYSTEMS The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower, other fire station on the aerodrome, and the aerodrome control tower, other fire station on the aerodrome control tower.
communication a) direct communication between the activating authority and the aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and fire fighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower; The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and fire fighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower; The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and fire fighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower; The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the control tower, and the rescue and fire fighting with the control tower, any other fire station on the aerodrome, and the rescue and fire fighting system for rescue and fire fig
communication a) direct communication between the activating authority and the aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of The aerodrome operator should ensure that: (a) a discrete communication system is 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 fire fighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower; c) emergency signals to ensure the immediate summoning of
a) direct communication between the activating authority and the aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting system for rescue and fire fighting personnel, capable of being operated from that station, is provided at the fire station, any service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and fire fighting with the control tower, any other fire station on the aerodrome, and the aerodrome control tower;
aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of with the control tower, any other fire station on the aerodrome, and the rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower;
alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of with the estation of the deroutonic, and the rescue and fire fighting vehicles; (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower;
personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome control tower;
incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower;
b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of
service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of
c) emergency signals to ensure the immediate summoning of
c) emergency signals to ensure the immediate summoning of
designated personnel not on standby duty:
To the first the
d) as necessary, summoning essential related services on or off firefighting service and the flight crew of an aircraft in emergency;
the aerodrome; and
e) maintaining communication by means of two-way radio with
the rescue and fire fighting vehicles in attendance at an summoning of designated personnel not on standby duty;
aircraft accident or incident
(e) communication means are provided to ensure two-way
communication with the rescue and firefighting vehicles in attendance
at an aircraft accident or incident.
(f) communications during emergencies should be recorded;
(g) communication means are provided between rescue and firefighting
crew members; and
18.5.2 The availability of ambulance and medical facilities for
the removal
Tesy divi of Alviey divi materialet.
19. Operators of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.B.025 materialet stort identification of vehicles Indhold i AMC2 ADR.OPS.D.OPS.D.OPS.D.OPS.D.OPS.D.
19.1 The authorities responsible for the operation of vehicles on
the movement The training for driving on the movement area should include the
The drawing of driving of the movement dreat should mediate the
1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
b) aerodrome signs, markings and lights; c) radiotelephone operating procedures; (a) the geography of the aerodrome;
d) terms and phrases used in aerodrome control including the
ICAO spelling alphabet;
e) rules of air traffic services as they relate to ground operations; (c) radiotelephone operating procedures if the duties require to drive
f) airport rules and procedures; and on the manoeuvring area;
g) specialist functions as required, for example, in rescue and fire
fighting. (d) terms and phrases used in aerodrome control, including the ICAO
spelling alphabet, if the duties require interaction with aerodrome
control;
control,
(e) rules of air traffic services as they relate to ground operations;
(c) raise or all dame of the great of great and parameters,
(f) aerodrome rules and procedures;
(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
(g) low visibility procedures; and
(g) low visibility procedures; and (h) specialist functions as required, for example, in rescue and
(h) specialist functions as required, for example, in rescue and
(h) specialist functions as required, for example, in rescue and firefighting.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as Det er ikke umiddelbart muligt at indentifisere SARF
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in Det er ikke umiddelbart muligt at indentifisere SARF i CS/GM og AMC/GM materialet.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; Det er ikke umiddelbart muligt at indentifisere SARF i CS/GM og AMC/GM materialet.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local (h) specialist functions as required, for example, in rescue and firefighting. Det er ikke umiddelbart muligt at indentifisere SARF i CS/GM og AMC/GM materialet.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; Obt er ikke umiddelbart muligt at indentifisere SARF i CS/GM og AMC/GM materialet.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; c) vehicle navigation on the aerodrome; and
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; Obt er ikke umiddelbart muligt at indentifisere SARF i CS/GM og AMC/GM materialet.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; c) vehicle navigation on the aerodrome; and d) special skills required for the particular function.
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; c) vehicle navigation on the aerodrome; and d) special skills required for the particular function. In addition, as required for any specialist function, the operator
(h) specialist functions as required, for example, in rescue and firefighting. 19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; c) vehicle navigation on the aerodrome; and d) special skills required for the particular function.

function		i CS/GM og AMC/GM materialet.
19.4 If special procedures apply for operations in low visibility conditions		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
20. The ACN-PCN method of reporting pavement strength 20.1 Overload operations		Supp. Info GM2 ADR.OPS.C.010 (b) (1)
20.1.1 Overloading of pavements can result either from loads too large, or from a substantially a) for flexible pavements, occasional movements by aircraft with ACN not exceeding 10 per b) for rigid or composite pavements, in which a rigid pavement layer provides a primary c) if the pavement structure is unknown, the 5 per cent limitation should apply; and d) the annual number of overload movements should not exceed approximately 5 per cent		Indhold i GM2 ADR.OPS.C.010 (b) (1) (a), (a) (1) (a) (2), (a) (3), (a) (4) materialet stort identisk.
20.1.2 Such overload movements should not normally be permitted on pavements exhibiting		Indhold i GM2 ADR.OPS.C.010 (b) (1) (b) materialet stort identisk.
20.2 ACNs for several aircraft types For convenience, several aircraft types currently in use have been evaluated on rigid and flexible pavements		Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
Her slutter både SARP og Attachment		