

## RA 3513 - Permanent Fixed Wing Aerodrome - Indicators and Signalling Devices

### Rationale

There are occasions when information is not available through radio communication. If the information is not otherwise available this would constitute a Hazard to **► Aircraft ◀**. Indicators and signalling devices are vitally important visual aids to assist with the safe operations at an Aerodrome.

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### Regulation

#### 3513(1)

#### Wind Direction Indicator

3513(1) Heads of Establishments (HoEs) and Aviation Duty Holder-Facing Organizations (ADH-Facing Organizations) **shall** ensure that an Aerodrome is equipped with wind direction indicators to provide wind information to the pilot during approach and take-off.

### Acceptable Means of Compliance

#### 3513(1)

#### Wind Direction Indicator

1. Each wind direction indicator **should** be located so **►◀** at least one **►◀** is visible from **► Aircraft ◀** in flight, during approach or on the movement area before take-off, and in such a way as to be free from the effects of air disturbances caused by nearby objects.
2. Wind direction indicators **should**:
  - a. Be in the form of a truncated cone made of fabric;
  - b. Have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m;
  - c. Be constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed;
  - d. Be of a colour or colours as to make the wind direction indicator clearly visible and understandable from a height of at least 300 m.
  - e. **►◀**
3. **► At least one illuminated wind direction indicator should be provided where there is a requirement for night flying, to provide Aircrew both in the air and on the ground with a clear indication of wind speed and direction. ◀**

### Guidance Material

#### 3513(1)

#### Wind Direction Indicator

4. A single colour may be used.
5. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they may preferably be orange and white, red and white, or black and white, and may be arranged in five alternate bands, the first and last bands being the darker colour.

#### Civil Equivalence.

6. This Regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 5.1.1.

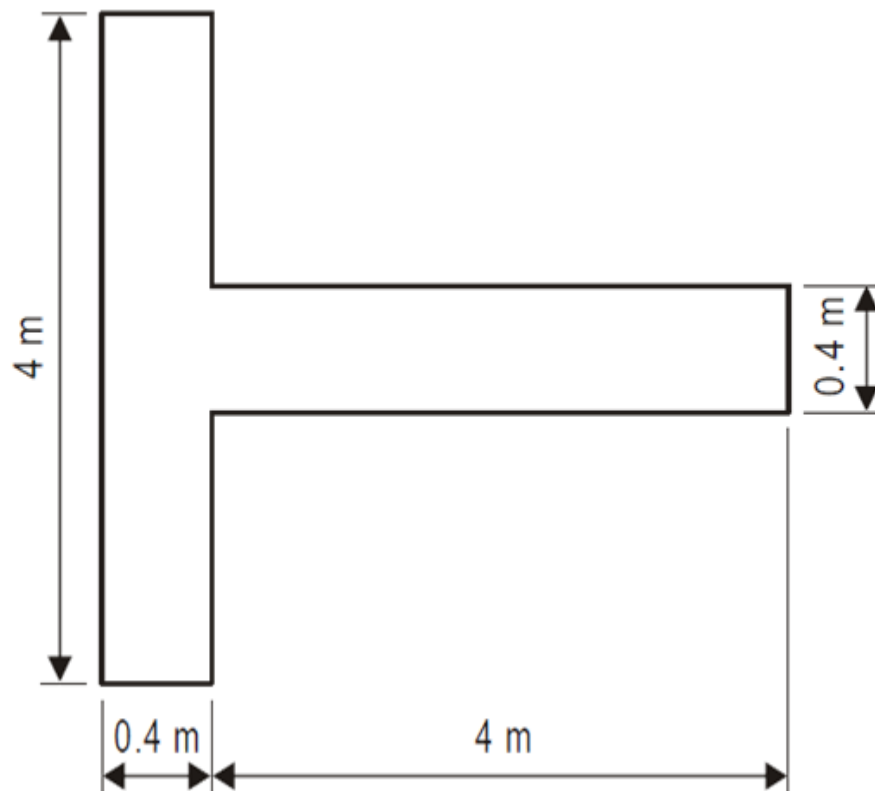
**Regulation  
3513(2)**
**Landing Direction Indicator**

3513(2) HoEs and ADH-Facing Organizations **shall** ensure that, where provided, a landing direction indicator is located in a conspicuous place on the Aerodrome.

**Acceptable  
Means of  
Compliance  
3513(2)**
**Landing Direction Indicator**

7. The landing direction indicator **should**:
- Be in the form of a 'T';
  - Have the shape and minimum dimensions as shown in Figure 1.
  - Be either white or orange, the choice being dependent on the colour that contrasts best with the background against which the indicator is viewed; and
  - Either be illuminated or outlined by white light where used at night.

*Figure 1. Landing Direction Indicator*


**Guidance  
Material  
3513(2)**
**Landing Direction Indicator**
**Civil Equivalence.**

8. This Regulation is in line with ICAO Annex 14 Vol I para 5.1.2.

**Regulation  
3513(3)**
**Aerodrome Identification from the air**

3513(3) HoEs and ADH-Facing Organizations **shall** ensure that the Aerodrome is readily identifiable from the air.

**Acceptable  
Means of  
Compliance  
3513(3)**

**Aerodrome Identification ► from the air ◀**

9. Where provided, the MOD airfield bigram identification **should** be displayed on the Aerodrome side of the Air Traffic Control (ATC) building visible from the air and in a position clear of buildings, but not on the Runway.
10. The letters **should** be 6 m by 3.6 m painted white on a black background.

**Guidance  
Material  
3513(3)**

**Aerodrome Identification ► from the air ◀**

11. Nil.

**Regulation  
3513(4)**

**Signalling Lamp**

- 3513(4) HoEs and ADH-Facing Organizations **shall** ensure that a signalling lamp is provided in the Aerodrome control tower.

**Acceptable  
Means of  
Compliance  
3513(4)**

**Signalling Lamp**

12. The signalling lamp **should**:
- Be capable of producing red, green and white signals;
  - Be capable of being aimed manually at any target as required;
  - Be capable of giving a signal in any one colour followed by a signal in either of the two other colours;
  - Have a beam spread not less than 1° or greater than 3°, with negligible light beyond 3°; and
  - When intended for use during the daytime, have a colour light intensity not less than 6000 cd.

**Guidance  
Material  
3513(4)**

**Signalling Lamp**

**Civil Equivalence.**

13. This Regulation is in line with ICAO Annex 14 Vol I para 5.1.3.

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