

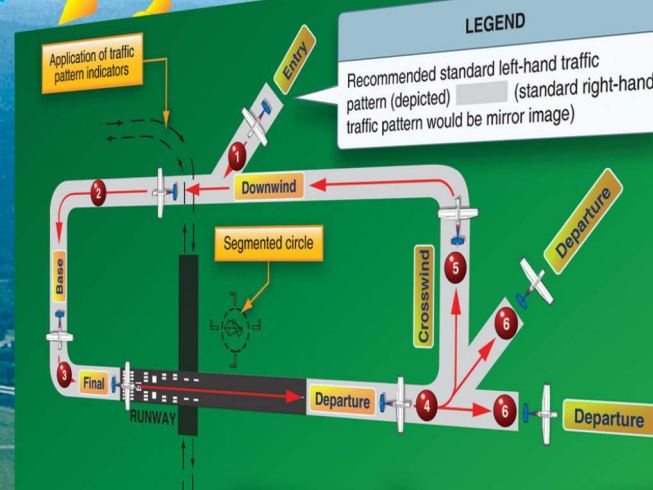
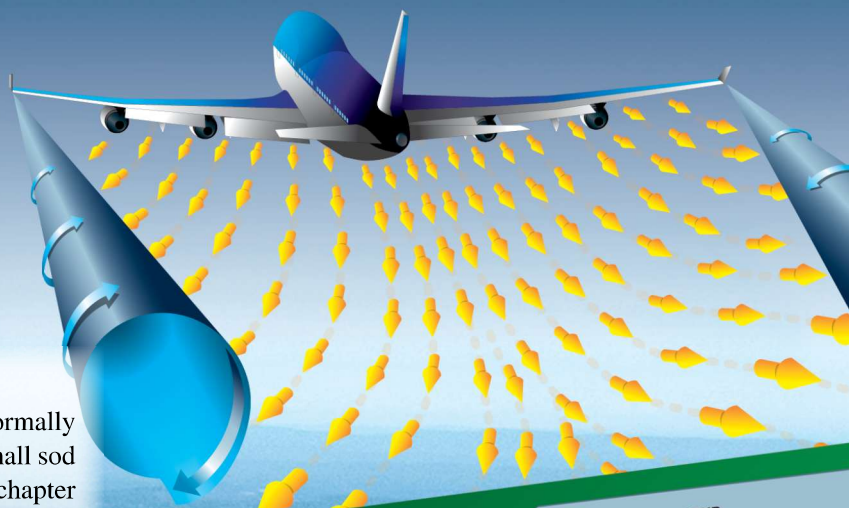
Airport Operations

Introduction

Each time a pilot operates an aircraft, the flight normally begins and ends at an airport. An airport may be a small sod field or a large complex utilized by air carriers. This chapter examines airport operations, identifies features of an airport complex, and provides information on operating on or in the vicinity of an airport.

Airport Categories

The definition for airports refers to any area of land or water used or intended for landing or takeoff of aircraft. This includes, within the five categories of airports listed below, special types of facilities including seaplane bases, heliports, and facilities to accommodate tilt rotor aircraft. An airport includes an area used or intended for airport buildings, facilities, as well as rights of way together with the buildings and facilities.



Color and Type of Signal

Movement of Vehicles, Equipment and Personnel

Aircraft on the Ground

Aircraft in Flight

Steady green

Cleared to cross, proceed or go

Cleared for takeoff

Cleared to land

Flashing green

Not applicable

Cleared for taxi

Return for landing (to be followed by steady green at the proper time)

Steady red

Stop

Stop

Give way to other aircraft and continue circling

Flashing red

Clear the taxiway/runway

Taxi clear of the runway in use

Airport unsafe, do not land

Flashing white

Return to starting point on airport

Return to starting point on airport

Not applicable

Alternating red and green

Exercise extreme caution!!!!

Exercise extreme caution!!!!

Exercise extreme caution!!!!

Wind sock or cone

Tetrahedron

Wind tee

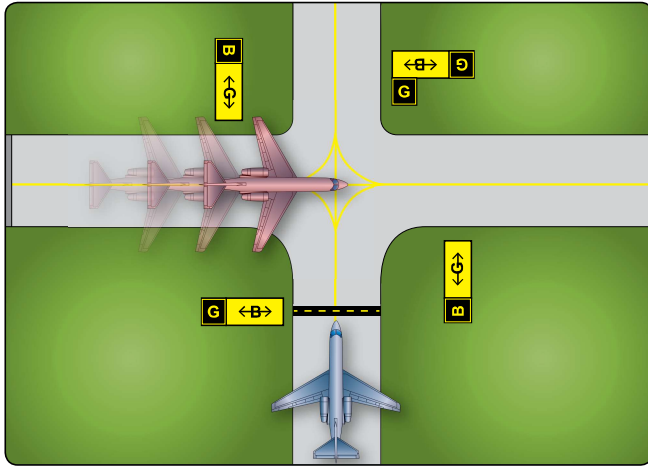


Figure 14-26. Holding position marking on a taxiway.

Temporarily Closed Runways and Taxiways

For temporarily closed runways and taxiways, a visual indication is often provided with yellow “Xs” or raised lighted yellow “Xs” placed at each end of the runway. Depending on the reason for the closure, duration of closure, airfield configuration, and the existence and the hours of operation of an ATC tower, a visual indication may not be present. As discussed previously in the chapter, you must always check NOTAMs and ATIS for runway and taxiway closure information.

Figure 14-27A shows an example of a yellow “X” laid flat with an adequate number of heavy sand bags to keep the wind from getting under and displacing the vinyl material.

A very effective and preferable visual aid to depict temporary closure is the lighted “X” placed on or near the runway designation numbers. [*Figure 14-27B and C*] This device is much more discernible to approaching aircraft than the other materials described above.

Other Markings

Some other markings found on the airport include vehicle roadway markings, VOR receiver checkpoint markings, and non-movement area boundary markings.

Airport Signs

There are six types of signs that may be found at airports. The more complex the layout of an airport, the more important the signs become to pilots. Appendix C of this publication shows examples of some signs that are found at most airports, their purpose, and appropriate pilot action. The six types of signs are:

- Mandatory instruction signs—red background with white inscription. These signs denote an entrance to a runway, critical area, or prohibited area.

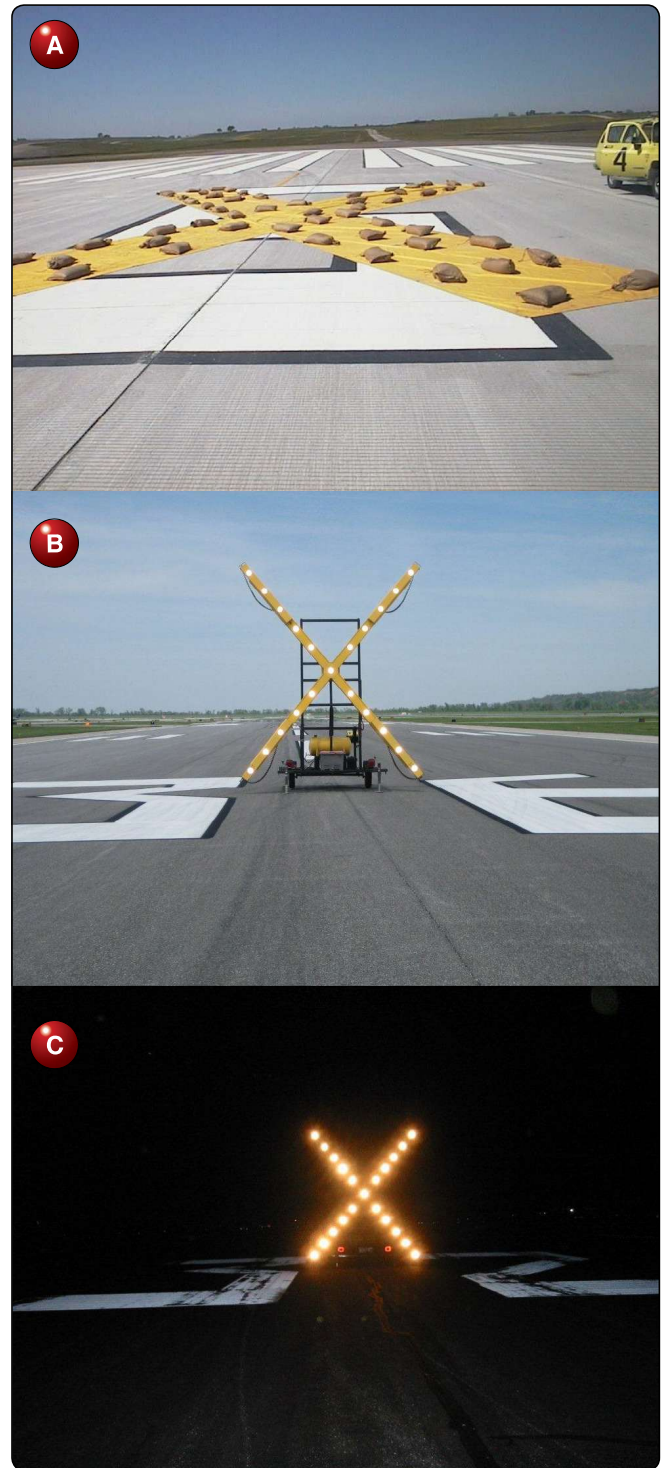


Figure 14-27. (A) Yellow “X” placed on surface of temporarily closed runways. (B) Lighted “X” placed on temporarily closed runways. (C) Lighted “X” at night showing a temporarily closed runway.

- Location signs—black with yellow inscription and a yellow border, no arrows. They are used to identify a taxiway or runway location, to identify the boundary of the runway, or identify an instrument landing system (ILS) critical area.