## TABLE FASID AOP 1 C PHYSICAL CHARACTERISTICS, RADIO AND VISUAL AIDS AT AERODROMES

**Note.- The names of aerodromes listed in column 1 of the following table derive from the list of international aerodromes required in the AOP Part of the Basic MID ANP.**

### *EXPLANATION OF THE TABLE*

***General***

**Table AOP 1 shows the operational requirements for air traffic services, physical characteristics, radio navigation aids, visual aids and runway visual range (RVR) at each aerodrome.**

**Columns 6 to 9 show physical characteristics related to taxiways and runways. The physical characteristics of taxiways should be appropriate for the runways with which they are related.**

**Columns 5 and 10 to 13 show the requirements for air traffic services, radio and visual aids and RVR for the runway with which the entry is associated. These aids are generally indicated by AX@ and the AX@ indicates that the aid should be in accordance with the type of runway (column 7). If the aid is different from the type of runway, then a A1@, A2@ or A3@ is entered to indicate Category I, II or III, respectively.**

***Column***

**1** **Name of the city and aerodrome, preceded by the location indicator.**

***Note.C When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.***

**Designation of the aerodrome as:**

**RS C international scheduled air transport, regular use**
**RNS C international non-scheduled air transport, regular use**
**AS C international scheduled air transport, alternate use**
**ANS C international non-scheduled air transport, alternate use**

**When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport.**

**2** **Alternate aerodromes for the regular aerodromes listed in column 1, or if the aerodrome listed in column 1 serves only as an alternate, the regular aerodromes for which it is an alternate. The aerodrome is shown by listing the name of the city, preceded by the location indicator.**

**3** **Aerodrome reference code (RC) for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1.**

**4** **Required rescue and fire fighting service (RFF). The required level of protection is expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, Chapter 9, Section 9.2.**

**5** **Air traffic services:**

**APP C Approach control service. An AX@ indicates that the service should be provided and when an AR@ is shown it indicates that the service should be provided with radar.**
**TWR C Aerodrome control tower. An AX@ indicates that the service should be provided and when an AR@ is shown it indicates that the service should be provided with an aerodrome surface movement radar.**
**ATIS C Automatic terminal information service. An AX@ indicates that the service should be provided**
**AFIS C Aerodrome flight information service. An AX@ indicates that the service should be provided.**

**6** **Runway designation numbers.**

**7** **Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1 are:**

**NINST C non-instrument runway**
**NPA C non-precision approach runway**
**PA1 C precision approach runway Category I**
**PA2 C precision approach runway Category II**
**PA3 C precision approach runway Category III**

**8** **Taxiway (TWY) to be provided to threshold of associated runway.**

**9** **Required runway length expressed in terms of a balanced field length. In planning, account is taken of local conditions. If the requirement for alternate use is more critical, the aircraft type and runway length required are also indicated below the abbreviation AAS@.**

**Critical aircraft for pavement strength and required pavement strength expressed as the all-up mass in thousands of kilograms. The operational mass of an aircraft, such as B747 and DC10, which may have a bearing on the design of culverts, cable ducts, bridge overpasses, etc., is also shown. If the aircraft requiring the aerodrome for alternate use is more critical, the aircraft type and pavement strength required are also indicated below the abbreviation AAS@.**

***Note 1.C A specific aircraft model based on the best available sources of information should be selected for planning runway length as this requirement is particularly affected by aircraft model differences. Aircraft models should thus be reviewed carefully to see that the correct one is used in determining the aerodrome characteristics. ICAO's Air Navigation Commission has directed that RAN meetings provide in the plan as realistic figures as possible on runway length and pavement strength requirements at individual aerodromes.***

***Note 2.C Should a requirement for more than one runway be indicated for an aerodrome, the meeting should plan the lengths of the secondary runways. A specification concerning the lengths of such runways can be found in Annex 14, Volume I, Chapter 3, Section 3.1.7.***

***Radio navigation aids (approach and landing)***

**10** **PA-Precision Approach Aid, shown against the runway to be served and indicated by an AX@ .**

**NPAC Non Precision Approach Aid. An AX@ indicates that the aid should be provided.**

**T CTerminal Navigation Aid. An AX@ indicates that one of the aids should be provided.**

***Note: Refer to Table CNS 3 for details. The appropriate radio navigation aid and the requirement of aligning DME with ILS/VOR are shown in this Table CNS 3.***

***Lighting aids***

**11** **PA C precision approach lighting system, Category I, II or III shown by an AX@ if the aid is the same category as the runway type (column 7) or, if it is different, by the numeral 1, 2 or 3 against the runway to be served, to indicate the type of system required.**

**SA C simple approach lighting system, shown by an AX@ against the runway to be served.**

**VA C visual approach slope indicator system, shown by an AL@ or an AS@ against the runway to be served. The letter AL@ indicates that the system should be PAPI or T-VASIS (AT-VASIS) and the letter AS@ indicates that the system should be PAPI or APAPI.**

**RWY C runway edge, threshold and runway end lighting. An AX@ indicates that these aids should be provided.**

**CLL C runway centre line lighting, shown by an AX@ against the runway to be served.**

**TDZ C runway touchdown zone lighting, shown by an AX@ against the runway to be served.**

**TE C taxiway edge lighting. An AX@ indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.**

**TC C taxiway centre line lighting. An AX@ indicates that this should be provided for the particular runway with which the entry is associated.**
**STB C stop bars. An AX@ indicates that stop bars should be provided for the runway with which the entry is associated.**

**B C aerodrome or identification beacon. An AX@ indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.**

***Marking aids***

**12** **DES C runway designation marking, shown by an AX@ against the runway to be served.**

**CLM C runway centre line marking. An AX@ indicates that the aid should be provided.**

**THR C runway threshold marking, shown by an AX@ against the runway to be served.**

**TDZ C runway touchdown zone marking, shown by an AX@ against the runway to be served.**

**SST C runway side stripe marking. An AX@ indicates that the aid should be provided.**

**AMG C aiming point marking, shown by an AX@ against the runway to be served.**

**TWY C taxiway centre line and, where required, edge marking. An AX@ indicates that the aid should be provided.**

**HLD C taxiway holding position marking, shown by an AX@ against the runway to be served. The pattern of the marking should conform to the provisions of Annex 14, Volume I, Section 5.2.9.**

**13** **Runway visual range (RVR).**

**TDZ C observations should be provided representative of the touchdown zone.**
**MID C observations should be provided representative of the middle of the runway.**
**END C observations should be provided representative of the stop end portion of the runway.**

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