

# Navigational Aids and Aerodrome Ground Lighting

Airside Operational Instruction 03

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**AOI Owner - Airfield Engineering**



## **1. Airfield Engineering Nav aids and Lighting Maintenance Organisation and Procedures**

1.1 The prime function of the EMA Airfield Engineering, Nav aids and Lighting maintenance organisation is to maintain the communication and navigational radio services, and airfield ground lighting for the safety of aircraft in flight and on the ground at EMA. As part of the responsibility under Articles 205 and 211 / 212 of the ANO for providing a maintenance organisation approved by CAA SARG, the airport must produce documentary evidence on request about the serviceability of all equipment or facilities provided. The prime documents that fulfil this requirement are:

- a. MAG Air Navigation Services Manual.
- b. EMA Airfield Engineering Nav aids and Lighting Maintenance Organisation Exposition Document;
- c. EMA Airfield Engineering & Airfield Ground Lighting Maintenance Organisation and Procedures Volume 1.
- d. EMA Airfield Engineering & Airfield Ground Lighting Maintenance Organisation and Procedures Volume 2.

## **2. Navigational Aids**

2.1 Navigational Aid inspections, including the nature and frequency of the inspections are located within the EMA Airfield Engineering Exposition document library.

2.2 Flight checking of lighting and Nav aids is contracted to an external company who demonstrate compliance with Article 205 of the ANO 2009 and EASA ADR.OPS.B.015.

2.3 Procedures for flight testing of lighting and nav aids, and the recording of these tests, are detailed in the EMA Airfield Engineering, Nav aids and Lighting Maintenance Organisation Exposition Document and Procedures.

2.4 In order to comply with the requirement to Technically safeguard the radio spectrum environment, all temporary and permanent operators are required to inform Airfield Engineering of any broadcasting equipment (hand held radios, Air/Ground radios, base station etc.) that will be used or installed on site. Approval to operate such equipment will depend on the result of engineering investigation and processing.

## **3. Visual Aids**

All visual aids inspection and maintenance activities together with actions to be taken in the event of failures are covered in the EMA Airfield Engineering, Nav aids and Lighting Maintenance Organisation Exposition Document and Procedures *and* EMA Airfield Engineering and Airfield Ground Lighting Maintenance Organisation and Procedures Volumes 1 and 2.

## **4. Aerodrome Lighting Inspections**

Lighting inspections, including the nature and frequency of the inspections can be found in EMA Airfield Engineering Exposition document.

## **5. Aerodrome Ground Lighting Inspections**

5.1 Runway lighting inspections are carried out in accordance with Safety Assurance Document 12 'Runway Inspection Regime'.

- 5.2 All Aerodrome lighting inspections are co-ordinated by the Airfield Ground Lighting Section of the Airport Company as appropriate.
- 5.3 Any lighting faults are to be recorded on the Airfield Ground Lighting fault log.
- 5.4 Unserviceabilities
- a. All faults and/or unserviceabilities found will be reported to ATC and, if required, to the Airfield Operations Supervisor. They will be recorded on the appropriate fault log and the appropriate departmental manager (Asset Management or AGL) informed to instigate rectification, as detailed in paragraph 4.2 j (v))
  - b. If the unserviceability causes any part of the runway, movement area or apron(s) to be unsafe for operations, the Airfield Operations Supervisor will close or restrict access to the affected area, until the unserviceability is rectified.
  - c. Notam action, if necessary, will be taken by the ATC Watch Supervisor in accordance with MATS Part 2.
- 5.5 Rectification
- a. Details of all airfield rectification works will be recoded electronically on the relevant "fault log" database (pavement, AGL or Maximo) which can be accessed via the EMA Data Page of the MAG intranet. The system will pass the information to ATC, Airfield Engineering, Safeguarding and Airfield Operations via form C55 which requires competent persons from all four departments to approve the works prior to commencement (ref. Internal Management of Contractors Manual).
  - b. Major repairs will be planned by the Asset Management Director, in consultation with the Operations Director and senior staff representing ATC, Airfield Engineering and Airfield Operations.
  - c. Notification of major repair works will be promulgated via Operational Advice Notice (OAN) – details of which are contained in Part B, Section 2 of the Aerodrome.
  - d. Short notice - minor repairs within the movement area may be necessary following reports of faults/unserviceabilities or due to unforeseen circumstances.
  - e. Prior to starting work, or submitting a job registration for any minor rectification works within the manoeuvring area, details are to be arranged by the Asset Management team direct with ATC (through the Watch Supervisor where possible). Usually such work will be carried out on an opportunity basis between aircraft movements.
  - f. Prior to starting work, or submitting a job registration for any rectification works to the apron(s) or other movement areas, details are to be arranged by the Asset Management team in consultation with the Airfield Operations Supervisor. The ATC Watch Supervisor is to be informed of any closure or restriction of access to any part of the apron(s) or other movement areas that may be required.
  - g. Where necessary, arrangements are made by the Airfield Operations Supervisor, for the expeditious removal of FOD, either by EMA RFFS, or contracted resources.
  - h. Notam action, if necessary, is to be taken by the ATC Watch Supervisor in accordance with MATS Part 2.

- i. Arrangements for bad ground and temporary obstruction markers, if required, will be made by the Airfield Operations Supervisor.

**Note:** The responsibility for ensuring that bad ground and obstruction marking is accomplished in line with CAA requirements rests with ATC