



International Civil Aviation Organization

WORKING PAPER

A42-WP/275

TE/107

29/7/25

(Information Paper)

English only

ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 24: Aviation Safety and Air Navigation Priority Initiatives

**REVIEW ON PROVISION OF THE STOP BAR LIGHTING CONFIGURATION FOR THE
STOP BARS AT THE INTERMEDIATE HOLDING POSITION**

(Presented by India)

EXECUTIVE SUMMARY

Stop bar lights are provided at the runway holding positions when it is intended that the runway will be used in runway visual range conditions less than a value of 550 m. ICAO Annex 14 — *Aerodromes* recommends having the stop bar lights at an intermediate holding position also, when it is desired to supplement markings with lights and to provide traffic control by visual means. However, whenever these were provided, it is required to switch off any taxiway centerline lights for a distance of at least 90 mtrs. This paper mentions the technical difficulties in implementing the same.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	No financial implications
<i>References:</i>	Annex 14 — <i>Aerodromes</i>

1. INTRODUCTION

1.1 The stop bars are in general provided at the runway holding positions. However, in special conditions when an operator desires to supplement markings with lights and to provide traffic control by visual means, the stop bar lights are installed at the intermediate holding positions. Generally, intermediate holding position lights are installed at the intermediate holding position. However, as explained above some airports chose to have the stop bar lights at these junctions for safety, additional conspicuity and to control the traffic.



Image depicting the ① intermediate holding position and ② runway holding position with stop bars

1.2 However, in either case for a regular stop bar and stop bar installed at the intermediate holding position (IHP), the taxiway centre line lights of at least 90 mtrs to be controlled (ON & OFF) as per the requirement. While, when we apply the same when the stop bar is installed at IHP, the execution of the same has some practical difficulties in implementation of the same.

2. REGULATORY REFERENCES

2.1 From Annex 14, Volume I — *Aerodrome Design and Operations*, Eighth Edition, July 2018:

5.3.20 Stop Bars

5.3.20.4 Recommendation: — *A stop bar should be provided at an intermediate holding position when it is desired to supplement markings with lights and to provide traffic control by visual means.*

5.3.20.13 The lighting circuit shall be designed so that:

- a) stop bars located across entrance taxiways are selectively switchable.
- b) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups.
- c) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar shall be extinguished for a distance of at least 90 m; and

- d) stop bars are interlocked with the taxiway centre line lights so that when the centre line lights beyond the stop bar are illuminated the stop bar is extinguished and vice versa.

Note: — Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will not fail at the same time. Guidance on this issue is given in the Aerodrome Design Manual (Doc 9157), Part 5.

3. DISCUSSION

3.1 As per the above regulations, whenever a stop bar is illuminated, taxiway centre line lights installed beyond the stop bar shall be extinguished for at least 90 mtrs. The main purpose of this is to prevent incursion and inadvertent access. When the stop bar is illuminated, the TCLs are OFF and when Aircraft is cleared to proceed, the stop bar is made to OFF and the TCLs are ON. The same is being achieved through different means which includes sensor control mechanism integrated with ALCMS and at some airports, this is being achieved by the timer-based control also. The phenomenon of the same is explained in ADM Part 4 – *Visual Aids*, Chapter 10.

3.2 In general, the control of 90 mtrs of taxiway centreline lights is easily achievable for the runway holding position, while following the same configuration for the intermediate holding positions w.r.t stop bar and controllable section of 90 mtrs, in some cases the geometrical configuration of the taxiway layout doesn't permit this.

3.3 Image in appendix 1 is the scenario at an airport, where the stop bar installed at IHP location on A taxiway, has only a provision of control of 76.74 mtrs of TCL section. While, controlling of the 90 mtrs section of lights which means beyond a section of 14 mtrs appx. (2 lights) can be controlled. However, when this is done an Aircraft intending to vacate from A2 from the other taxiways (P → A1 → A → A2) from the right curve identifies that the common section of 14 mtrs which is additionally controlled when the aircraft is holding at the IHP position A, makes the system non-compliance as per the clause below.

“10.5.9 The system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 350 m shall have as its objective that no two adjacent taxiway centre line lights be unserviceable.”

3.4 Also, in the above case we can see most of the lights which are part of the 90 mtrs section are not visible to the pilot in reality due to the fixtures installed on the curve. Hence, controlling the 90 mtrs section practically may not produce the desired result.

3.5 The options one has here is relocating the IHP further back to provide the 90 mtrs, however, in cases where this is not possible due to site restrictions, maximum extent possible only can be extinguished.

3.6 The runway holding position is installed at appx 90 mtrs from the runway centre line for a precision approach runway as per table 3-2 (Annex 14 Standards and Recommended Practices (SARPs)) and the IHP marking is generally placed at 37, 43.5 and 51 mtrs for code D, E and F respectively as per Table 3-1(Annex 14-SARPS). This has an influence on the length of the view of the visible taxiway centreline lights when the aircraft is holding. From the above explanation it is obvious that the length of effective visual guidance of straight section of taxiway centre line lighting is comparatively lesser for the

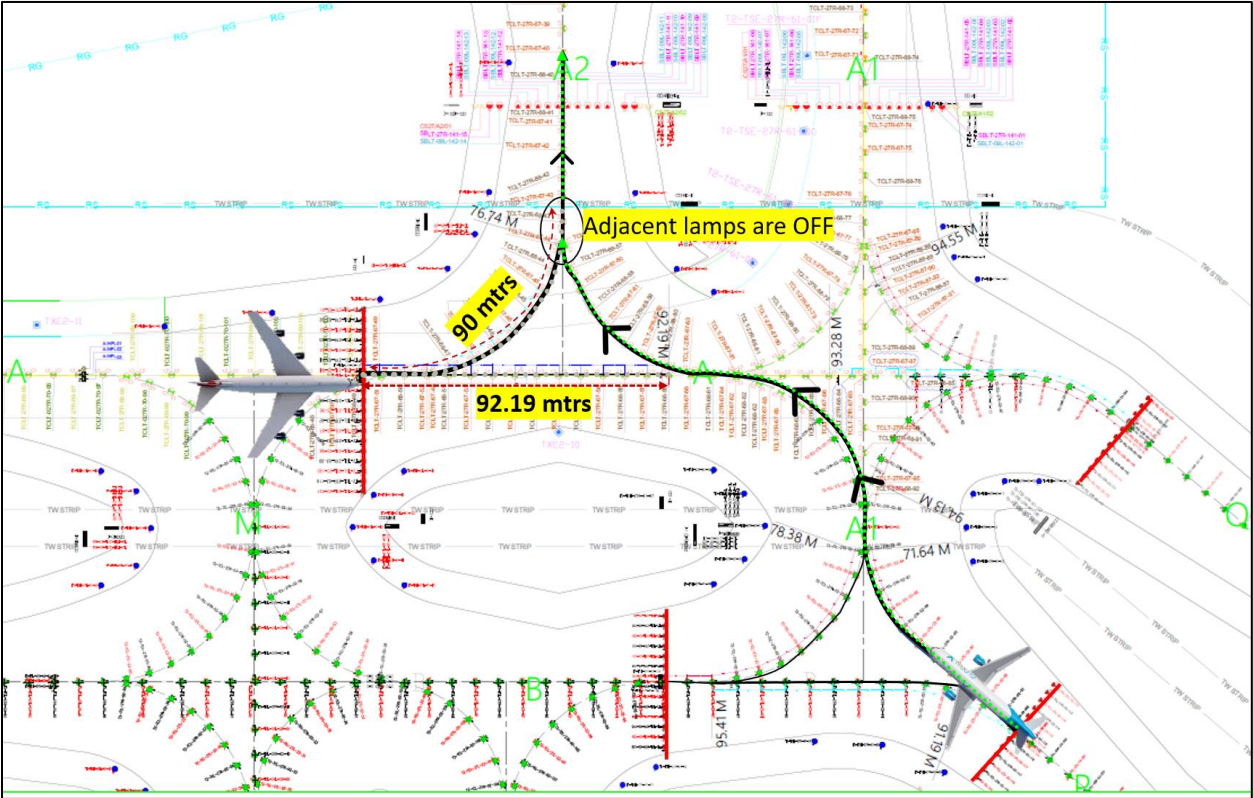
IHP positions, when provided with stop bar lighting. Therefore the 90 mtrs requirements should be replaced with distance as far as practicable.

3.7 The intent of switching off the 90 mtrs section of the lights is mainly to cut off the guidance when stop bar at either position is ON. Also, the visibility of the curved section of lights when viewed from this position is very minimal. For the IHP position due to smaller straight sections the visible portion of taxiway centreline lights is very less. In low visibilities this condition is worsened due to restricted visibility.

3.8 As per clause 5.2.11.3 Where an intermediate holding position marking is displayed at an intersection of two paved taxiways, it shall be located across the taxiway at sufficient distance from the near edge of the intersecting taxiway to ensure safe clearance between taxiing aircraft. It shall be coincident with a stop bar or intermediate holding position lights, where provided.

APPENDIX

DRAWING DEPICTING THE STOP BAR AT IHP AND RUNWAY HOLDING POSITION AND THE CONCERN



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