

## **RUNWAY NUMBERING**

A runway number is taken from a bearing of the direction that it points. Numbers are rounded off to the nearest 10°. The numbers are marked at the end of every runway in large white numbers.

Example - A runway pointing to 018° magnetic would be numbered 02.  
A runway pointing to 192° magnetic would be rounded down to 190, the last zero dropped and the runway numbered 19.

## **RUNWAY MARKINGS**

### **Centerline**

Runway centerline markings consist of a line of uniformly spaced stripes and gaps. Stripes are normally 30m long, gaps 20m long.

### **Threshold**

Runway thresholds are markings across the runway that denote the beginning and end of the designated space for landing and takeoff under non-emergency conditions.

Threshold markings are provided at the threshold of a paved instrument and non-instrument runway intended for use by international commercial air transport.

### **Displaced threshold**

Displaced thresholds may be used for taxiing, takeoff, and landing rollout, but not for touchdown. A displaced threshold often exists because obstacles just before the runway, runway strength, or noise restrictions may make the beginning section of runway unsuitable for landings. It is marked with white paint arrows that lead up to the beginning of the landing portion of the runway.

## **TAXIWAY MARKINGS**

### **Taxiway Centerline**

- A solid yellow line used as a guide to keep the aircraft in the center of the taxiway

### **Hold Lines**

- Solid and dashed yellow line running across the taxiway where aircraft must “hold short” until cleared for take-off

## **AERODROME MARKINGS**

### Unserviceable

- Marked with large white or yellow X's on both ends of a runway or taxiway. Red flags are also used to mark unserviceable areas that can be passable with caution.

## **WIND INDICATORS**

### **Wind Sock**

- Elongates as the wind increases.
- If the wind sock is straight out then the wind is 15Kts or more.
- If the wind sock is on a 30° down slope then the wind is 6Kts.
- If the sock is fluctuating then gusty conditions exist.

**Wind "T" and wind tetrahedrons are no longer recognized in TP312.**

### **Lights:**

- Runway thresholds are marked with green lights.
- End of runways are marked with red lights
- Runways are lined with white lights.

- Taxiways are lined with blue lights.
- Obstructions, such as building and towers, are marked with red or white lights.

### THE CIRCUIT

- Upwind** - the area opposite to downwind leg.
- Crosswind** - lies across the center of the landing area perpendicular to the downwind leg.
- Downwind** - flight path opposite to the direction of landing, which is parallel to and a distance off to the side of the runway.
- Base** - flight path perpendicular to the landing.
- Final** - flight path in the direction of landing.

### NORDO at a Controlled Airport

#### **NORDO**

- no radio
- aircraft is not capable of communicating over the radio.

#### **RONLY**

- receive only
- similar to NORDO except the aircraft can receive messages. Tower may ask for confirmation through a visual sign (i.e. rock the wings).

#### **The following are authorized light signals to aircraft on the ground:**

<b>Flashing Green Light</b>	Cleared to taxi.
<b>Steady Green Light</b>	Cleared to take-off.
<b>Flashing Red Light</b>	Taxi clear of landing area in use.
<b>Steady Red Light</b>	Stop.
<b>Flashing White Light</b>	Return to starting point on airport.
<b>Blinking Runway Lights</b>	Vacate the runway immediately.

**The following are authorized light signals to aircraft in the air:**

<b>Steady Green Light</b>	Clear to land.
<b>Steady Red Light or Red Flare</b>	Do not land.
<b>Flashing Green Light</b>	Return for landing.
<b>Alternating Red and Green Light (US)</b>	Danger. Be on alert.
<b>Flashing Red Light</b>	Airport unsafe. Do not land.
<b>Red Pyrotechnical Light</b>	Do not land for the time being.

**AIRWORTHINESS:**

- a) It is the pilot's responsibility to ensure that Canadian registered aircraft are fit and safe prior to being flown
- b) **Flight Permit:** issued for experimental and specific purpose
- c) **Certification of Airworthiness:** the C of A signifies that the aircraft conforms to TC recognized design standards
- d) **Annual Airworthiness Info Report :** certifies that airworthiness information is correct. Does not require an inspection, flight test, or certification.

**DOCUMENTATION:**

**The following are required to be aboard all aircraft:**

- C - Crew Licenses and Medicals
  - Pilot License
  - Medical Certificate
  - Restricted Radio Operator's Certificate (unless NORDO)
- P - POH (Pilot Operating Handbook)
- R - Certificate of Registration (C of R)
- A - Certificate of Airworthiness (C of A)
- I - Liability Insurance
- L - Journey Log