



Advisory Circular

NCAA-AC-ARD018

NIGERIAN CIVIL AVIATION AUTHORITY (NCAA)

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PROCEDURE FOR MOVEMENT AREA CLOSURE

1.0 GENERAL

Nigerian Civil Aviation Authority Advisory Circulars from Aerodrome Standards Department contain information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

An AMC is not intended to be the only means of compliance with a regulation, and consideration will be given to other methods of compliance that may be presented to the Authority.

2.0 PURPOSE

This Advisory Circular provides methods, acceptable to the Authority, for showing compliance with the requirements of Part 12 of Nig. CARs and Aerodrome Standards Manual for movement area closure as well as explanatory and interpretative material to assist in showing compliance.

3.0 REFERENCE

The Advisory Circular relates specifically to Part 12.6.12 of Nig. CARs and Chapter 11 of the Aerodrome Standards Manual.

4.0 STATUS OF THIS AC

This is the first AC to be issued on this subject

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1.0 BACKGROUND.

There have been instances of aircraft landing on runways that are temporarily closed for maintenance resulting in serious accident and significant loss to airline owner in terms of damage to aircraft and payment of huge sums by the regulator as compensation attributed to inadequate oversight. The likelihood of unintended landings increases during periods of reduced visibility and at night whenever runway lighting must be on for electrical maintenance. The lighted visual aid is intended to eliminate ambiguity concerning the status of the runway and to reduce instances of aircraft landing on temporarily closed runways.

2.0 GENERAL REQUIREMENT

2.1 Part 12 of Nig.CARs) - Notification of Changes

Part 12.6.12 of the Nig.CARs stipulates:

“Notification of changes to the Aerodrome facilities, equipment and level of service planned in advance—An Aerodrome operator shall notify the Authority, in writing, at least 30 days before effecting any change to the Aerodrome facility or equipment or the level of service at the Aerodrome that has been planned in advance.”

2.2 Aerodrome Standards Manual- Marking of Closed Runway and Taxiway

The Aerodrome Standards Manual stipulates as follows:

Closed Runways and Taxiways, or Parts Thereof

Application

Permanently Closed Runway or Taxiway

- 2.1.1 A closed marking shall be displayed on a runway or taxiway, or portion thereof, which is permanently closed to the use of all aircraft.

Temporarily Closed Runway or Taxiway

- .2.1.2. A closed marking should be displayed on a temporarily closed runway or taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration (less than 3 days) and adequate warning by air traffic services is provided.

Location

- .2.1.3 On a runway, a closed marking shall be placed at each end of the runway or portion thereof, declared closed, and additional markings shall be so placed that the maximum interval between markings does not exceed 300m. On a taxiway, a closed marking shall be placed at least at each end of the taxiway or portion thereof closed.

Characteristics

- 2.1.4 The closed marking shall be of the form and proportions as detailed in ICAO Annex 14, Vol. I, Figure 7-1, Illustration a), when displayed on a runway, and shall be of the form and proportions as detailed in ICAO Annex 14, Vol. I, Figure 7-1, Illustration b), when displayed on a taxiway. The marking shall be white when displayed on a runway and shall be yellow when displayed on a taxiway.

Note – When an area is temporarily closed, frangible barriers or markings utilizing materials other than paint or other suitable means may be used to identify the closed area.

- 2.1.5 When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated.
- 2.1.6 Lighting on a closed runway or taxiway or portion thereof shall not be operated, except as required for maintenance purposes.
- 2.1.7 In addition to closed markings, when the runway or taxiway or portion thereof closed is intercepted by a usable runway or taxiway which is used at night, unserviceability lights shall be placed across the entrance to the closed area at intervals not exceeding 3m

3.0 USE OF LIGHTED VISUAL AID

A very effective and preferable visual aid to depict temporary closure is the use of lighted "X" signal. If the lighted "X" is not available, construct the marking of any of the following materials: double-layered painted snow fence, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and secured to prevent movement by prop wash, jet blast, or other wind currents.

4.0 SUMMARY OF ACTIONS REQUIRED FOR MOVEMENT AREA CLOSURE

4.1 Permanently Closed Runways


For runways and taxiways that have been permanently closed, disconnect the lighting circuits. For runways, obliterate all runway markings, and place "X's" at each end and at (300-m) intervals. For taxiways, place an "X" at least at the entrance of the closed taxiway. Provide appropriate notification by NOTAM, voice advisory and subsequently AIP and inform NCAA in advance.

4.2 Temporarily Closed Aerodrome

When the airport is closed temporarily, mark the runways as closed as given in paragraph 2.2 above and turn off the airport beacon. Provide notification by voice advisory and NOTAM and inform NCAA in advance.

4.3 Permanently Closed Aerodrome

When the airport is closed permanently, mark the runways as permanently closed as given in paragraph 2.2 above, disconnect the airport beacon, and place an "X" in the segmented circle or at a central location if no segmented circle exists. Provide notification by AIP and inform NCAA in advance.



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