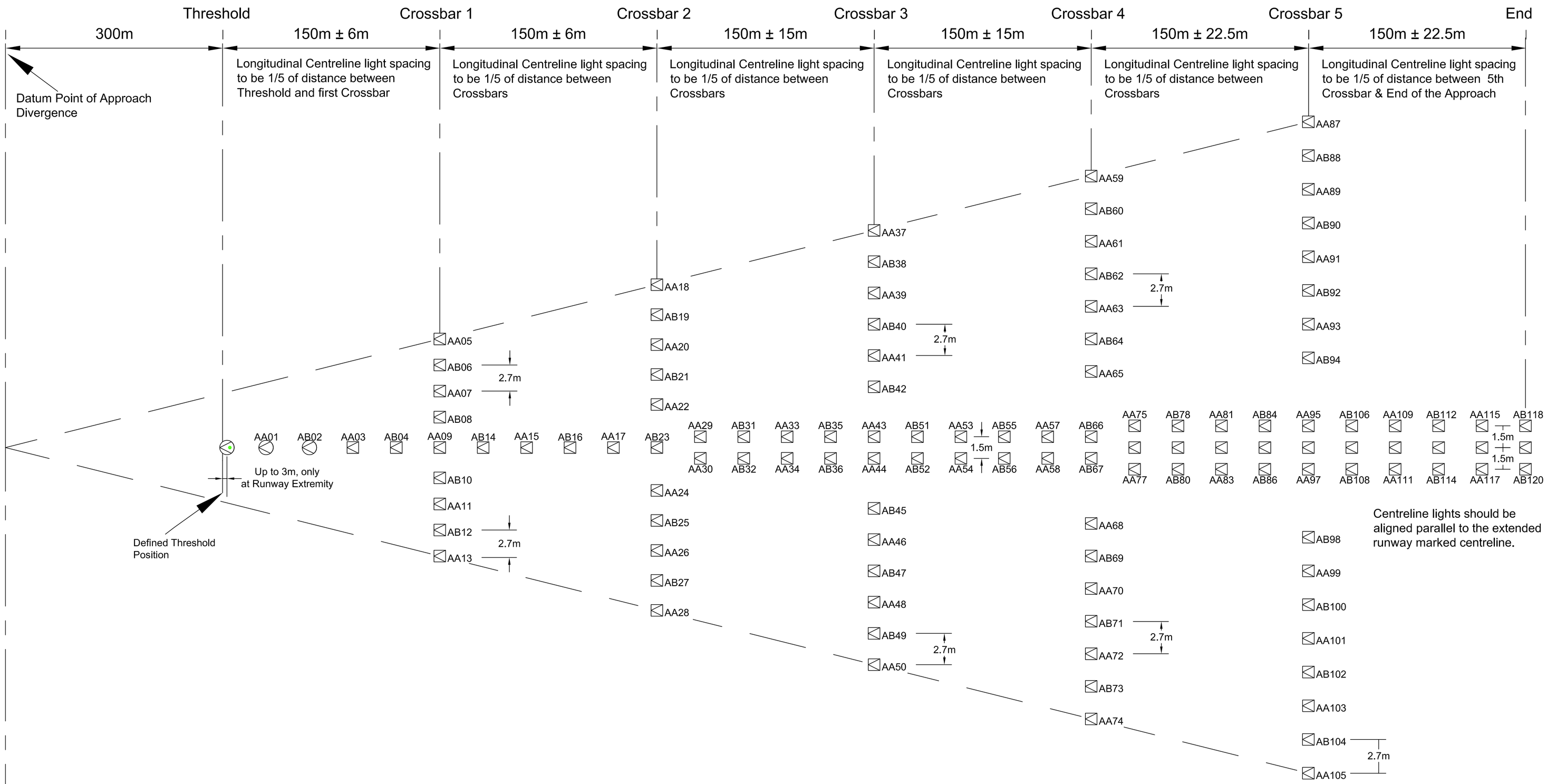
ISO A1 594mm x 841mm



The Datum point for the origin of Approach Divergence is along the runway centreline and 300m beyond the position of the Threshold. However where the Threshold is Displaced the origin shall be 300m beyond the position of the centre light of the Threshold light bar.

The Datum point for origin of Approach is the centre position of the Threshold. However where the Threshold is Displaced the origin shall be the position of the centre light of the Threshold light bar.

The Approach Divergence is 1:40 on each side.
The outer lights of a crossbar must coincide with the line of Approach Divergence and hence the total width of a Crossbar shall be its distance from the origin of the Approach Divergence divided by 20. Having established the position of the outer light, subsequent lights shall be positioned inboard at 2.7m spacing.When it is necessary for a cross bar to be displaced from its standard position, remaining cross bars are to be moved relatively to minimise the differences in spacing.
Ideally the spacing of centreline lights shall be one fifth of the distance between Crossbars. Where obstructions may impinge on the ideal spacing, the spacing shall be optimised so as to maintain an acceptable visual pattern. Airfield roads are the most likely to disrupt the ideal pattern. Inset or elevated lights shall not be installed on these roads nor within 2m of the road edges.

Azimuth angles of Approach lights

All lights shall be be aligned to the extended runway centreline, except any light at a position that exceeds 22.5m from the extended runway centreline shall be toed-in towards the centreline by 2-degrees.

Elevation angles of Approach Lights

Threshold to 315m	5.5°
316m to 475m	6°
476m to 640m	7°
641m and beyond	8°

Designations of Approach light fixtures shall commence at the light fixture closest to the Threshold, with the circuit designation as a prefix. Do NOT number lights relative to their circuit designations.Follow the designating format as shown.

Primary Runway Main Approach prefixes to be AA, AB; Circuits AA and AB are generally to be supplied from B1a.
Primary Runway Secondary Approach prefixes to be AC, AD; Circuits AC and AD are generally to be supplied from B1b.
Secondary Runway Main Approach prefixes to be AE, AF; Circuits AE and AF are generally to be supplied from B2a.
Secondary Runway Secondary Approach prefixes to be AG, AH; Circuits AG and AH are generally to be supplied from B2b.
Tertiary Runway Main Approach prefixes to be AJ, AK; Circuits AJ and AK are generally to be supplied from B3a.
Tertiary Runway Secondary Approach prefixes to be AL, AM; Circuits AL and AM are generally to be supplied from B3b.

The majority of military airfields have B1a situated adjacent to the Primary Runway Main Approach. For those that do not the circuit supply for AA and AB should come from the B Centre situated adjacent to the Primary Runway Main Approach. A similar format should apply to other runways.

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PROJECT

AGL Design Guide
Typical Drawings

NOTES

Regulation RA 3515(6) applies

KEY

Elevated Uni-Directional (White)

Inset Uni-Directional (White)

Inset Uni-Directional (Green)

The visible colours from the light fixture shall be:

White (or Clear) - None
Red - Solid
Blue - A Cross
Green - Small Circular Solid Disc
Yellow - Stripes
Blank - Letter B.

Examples

ISSUE/REVISION

I/R	DATE	DESCRIPTION
0	25 Sep 20	Issue 0

SHEET TITLE

CAT I, Non-Precision, Non-Instrument C/L & 5-Bar Approach Lighting Spacing Configuration

SHEET NUMBER

DIO-VA-001