



Illuminating Engineering Society of North America's Aviation Lighting Committee (IESALC)

IFALPA

The Global Voice of Pilots



Thankless Job??

FIRST THINGS FIRST!!!!

Let me say "THANKS" on behalf of the Air Line Pilots Association and The International Federation of Air line Pilots. Our Pilots, Airlines and most importantly, our Passengers are safe because of your professional, detailed approach to lighting Runways, Taxiways and Obstacles!!!

CATEGORY III AUTOLAND





Flight Crew Decision Making Process

- ➔ Information used in flight crew decision making comes in many forms:
- **Communications – ATC, Company, AWOS/ASOS**
 - **Airport Markings, Signage, Lighting, Visual Aids**

Flight Crew Decision Making Process

- ➔ Because a large amount of information can be put on a chart, on a piece of paper, or reproduced digitally doesn't mean the information is easily read, understood and useable.

Flight Crew Decision Making Process

➔ The challenge facing us is to make the vast amount of information that is available to flight crews for each flight:

- Manageable
- Understandable
- Pertinent to the operation at hand

No Single Solution

✈ Multi-directional approach

- Airport Markings, Signage, Lighting, Visual Aids
- Printed information & digital information
- Communications
- Education/Awareness

Visual Aids



Weather and Lighting

- Airplanes fly in all kinds of weather...

BUT....

When everything is visible it's not a problem!!

When surfaces look like this..



Or this....



It gets very hard to find
your way around



How about signs?



Are they Confusing?



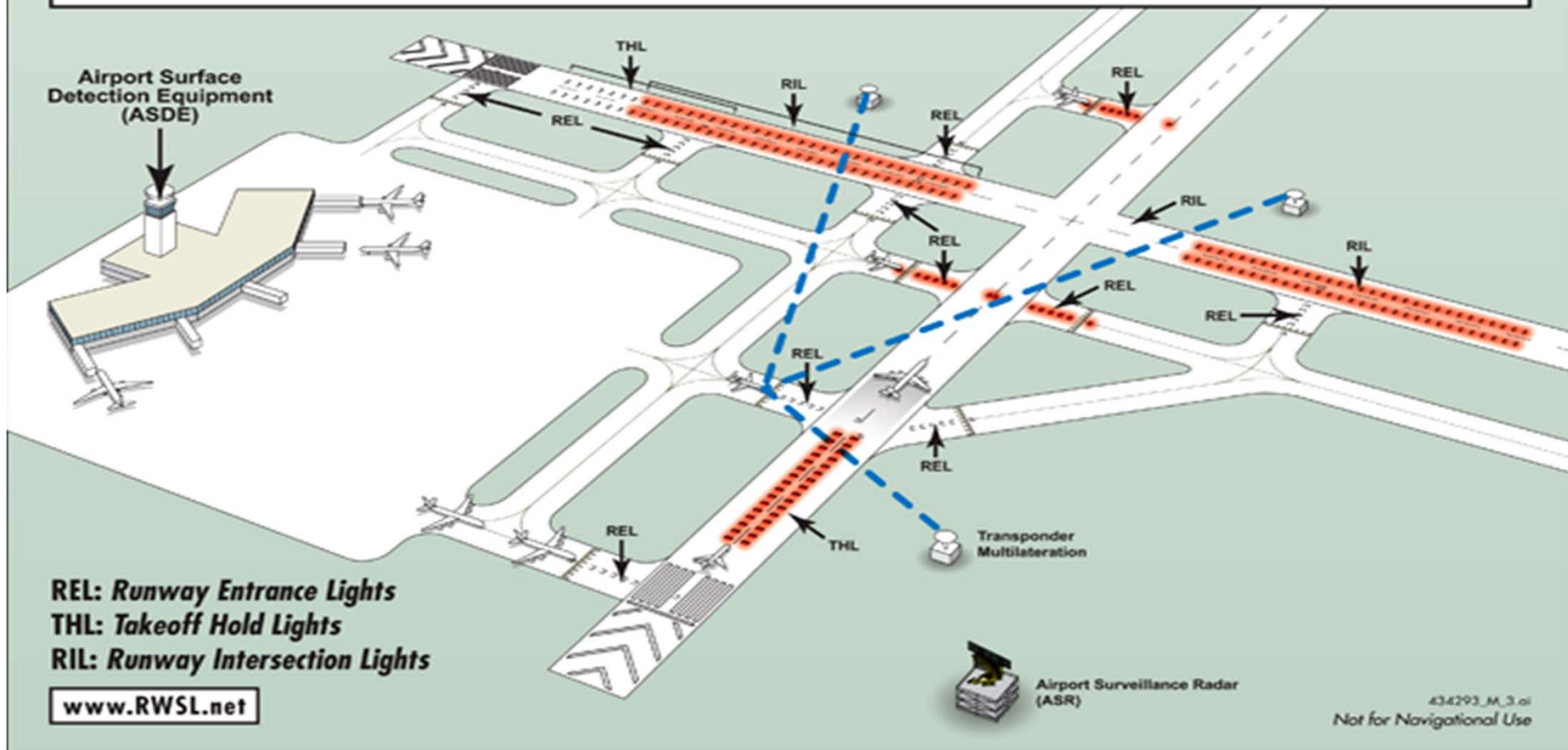
Visual Aids

✈ Visual information presented to flight crews to assist them in their decision making process should be intuitive in helping them “make the *right* choice.”

RWSL and THL Lighting

RWSL OPERATIONAL CONCEPT

- Runway Status Lights (RWSL) turn on and off automatically; RWSL driven by surface radar surveillance
- **RELs** turn **ON** when it is unsafe to enter or cross a runway; RELs are visible from taxi hold position
- **THLs** turn **ON** when it is unsafe to depart from the runway; THLs are visible from takeoff hold position (and final approach)
- **RILs** turn **ON** when it is unsafe to cross a runway intersection; RILs are visible from approach to runway/runway intersection



Lights



Lights

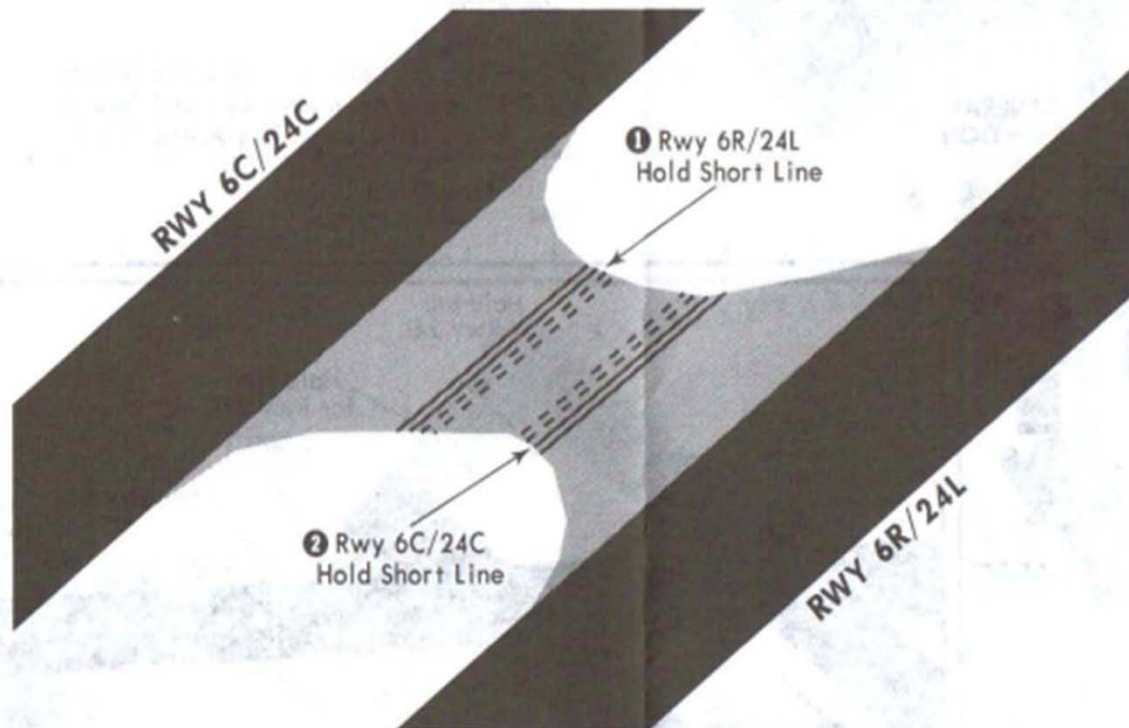


HS4

Landing Runway 22R traffic must receive clearance to cross Runway 9R/27L on Taxiway A1.

Lights

RWY 6R/24L & 6C/24C HOLD-SHORT LINE POSITIONS

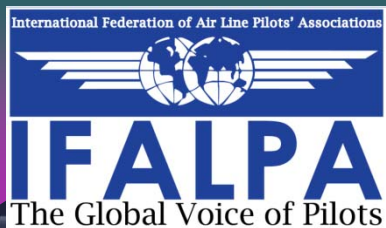


1 Hold short of this line in order to remain clear of Rwy 6R/24L.

2 Hold short of this line in order to remain clear of Rwy 6C/24C.

Lights





IFALPA' RUNWAY SAFETY MANUAL



RUNWAY SAFETY MANUAL



**Prepared by the
IFALPA Aerodrome & Ground Environment Committee**

The Pilot Friendly Airport



The Global Voice of Pilots

Together we are making a difference

THANK YOU
for your commitment to the
continuous improvement of aviation
safety.



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