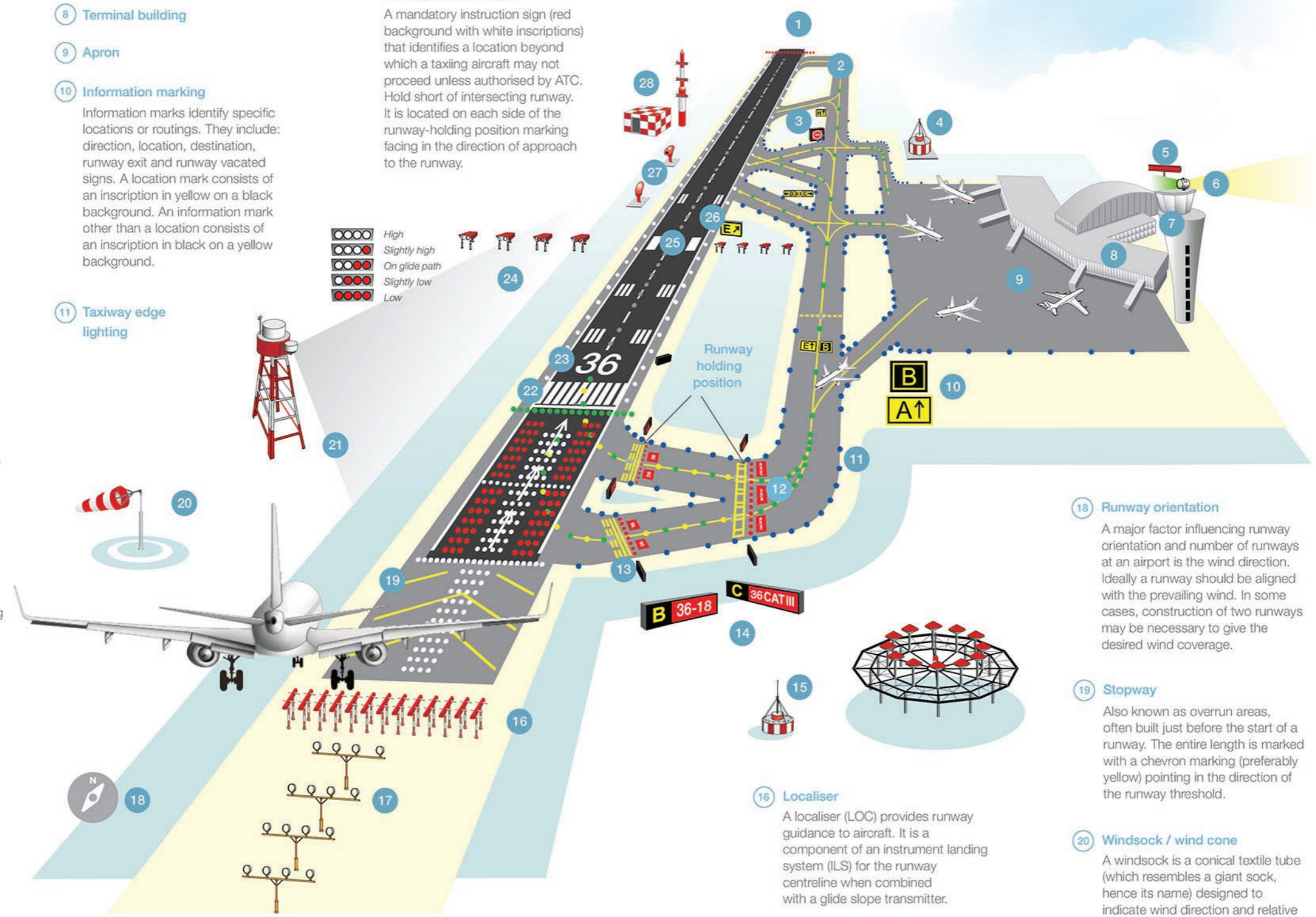


Airfield / The most aeronautical part of the airport

- 1 Runway**
The most recognisable element of an airfield. According to the International Civil Aviation Organization (ICAO) Runways are "defined rectangular areas on a land aerodrome prepared for the landing and take-off of aircraft".
- 2 Taxiway**
A carriageway at an airport that connects runways with ramps, hangars, terminals and other facilities. They usually have hard surface such as asphalt or concrete, although smaller airports sometimes use gravel or grass.
- 3 Mandatory instruction marking**
Should the installation of a mandatory instruction sign be impractical, then a mandatory instruction marking is provided on the surface of the pavement. It consists of an inscription in white on a red background. The mandatory instruction marking is located on the left-hand side of the taxiway centreline marking on the holding side of the runway-holding position marking.
- 4 GBAS**
A Ground Based Augmentation System (GBAS) provides digital guidance for precision approaches using the Differential Global Positioning System (DGPS) procedure.
- 5 SMR**
Surface Movement Radar (SMR) is used to detect aircraft and vehicles on the surface of an airport. It supplements visual observations and may also be used during low visibility or at night.
- 6 Aerodrome Beacon**
A rotating beacon (or an omnidirectional flashing xenon strobe) installed at an airport or aerodrome to indicate its location to aircraft pilots at night. It emits either coloured flashes alternating with white flashes, or white flashes only. It is usually located on the air traffic control tower.
An aerodrome beacon will be provided at an aerodrome to be used at night, as long as one or more of the following conditions exist:
- Aircraft navigate predominantly by visual means;
- Reduced visibility is frequent; or
- It is difficult to locate the aerodrome from the air due to surrounding lights or terrain.

- 7 Air Traffic Control Tower**
- 8 Terminal building**
- 9 Apron**
- 10 Information marking**
Information marks identify specific locations or routings. They include: direction, location, destination, runway exit and runway vacated signs. A location mark consists of an inscription in yellow on a black background. An information mark other than a location consists of an inscription in black on a yellow background.
- 11 Taxiway edge lighting**
- 12 ILS sensitive area**
Precision obstacle free zone boundary that identifies ILS (Instrumental Landing System) sensitive area exit boundary.
- 13 Stop Bar Lights**
Row of red lights that, when illuminated, designate a runway hold position. Lights may be flush with the surface or elevated. An aircraft must never cross an illuminated red stop bar.

- 14 Taxiway/runway holding position sign**
A mandatory instruction sign (red background with white inscriptions) that identifies a location beyond which a taxiing aircraft may not proceed unless authorised by ATC. Hold short of intersecting runway. It is located on each side of the runway-holding position marking facing in the direction of approach to the runway.
- 15 DME**
The Distance Measuring Equipment (DME) is a transponder-based radio navigation technology that measures slant range distance by timing the propagation delay of VHF or UHF radio signals. Aircraft use DME to determine their distance from that point.
- 16 Localiser**
A localiser (LOC) provides runway guidance to aircraft. It is a component of an instrument landing system (ILS) for the runway centreline when combined with a glide slope transmitter.
- 17 Approach lighting**
A lighting system installed on the approach end of an airport runway, consisting of a series of light-bars or strobe lights that extend outward from the runway end. An approach lighting system usually serves a runway that has an instrument approach procedure associated with it, allowing the pilot to visually identify the runway environment and align the aircraft with it when arriving at a determined point of approach.



- 22 Runway threshold**
A point that denotes the beginning and end of the designated space for landing and take-off under non-emergency conditions.
- 23 Runway designation**
Runways are named using a number between 01 and 36, which is generally the magnetic azimuth of the runway's heading in deca-degrees.
- 24 PAPI**
A Precision Approach Path Indicator (PAPI) consists of four sets of lights in a line perpendicular to the runway, usually on the left side of the runway.
- 25 Aiming point**
The aiming point marking serves as a visual aiming point for a landing aircraft. These two rectangular markings consist of a broad white stripe located on each side of the runway centreline and approximately 1,000 feet from the landing threshold. They roughly correspond to where the glide path intercepts the runway surface.
- 18 Runway orientation**
A major factor influencing runway orientation and number of runways at an airport is the wind direction. Ideally a runway should be aligned with the prevailing wind. In some cases, construction of two runways may be necessary to give the desired wind coverage.
- 19 Stopway**
Also known as overrun areas, often built just before the start of a runway. The entire length is marked with a chevron marking (preferably yellow) pointing in the direction of the runway threshold.
- 26 Runway exit**
An information sign that defines designation or direction of exit taxiways from the runway.
- 27 RVR transmissometer**
Runway Visual Range (RVR) is the distance over which a pilot of an aircraft on the centreline of the runway can see the surface markings.
- 28 Glide path**
One of the elements of an ILS (Instrumental Landing System). This is a ground-based instrument approach system that provides precision lateral and vertical guidance to an aircraft approaching and landing on a runway, using a combination of radio signals to enable a safe landing.
- 20 Windsock / wind cone**
A windsock is a conical textile tube (which resembles a giant sock, hence its name) designed to indicate wind direction and relative wind speed. Wind direction is the opposite of the direction in which the windsock is pointing.
- 21 Automated FOD detection system**
A runway hazard management system for automatic FOD (foreign object debris) detection. It provides constant inspection of the runway surface to locate potentially hazardous debris.