

**SUBJECT: CLOSED RUNWAY AND TAXIWAY MARKING AND LIGHTING.**

**DATE: 01/08/2009**

## **GENERAL**

This Advisory Circular (CT) contains information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Authority. When new standards, practices or procedures are found to be acceptable, they will be added to the appropriate Guidance Document.

## **PURPOSE**

This CT provides methods, acceptable to the Authority, for showing compliance with the works on aerodromes requirements of CV CAR Part 14 and explanatory material to assist in showing compliance.

## **RELATED CV CAR**

This circular relates specifically to MOS 14.

## **1. INTRODUCTION**

The airport operator is responsible for controlling any work in progress on the aerodrome and establishing the safety requirements and procedures. This CT provides guidance for compliance with these responsibilities and further guidance is contained in CT 42-004, Control of Obstacles and in CT 42-003 – Aerodrome Work Safety – Plan of Construction Operations (PCO).

## **2. GENERAL REQUIREMENTS**

According to Cape Verde CV CARs 14.B.140 (a) the Airport Operator shall:

"(4) notify the CAA in writing at least 14 days before any change to the airport, the airport facilities or the level of service at the airport that has been planned in advance and that is likely to affect the accuracy of the information contained in an aeronautical information publication;"

## **3. SPECIFIC REQUIREMENTS FOR MOVEMENTS AREA CLOSURE**

The Airport Operator is responsible for:

- Obliterating all normal runway and taxiway markings when a runway or taxiway or portion thereof is permanently closed;
- Not operating the lighting system on a closed runway or taxiway or portion thereof except as required for maintenance purposes.

## **4. CLOSED RUNWAY AND TAXIWAY MARKING AND LIGHTING.**

Closed runway markings consist of "X" marking with location and specification characteristics in compliance with the Manual of Standards (MOS14 Chapter 7) A very effective and preferable visual aid to depict temporary closure is the lighted "X" signal. If the lighted "X" is not available, construct the marking of any of the following materials: double-layered painted snow fence, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and secured to prevent movement by prop wash, jet blast, or other wind currents. In addition, the airport operator shall install unserviceability lights in accordance with specification in Manual of Standards (MOS 14.7) at major entrances to the runways to prevent aircraft from entering a closed portion of runway.

## **5. PERMANENTLY CLOSED RUNWAYS**

For runways and taxiways that have been permanently closed, disconnect the lighting circuits. For runways, obliterate all runway markings, and place "X's" at each

end and at (300-m) intervals. For taxiways, place an "X" at least at the entrance of the closed taxiway.

## **6. TEMPORARILY CLOSED AERODROME**

When the airport is closed temporarily, mark the runways as closed and turn off the airport beacon.

## **7. PERMANENTLY CLOSED AERODROME**

When the airport is closed permanently, mark the runways as permanently closed, disconnect the airport beacon, and place an "X" in the segmented circle or at a central location if no segmented circle exists.



Carlos Monteiro

President of the Board

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