Læsevejledning:

1) **Dette materiale er beregnet til at drage sammenligning med Annex 14 standarder og rekommandationer med CS'er "Certification specifications" samt EU forordning 139/2014 herunder AMC'er "Acceptable means of compliance".**
2) **1. kolonne er alle Annex 14 punkterne opstillet i kronologisk rækkefølge fra Annex 14.**
3) **2. kolonne er de tilsvarende CS krav opstillet.**
4) **3. kolonne er tilsvarende uddrag af EU forordning 139/2014 samt tilhørende AMC anvisninger.**
5) **4. kolonne er der under kommentarer nævnt relevante henvisninger til henholdsvis guidensmateriale (GM1) til CS'er, dvs. Book 2 eller henholdvis til guidensmateriale til AMC'en.**
6) **I kommentarfeltet er små afvigelser mærket med lysebrun farve i hele feltet, hvorimod større afvigelser i regelsættet er afmærket med mørkebrun farve i hele kommentarfeltet.**
7) **Alt hvad der har med figurer, diagrammer eller pictogrammer at gøre, er skrevet med grøn skrift i kommentarfeltet.**
8) **Endelig er alle tabeller anført med rød skrift i kommentarfeltet.**

(Materialet er fortrinsvis beregnet for internt brug i TS og vi fraskriver os ethvert ansvar for eventuelle fejl og mangler i materialet som eventuelt måtte forekomme.)

SARP's dvs. Annex 14, herunder uddrag i form af forkortet tekst (NB! Kronologisk rækkefølge)	**EASA's (CS)** certification specifications, herunder uddrag i form af forkortet tekst fra Book 1	**EU forordning 139/2014 (ADR) samt tilhørende AMC** herunder uddrag i form af forkortet tekst fra AMC'en (AMC= acceptebel means of complians)	**Kommentarer**
1.1 Definitions	**CS ADR-DSN.A.002 Definitions**		Antal af indsatte definitioner i SC'en er meget forskellig fra det der er anført i SARP. Der hvor der er sammenfald er definitionen dog udtrykt med det samme ordvalg.
Chapter 1. General **1.2 Applicability**	**CS ADR-DSN.A.001 Applicability** Scope of regulation (EC) No 216/2008**……**		SC henviser til "Regulation (EC) No 216/2008", hvorimod der i SARP henvises til specifikationerne i Annex 14 Volume I, Doc 9150 samt Appendix I Supp. Info GM1 ADR-DSN.A.001
1.2.1 The interpretation of**……**			(a) The certification specifications of Book 1 Teksten i SARP ikke identisk med teksten i CS/GM, men målsætningen er den samme.

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

1.2.2 The specifications, unless**……**			(b) At an aerodrome, which falls in the scope of the Basic Regulation Teksten i SARP ikke identisk med teksten i CS/GM, men målsætningen ligner
1.2.3 Wherever a colour is referred**……**			
1.3 Common reference systems			Der findes ikke en CS med helt samme indhold, men AMC'en dækker i vid udstrækning SARP krav
1.3.1 Horizontal reference system**……**		**AMC1 ADR.OPS.A.010 Data quality requirements** (d) Geographical coordinates indicating latitude and longitude should….	Der findes ikke en CS med helt samme indhold, men AMC'en dækker i vid udstrækning SARP krav herunder henvisning til WGS 84
1.3.2 Vertical reference system**……**			
1.3.3 Temporal reference system**……**			
1.4 Certification of aerodromes		**ADR.AR.A.005 Competent Authority** The Competent Authority designated by the Member State……. **AMC1 ADR.AR.C.015(a) Initiation of the certification….** **ADR.AR.C.020(a) Certification Basis….** **AMC1 ADR.AR.C.035(c) Issuance of certificates…**	
1.4.1 States shall certify**……**		**ADR.AR.A.005 Competent Authority** The Competent Authority designated by the Member State….	
1.4.2 Recommendation.— States should**……**			
1.4.3 The regulatory framework**……**			
1.4.4 As part of the certification**……**		**ADR.AR.C.035 Issuance of certificates** (d) The certificate shall be considered to include the aerodrome's certification basis, the aerodrome manual……	
1.5 Airport design			
1.5.1 Architectural and infrastructure-related requirements**……**			
1.5.2 Recommendation.— The design of aerodromes should**……**			
1.6 Reference code……	**CS ADR-DSN.A.005 Aerodrome reference code……**		Supp. Info GM1 ADR-DSN.A.005
Introductory Note.— The intent of the reference code is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aeroplanes that are intended to operate at the aerodrome.			Supp. Info GM1 ADR-DSN.A.005 (a) (b)
1.6.1 An aerodrome reference**……** 1.6.2 The aerodrome reference**……** 1.6.3 The code number for**……**	(a) An aerodrome reference**……** (b) The aerodrome reference code numbers**……** (c) The code number for element 1**……**		
Note.— The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided			Supp. Info GM1 ADR-DSN.A.005 (c)
1.6.4 The code letter for element 2 shall**……**	(d) The code letter for element 2**……**		
Table 1-1. Aerodrome reference code	**Table A-1 Aerodrome reference code**		SARP tabel 1-1 identisk med CS tabel A-1.

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CHAPTER 2. AERODROME DATA 2.1.1 Determination and **……** (Tabel A5-1 til Tabel A5-5) **APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS**		**ADR.OR.D.007 Management of aeronautical data and aeronautical information** (a) As part of its management system, the aerodrome operator **ADR.OPS.A.005 Aerodrome data** The aerodrome operator shall as appropriate: (a) determine, document and maintain data relevant to the aerodrome and available services; (b) provide data relevant to the aerodrome and available services to the users and the relevant air traffic services and aeronautical information services providers. **AMC/GM TO ANNEX IV** – PART ADR-OPS SUBPART A – AERODROME DATA	ADR "Scope" identisk Tabeller vedr. tolerancer for data fra SARP Tabel A5-1 til Tabel A5-5 er identisk med AMC/GM tabeller AMC/GM TO ANNEX IV – PART ADR-OPS SUBPART A – AERODROME DATA Tabel 1 til Tabel 5 side 137 til 140 i AMC/GM
2.1.2 Recommendation.— Aerodrome mapping**……**		**ADR.OPS.A.010 Data quality requirements** The aerodrome operator shall have formal arrangements with organisations with which it exchanges aeronautical data and/or aeronautical information….. **ADR.OPS.B.001 Provision of services** The services under Subpart B of this Annex shall be provided at the aerodrome….	ADR "Scope" identisk SARP "Recommendation" findes ikke i CS
2.1.3 Where made available in accordance**……**			
2.1.4 Where made available in accordance**……**			
2.1.5 Contracting States shall ensure**……**		**ADR.OPS.A.015 Coordination between aerodrome operators and providers of aeronautical information services** (a) To ensure that aeronautical information services providers obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information….	ADR "Scope" identisk
2.1.6 Protection of electronic aeronautical**……**			
2.1.7 Recommendation.— To achieve protection**……**			
2.1.8 Geographical coordinates indicating latitude**……**			
2.1.9 The order of accuracy of the field**……**			
2.1.10 In addition to the elevation**……**			
2.2 Aerodrome reference point……		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 (a) (b) GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE POINT
2.2.1 An aerodrome reference point shall be established for an aerodrome**……**			
2.2.2 The aerodrome reference point shall**……**			
2.2.3 The position of the aerodrome reference**……**			
2.3 Aerodrome and runway elevations……		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 (a)(b)(c)
2.3.1 The aerodrome elevation and geoid**……**			
2.3.2 For an aerodrome used by international**……**			
2.3.3 For precision approach runway, the**……**			
2.4 Aerodrome reference temperature……		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 (a)(b)
2.4.1 An aerodrome reference temperature**……**			
2.4.2 **Recommendation.**— *The aerodrome***……**			
2.5 Aerodrome dimensions and related information		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005

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2.5.1 The following data shall be measured a) runway — true bearing to one-hundredth**.....**			
b) strip runway end safety area**.....**			
c) taxiway — designation, width, surface type**.....**			
d) apron — surface type, aircraft stands**.....**			
e) the boundaries of the air traffic control service**.....**			
f) clearway — length to the nearest metre or foot, ground profile**.....**			
g) visual aids for approach procedures, marking**.....**			
h) location and radio frequency of any VOR**.....**			
i) location and designation of standard taxi-routes; and**.....**			
j) distances to the nearest metre or foot of localizer**.....**			
2.5.2 The geographical coordinates**.....**			
2.5.3 The geographical coordinates of appropriate taxiway**.....**			
2.5.4 The geographical coordinates of each aircraft**.....**			
2.5.5 The geographical coordinates of obstacles in Area 2**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data** (b) The aerodrome operator should measure and report**.....**	Indhold i store træk identisk med AMC/GM men redigeret på en anden måde
2.6 Strength of pavements		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005
2.6.2 The bearing strength of a pavement a) the pavement classification number (PCN); **.....** b) pavement type for ACN-PCN determination; **.....** c) subgrade strength category; **.....** d) maximum allowable tire pressure category or maximum allowable tire pressure value; and**.....** e) evaluation method**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info STRENGTH OF PAVEMENTS (a) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg should be made available using the aircraft classification — pavement classification number (ACN–PCN)
2.6.3 The pavement classification number (PCN) reported**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.4 The ACN of an aircraft shall be determined in accordance**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.5 For the purposes of determining the ACN, the behaviour**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.6 Information on pavement type for ACN-PCN**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.6 a) *Pavement type for ACN-PCN determination:* *Code* Rigid pavement R**.....** Flexible pavement**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.6 b) *Subgrade strength category:* *Code* *High strength:* characterized by K = 150 MN/m3**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS
2.6.6 c) *Maximum allowable tire pressure***.....**			
2.6.6 d) *Evaluation method:* *Code* *Technical evaluation:* representing**.....** *Using aircraft experience:* representing**.....**			
2.6.7 **Recommendation.—** *Criteria should be established to regulate***.....**			
2.6.8 The bearing strength of a pavement intended**.....**			
2.6.8 a) maximum allowable aircraft mass; and**.....**			

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2.6.8 b) maximum allowable tire pressure. **.....**			
2.7 Pre-flight altimeter check location			
2.7.1 One or more pre-flight altimeter check**.....** locations**.....**		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 PRE-FLIGHT ALTIMETER CHECK LOCATION
2.7.2 **Recommendation.—** *A pre-flight check location***.....**			
2.7.3 The elevation of a pre-flight altimeter check location shall be**.....**			
2.8 Declared distances		**AMC1 ADR.OPS.A.005 Aerodrome data**	Supp. Info GM1 ADR.OPS.A.005 DECLARED DISTANCES
The following distances shall a) take-off run available; **.....**			
b) take-off distance available; **.....**			
c) accelerate-stop distance available; and**.....**			
d) landing distance available. **.....**			
2.9 Condition of the movement area and related facilities			Supp. Info GM1 ADR.OPS.A.005
2.9.1 Information on the condition of the movement area and**.....**			
2.9.2 The condition of the movement area**.....** a) construction or maintenance work; **.....** b) rough or broken surfaces on a runway, a taxiway or an apron; **.....** c) snow, slush, ice, or frost on a runway, a taxiway or an apron; **.....** d) water on a runway, a taxiway or an apron; **.....** e) snow banks or drifts adjacent to a runway, a taxiway or an apron; **.....** f) anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron; **.....** g) other temporary hazards, including parked aircraft; **.....** h) failure or irregular operation of part or all of the aerodrome visual aids; and**.....** i) failure of the normal or secondary power supply. **.....**		**ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities** (a) The aerodrome operator shall monitor the condition.....	ADR "Scope" identisk
2.9.3 To facilitate compliance with 2.9.1 and 2.9.2, inspections**.....**			
2.9.4 **Recommendation.—** *Personnel assessing and reporting runway***.....**			SARP "Recommendation" findes ikke i CS
Water on a runway			Supp. Info GM1 ADR.OPS.A.005
2.9.5 **Recommendation.—** *Whenever water is present on a runway*			
DAMP — the surface shows a change of colour due to moisture. *WET — the surface is soaked but there is no standing water.* *STANDING WATER — for aeroplane performance purposes, a runway where more than 25 per cent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by water more than 3 mm deep.* **.....**			
2.9.6 Information that a runway or portion thereof may be slippery**.....**			
2.9.7 Notification shall be given to aerodrome users when the friction**.....** 2.9.8 Whenever an operational runway is contaminated by snow, slush, ice or frost, the runway surface condition shall be assessed and reported. **.....**			
2.9.9 **Recommendation.—** *Runway surface friction measurements made***.....** 2.9.10 **Recommendation.—** *When friction measurements*			

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are..... 2.9.11 **Recommendation.—** *Whenever snow, slush, ice or frost is present and reported, the description of the runway surface condition should use the following terms*..... *DRY SNOW;* *WET SNOW;* *COMPACTED SNOW;* *WET COMPACTED SNOW;* *SLUSH;* *ICE;* *WET ICE;* *FROST;* *DRY SNOW ON ICE;* *WET SNOW ON ICE;* *CHEMICALLY TREATED.* *SANDED.*			
2.9.12 **Recommendation.—** *Whenever dry snow, wet snow or slush*.....		**AMC1 ADR.OPS.A.005 Aerodrome data**	GM1 ADR.OPS.A.005 Aerodrome data CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES
2.10 Disabled aircraft removal			Supp. Info GM1 ADR.OPS.A.005
2.10.1 **Recommendation.—** *The telephone/telex number(s) of the office*.....			
2.10.2 **Recommendation.—** *Information concerning the capability*.....			
Note.— The capability to remove a disabled aircraft			
2.11 Rescue and fire fighting			Supp. Info GM1 ADR.OPS.A.005
2.11.1 Information concerning the level of protection.....			
2.11.2 **Recommendation.—** *The level of protection normally available*.....			
2.11.3 Changes in the level of protection normally available at an aerodrome.....			
Note.— Changes in the level of protection from that normally available.....			
2.11.4 **Recommendation.—** *A change should be expressed in terms of the*.....			
2.12 Visual approach slope indicator systems			Supp. Info GM1 ADR.OPS.A.005
The following information concerning a visual approach.....			
a) associated runway designation number;			
b) type of system according to 5.3.5.2. For an AT-VASIS.....			AT- VASIS er ikke nævnt i CS/AMC/GM materialet
c) where the axis of the system is not parallel to the runway.....			Indhold identisk
d) nominal approach slope angle(s). For a T-VASIS or an AT-VASIS this.....			AT- VASIS er ikke nævnt i CS/AMC/GM materialet og specifikke værdier for PAPI ”slope” ikke nævnt i CS/AMC/GM
e) minimum eye height(s) over the threshold of the on-slope signal(s). For a T-VASIS.....			AT- VASIS er ikke nævnt i CS/AMC/GM materialet og specifikke værdier for PAPI ”eye hight” ikke nævnt i CS/AMC/GM
2.13 Coordination between aeronautical information services and aerodrome authorities		**AMC1 ADR.OPS.A.015 Coordination between aerodrome operators**	
2.13.1 To ensure that aeronautical a) information on the status..... b) the operational status of associated..... c) any other information considered.....		(b) A change in the level of protection normally available at an aerodrome	SARP pkt. 2.13.1 svarer i nogen udstrækning til AMC1 ADR. OPS.A.015 pkt. b)
2.13.2 Before introducing changes to the air.....			
2.13.3 Of a particular importance are changes to aeronautical information.....		(c) The aerodrome operator should observe the predetermined	SARP pkt. 2.13.3 svarer i nogen udstrækning til AMC1 ADR. OPS.A.015 pkt. c)

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2.13.4 The aerodrome services responsible for the **.....** provision			
Note 1.— Specifications for the issue *Note 2.— AIRAC information is distributed* *Note 3.— The schedule of the predetermined*			
CHAPTER 3. PHYSICAL CHARACTERISTICS **3.1 Runways**	**CHAPTER B — RUNWAYS**		
3.1.1 **Recommendation.—** *The number and orientation of runways at an aerodrome***.....**	**CS ADR-DSN.B.015 Number, siting and orientation of runways**		Indhold i nogen grad identisk, dvs. skrevet på en mere specifik måde i GM 1 Supp. Info GM1 ADR-DSN.B.015
3.1.2 **Recommendation.—** *The siting and orientation of runways at an aerodrome***.....**			
3.1.3 **Choice of maximum permissible crosswind components**	**CS ADR-DSN.B.020 Choice of maximum permissible crosswind components**		Punktet i CS har betegnelsen ” Blank” dvs. EASA har ikke udarbejdet dette punkt. Supp. info GM1 ADR-DSN.B.020
Recommendation.— *In the application of 3.1.1 it should be assumed***.....**			Supp. Info GM1 ADR-DSN.B.020
— 37 km/h (20 kt) in the case of aeroplanes whose *— 24 km/h (13 kt) in the case of aeroplanes whose reference* *— 19 km/h (10 kt) in the case of aeroplanes***.....**			Supp. Info GM1 ADR-DSN.B.020
Note.— In Attachment A, Section 1, guidance is given on factors			
3.1.4 Data to be used **Recommendation.—** *The selection of data to be used for the calculation***.....** *Note.— These winds are mean winds. Reference*	**CS ADR-DSN.B.025 Data to be used** Intentionally blank		Supp. Info GM1 ADR-DSN.B.025
Location of threshold	**CS ADR-DSN.B.030 Runway threshold** (a) A threshold should be provided on a runway. **.....** (b) A threshold needs not to be provided on a take-off runway **.....** (d) When it is necessary to displace a threshold …….		Supp. Info GM1 ADR-DSN.B.030
3.1.5 **Recommendation.—** *A threshold should normally***.....**	**CS ADR-DSN.B.030** (c) A threshold should be located at the extremity of a runway unless operational considerations justify the choice of another location. **.....**		Indhold i CS stort set identisk
3.1.6 **Recommendation.—** *When it is necessary to displace a***.....**	**CS ADR-DSN.B.030** (e) When the threshold is displaced, the threshold location should be measured at the inner edge of the threshold marking (the transverse stripe across the runway). **.....**		Indhold i CS stort set identisk Supp. Info GM1 ADR-DSN.B.030
Actual length of runways	**CS ADR-DSN.B.035 Actual length of runway and declared distances** (b) The following distances should be calculated (1) Take-off run available; (2) Take-off distance available; (3) Accelerate-stop distance available; and (4) Landing distance available (c) The length of the runway is measured		Supp. Info GM1 ADR-DSN.B.035
3.1.7 Primary runway **Recommendation.—** *Except as provided in 3.1.9, the actual runway length***.....**	**CS ADR-DSN.B.035** (a) The length of a runway should provide declared distances adequate to meet the operational requirements for the aircraft which the runway is intended to serve. **.....**		Indhold i ”Recommodation” er identisk hvad angår pkt. a) i CS Supp. Info GM1 ADR-DSN.B.035
Note 1.— This specification does not necessarily *Note 2.— Both take-off and landing requirements*			Supp. Info GM1 ADR-DSN.B.035

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Note 3.— Local conditions that may need to be *Note 4.— When performance data on aeroplanes for which the*.....			
3.1.8 Secondary runway **Recommendation.—** *The length of a secondary runway should be determined similarly*.....			
3.1.9 Runways with stopways or clearways	**CS ADR-DSN.B.040 Runways with stopways or clearways**		Supp. Info GM1 ADR-DSN.B.040
Recommendation.— *Where a runway is associated with a stopway or clearway, an actual runway length less than that resulting from application of 3.1.7 or 3.1.8, as appropriate, may be considered satisfactory, but in such a case any combination of runway, stopway and clearway provided*.....	The length(s) of a stopway or clearway, where provided, should be of adequate distance to meet the operational requirements for the aircraft which the runway is intended to serve.		Supp. Info GM1 ADR-DSN.B.040
Width of runways	**CS ADR-DSN.B.045 Width of runways**		Supp. Info GM1 ADR-DSN.B.045
3.1.10 **Recommendation.—** *The width of a runway should be not less than the appropriate dimension specified in the following tabulation* *Note 1.— The combinations of code numbers and letters for which widths are specified have been developed for typical aeroplane characteristics* *Note 2.— Factors affecting runway width are given in the* Aerodrome Design Manual *(Doc 9157), Part 1.*	(a) The width of a runway should be not less than the appropriate dimension specified in the Table B-1. (b) The width of the runway should be measured		SARP pkt. 3.1.10 hovedsagelig identisk med pkt. a) men også "following tabulation" er identisk med tabel B-1 i CS Supp. Info GM1 ADR-DSN.B.045
Minimum distance between parallel runways	**CS ADR-DSN.B.050 Minimum distance between parallel non-instrument runways**		Supp. Info GM1 ADR-DSN.B.050
3.1.11 **Recommendation.—** *Where parallel non-instrument* *— 210 m where the higher code number is 3 or 4;* *— 150 m where the higher code number is 2; and* *— 120 m where the higher code number is 1.* *Note.— Procedures for wake turbulence categorization of aircraft and wake turbulence separation minima are contained in the* Procedures for Air Navigation Services	(a) Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be: (a) (1) 210 m where the higher code number is 3 or 4; (a) (2) 150 m where the higher code number is 2; and (a) (3) 120 m where the higher code number is 1.		Indhold identisk hvad angår CS Supp. Info GM1 ADR-DSN.B.050
3.1.12 **Recommendation.—** *Where parallel instrument runways*.....	**CS ADR-DSN.B.055 Minimum distance between parallel instrument runways**		Supp. Info GM1 ADR-DSN.B.055
— 1 035 m for independent parallel approaches; *— 915 m for dependent parallel approaches;* *— 760 m for independent parallel departures;* *— 760 m for segregated parallel operations;*	(a) Where parallel instrument runways (a) (1) 1 035 m for independent parallel approaches; (a) (2) 915 m for dependent parallel approaches; (a) (3) 760 m for independent parallel departures; and (a) (4) 760 m for segregated parallel operatio		Indhold i CS identisk
except that: *a) for segregated parallel operations the specified minimum distance:* *1) may be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and* *2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft*.....	(b) Apart from provided in (a) above, for segregated parallel operations the specified minimum distance: (b) (1) should be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and (b) (2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft.		Indhold i CS identisk
b) for independent parallel approaches, combinations of minimum distances and associated conditions other than those specified in the PANS-ATM (Doc 4444)	(c) Other combinations of minimum distances should apply taking into account ATM and operational aspects.		Indhold i CS i nogen grad identisk
Slopes on runways 3.1.13 Longitudinal slopes.....	**CS ADR-DSN.B.060 Longitudinal slopes of runways** (a) The safety objective of limiting		Supp. Info GM1 ADR-DSN.B.060
Recommendation.— *The slope computed by dividing* *— 1 per cent where the code number is 3 or 4; and* *— 2 per cent where the code number is 1 or 2.*	(b) The slope computed by dividing the difference between the maximum and minimum elevation along the runway centre line by the runway length should not exceed:		Kun pkt. b) (1) og (2) i CS svarer indholdsmæssigt til SARP Supp. Info GM1 ADR-DSN.B.060

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

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	(b) (1) 1 % where the code number is 3 or 4; and (b) (2) 2 % where the code number is 1 or 2.		
3.1.14 **Recommendation.—** *Along no portion* *— 1.25 per cent where the code number is 4, except* *— 1.5 per cent where the code number is 3,* *— 2 per cent where the code number is 1 or 2.*	(c) Along no portion of a runway (c) (1) 1.25 % where the code number is 4, (c) (2) 1.5 % where the code number is 3, (c) (3) 2 % where the code number is 1 or 2.		Indhold i CS identisk
3.1.15 Longitudinal slope changes	**CS ADR-DSN.B.065 Longitudinal slope changes on runways**		Supp. info GM1 ADR-DSN.B.065
Recommendation.— *Where slope changes* *— 1.5 per cent where the code number is 3 or 4; and* *— 2 per cent where the code number is 1 or 2.* *Note.— Guidance on slope changes before a runway*	(a) The safety objective of limiting the longitudinal runway slope changes (b) Where slope changes cannot be avoided (b) (1) 1.5 % where the code number is 3 or 4; and (2) 2 % where the code number is 1 or 2.		Indhold i CS identisk Supp. info GM1 ADR-DSN.B.065
3.1.16 **Recommendation.—** *The transition from* *— 0.1 per cent per 30 m (minimum radius of curvature of 30 000 m)* *— 0.2 per cent per 30 m (minimum radius of curvature of 15 000 m* *— 0.4 per cent per 30 m (minimum radius of curvature of 7 500 m)*	(c) The transition from one slope to another should be accomplished (c) (1) 0.1 % per 30 m (minimum radius of curvature of 30 000 m) (c) (2) 0.2 % per 30 m (minimum radius of curvature of 15 000 m (c) (3) 0.4 % per 30 m (minimum radius of curvature of 7 500 m)		Indhold i CS identisk
3.1.17 **Sight distance**	**CS ADR-DSN.B.070 Sight distance for slopes on runways**		Supp. Info GM1 ADR-DSN.B.070
Recommendation.— *Where slope changes cannot be avoided* *— any point 3 m above a runway to all other points 3 m above* *— any point 2 m above a runway to all other points 2 m above* *— any point 1.5 m above a runway to all other points 1.5 m above* *Note.— Consideration will have to be given to providing an unobstructed line of sight over the entire length*	(a) The safety objective of minimum runway sight (b) Where slope changes on runways cannot be avoided (b) (1) any point 3 m above a runway to all (b) (2) any point 2 m above a runway (b) (3) any point 1.5 m above a runway		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.070
3.1.18 **Distance between slope changes**	**CS ADR-DSN.B.075 Distance between slope changes on runways**		Supp. Info GM1 ADR-DSN.B.075
Recommendation.— *Undulations or appreciable changes* *a) the sum of the absolute numerical values of the corresponding* *— 30 000 m where the code number is 4;* *— 15 000 m where the code number is 3; and* a) *— 5 000 m where the code number is 1 or 2; or* b) *b) 45 m;* *whichever is greater*	Undulations or appreciable changes in slopes located (a) the sum of the absolute numerical values (a) (1) 30 000 m where the code number is 4; (a) (2) 15 000 m where the code number is (a) 3; and (3) 5 000 m where the code number is 1 or 2; or (b) 45 m; whichever is greater		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.075
3.1.19 **Transverse slopes**	**CS ADR-DSN.B.080 Transverse slopes on runways**		Supp. Info GM1 ADR-DSN.B.080
Recommendation.— *To promote the most rapid drainage* *— 1.5 per cent where the code letter is C, D, E or F; and* *— 2 per cent where the code letter is A or B;* *but in any event should not exceed 1.5 per cent or 2 per cent, For a cambered surface the transverse slope on each*	(a) The safety objective of runway transverse slopes is to promote the most rapid (b) To promote the most rapid drainage of water, the (b) (1) not less than 1 % and not more than 1.5 % (b) (2) not less than 1 % and not more than 2 % where (c) For a cambered surface, the transverse slope on each**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.080
3.1.20 **Recommendation.—** *The transverse slope should be substantially the same throughout***……**	(d) The transverse slope should be substantially The runway should be of sufficient strength**……**		Indhold i CS identisk
Strength of runways	**CS ADR-DSN.B.085 Runway strength**		Supp. Info GM1 ADR-DSN.B.085
3.1.21 **Recommendation.—** *A runway should be capable of withstanding***……**	The runway should be of sufficient strength to support normal**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.085
Surface of runways	**CS ADR-DSN.B.090 Surface of runways**		Supp. Info GM1 ADR-DSN.B.090
3.1.22 The surface of a runway shall be constructed without irregularities**……**	(a) The surface of a runway should be constructed without irregularities **……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.090

Udarbejdet af O. P.

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3.1.23 A paved runway shall be so constructed or resurfaced as to provide surface friction**.....**	(b) The surface of a paved runway should be constructed so as to provide good friction **.....**		Indhold i CS identisk
3.1.24 **Recommendation.**— *The surface of a paved runway should be evaluated when**.....***			
3.1.25 **Recommendation.**— *Measurements of the surface friction characteristics**.....***			
3.1.26 **Recommendation.**— *The average surface texture depth of a new surface should be not less than 1.0 mm.* **.....**	(c) The average surface texture depth of a new surface should be not less than 1.0 mm. **.....**		Indhold i CS identisk
3.1.27 **Recommendation.**— *When the surface is grooved or scored, the grooves or scorings should**.....***	(d) If the surface is grooved or scored, the grooves or**.....**		Indhold i CS identisk
3.2 Runway shoulders	**SECTION 2 — RUNWAY SHOULDERS** **CS ADR-DSN.B.125 Runway shoulders** (a) The safety objective of runway shoulder		Supp. Info GM1 ADR-DSN.B.125
3.2.1 **Recommendation.**— *Runway shoulders should be provided**.....***	(b) Runway shoulders should be provided for a runway where the code letter is D or E, and the runway width is less than 60 m. **.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.125
3.2.2 **Recommendation.**— *Runway shoulders should be provided for a**.....***	(c) Runway shoulders should be provided for a runway where the code letter is F. **.....**		Indhold i CS identisk
Width of runway shoulders	**CS ADR-DSN.B.135 Width of runway shoulders**		Supp. Info GM1 ADR-DSN.B.135
3.2.3 **Recommendation.**— *The runway shoulders should extend symmetrically* *overall width of the runway and its shoulders is not less than:* *— 60 m where the code letter is D or E; and* *— 75 m where the code letter is F.*	The runway shoulders should extend symmetrically (a) 60 m where the code letter is D or E; and (b) 75 m where the code letter is F.		Indhold i CS identisk
3.2.4 **Recommendation.**— *The surface of the shoulder that abuts the runway should be flush with the surface of the runway and its transverse slope should not exceed 2.5 per cent.*	**CS ADR-DSN.B.130 Slopes on runway shoulders** (b) The surface of the paved shoulder that abuts the runway should be flush with the surface of the runway and its transverse slope should not exceed 2.5 %.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.130
Strength of runway shoulders	**CS ADR-DSN.B.140 Strength of runway shoulders**		Supp. Info GM1 ADR-DSN.B.140
3.2.5 **Recommendation.**— *A runway shoulder should be prepared or constructed**.....***	A runway shoulder should be prepared or constructed so as to be capable, in the event of an aeroplane running off the runway, of supporting the aeroplane**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.140
3.3 Runway turn pads	**SECTION 1 — RUNWAY TURN PADS** **CS ADR-DSN.B.095 Runway turn pads**		Supp. Info GM1 ADR-DSN.B.095
General 3.3.1 Where the end of a runway is not served by a taxiway**.....**	**CS ADR-DSN.B.095** (b) Where the end of a runway is not served by a taxiway or a taxiway turnaround, and if required, a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes. **.....**		I CS'en er der en mere general og mindre specifik ordlyd, men indhold i nogen udstrækning identisk Supp. Info GM1 ADR-DSN.B.095
3.3.2 **Recommendation.**— *Where the end of a runway is not served by a taxiway**.....***	**CS ADR-DSN.B.095** (a) The safety objective of the runway turn pad is to facilitate a safe 180-degree turn by aeroplanes on runway ends that are not served by a taxiway or taxiway turnaround. **.....**		I CS'en er der en mere general og mindre specifik ordlyd, men indhold i nogen udstrækning identisk
3.3.3 **Recommendation.**— *The runway turn pad may be located on either**.....***	**CS ADR-DSN.B.095** (d) The runway turn pad should be located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary. **.....**		Indhold i CS identisk
3.3.4 **Recommendation.**— *The intersection angle of the runway turn pad with**.....***	(e) The intersection angle of the runway turn pad with the runway should not exceed 30 degrees. **.....**		Indhold i CS identisk
3.3.5 **Recommendation.**— *The nose wheel steering angle to be used in the design**.....***	(f) The nose wheel steering angle to be used in the design of the runway turn pad should not exceed 45 degrees. **.....**		Indhold i CS identisk
3.3.6 The design of a runway turn pad shall be such that, when the cockpit**.....**	(c) The design of a runway turn pad should be such that when the cockpit of the most demanding aircraft for which the turn pad is		Indhold identisk i dels teksten dels i de to tabeller som også er identiske

Udarbejdet af O. P.

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Following tabulation	intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing **.....** Following tabulation		
3.3.7 **Recommendation.**— *Where severe weather conditions and resultant lowering***.....**			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.B.095
Slopes on runway turn pads	**CS ADR-DSN.B.100 Slopes on runway turn pads**		Supp. Info GM1 ADR-DSN.B.100
3.3.8 **Recommendation.**— *The longitudinal and transverse slopes on a runwa***.....**	The longitudinal and transverse slopes on a runway turn pad should be**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.100
Strength of runway turn pads	**CS ADR-DSN.B.105 Strength of runway turn pads**		Supp. Info GM1 ADR-DSN.B.105
3.3.9 **Recommendation.**— *The strength of a runway turn pad should be at least equal***.....**	The strength of a runway turn pad should be compatible **.....**		Indhold i CS identisk
Surface of runway turn pads	**CS ADR-DSN.B.110 Surface of runway turn pads**		Supp. Info GM1 ADR-DSN.B.110
3.3.10 The surface of a runway turn pad shall not have**.....**	(a) The surface of a runway turn pad should**.....**		Indhold i CS identisk
3.3.11 **Recommendation.**— *The surface of a runway turn pad should be so constructed***.....**	(b) The surface of a runway turn pad should be constructed **.....**		Indhold i CS identisk
Shoulders for runway turn pads	**CS ADR-DSN.B.115 Width of shoulders for runway turn pads**		Supp. Info GM1 ADR-DSN.B.115
3.3.12 **Recommendation.**— *The runway turn pads should be provided with shoulders* *Note.— As a minimum, the width of the shoulders would need to cover the outer engine of the most demanding aeroplane and thus may be wider than the associated runway shoulders***.....**	The runway turn pads should be provided with shoulders of**.....**		Supp. Info GM1 ADR-DSN.B.115
3.3.13 **Recommendation.**— *The strength of runway turn pad shoulders should be capable***.....**	**CS ADR-DSN.B.120 Strength of shoulders for runway turn pads** The strength of runway turn pad shoulders should be capable**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.120
3.4 Runway strips	**SECTION 3 — RUNWAY STRIP**		
General 3.4.1 A runway and any associated stopways**.....**	**CS ADR-DSN.B.150 Runway strip to be provided** A runway and any associated stopways should be included in a strip. **.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.150
Length of runway strips	**CS ADR-DSN.B.155 Length of runway strip**		
3.4.2 A strip shall extend before the threshold — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one	A strip should extend before the threshold and (a) 60 m where the code number is 2, 3, or 4; (b) 60 m where the code number is 1 and the runway is an instrument one; and (c) 30 m where the code number is 1 and the runway is a non-instrument one.		Indhold i CS identisk
Width of runway strips	**CS ADR-DSN.B.160 Width of runway strip**		Supp. Info GM1 ADR-DSN.B.160
3.4.3 A strip including a precision approach runway — 150 m where the code number is 3 or 4; and — 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extend**.....**	(a) The safety objective of the runway (b) A strip including a precision approach (b) (1) 150 m where the code number is 3 or 4; and (b) (2) 75 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout**.....**		Kun pkt. b) er identisk med SARP 3.4.3
3.4.4 **Recommendation.**— *A strip including* *— 150 m where the code number is 3 or 4; and* *— 75 m where the code number is 1 or 2;* *on each side of the centre line of the runway and its***.....**	(c) A strip including a non-precision (c) (1) 150 m where the code number is 3 or 4; and (c) (2) 75 m where the code number is 1 or 2; on each side of the centre**.....**		Indhold i CS identisk
3.4.5 **Recommendation.**— *A strip including a non-instrument* *— 75 m where the code number is 3 or 4;* *— 40 m where the code number is 2; and* *— 30 m where the code number is 1.*	(d) A strip including a non-instrument runway should (d) (1) 75 m where the code number is 3 or 4; (d) (2) 40 m where the code number is 2; and (d) (3) 30 m where the code number is 1.		Indhold i CS identisk
Objects on runway strips	**CS ADR-DSN.B.165 Objects on runway strips**		Supp. Info GM1 ADR-DSN.B.160

Udarbejdet af O. P.

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	(c) To eliminate a buried vertical surface…….		
3.4.6 **Recommendation.—** *An object situated on a runway***……**	(a) An object situated on a runway strip which may endanger aeroplanes **……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.160
3.4.7 No fixed object, other than visual aids required a) within 77.5 m of the runway centre line of a precision approach runway category I, II or III where the code number is 4 and the code letter is F; or b) within 60 m of the runway centre line of a precision approach runway category I, II or III where the code number is 3 or 4; or c) within 45 m of the runway centre line of a precision approach runway category I where the code number is 1 or 2. **……**	(b) No fixed object, other than visual aids (b) (1) within 77.5 m of the runway centre line (b) (2) within 60 m of the runway centre line (b) (3) within 45 m of the runway centre line of**……**		Indhold i CS identisk
No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off.	(d) No mobile object should be permitted on this part of the runway strip during the use of the runway for landing or take-off.		Kun pkt. d) Identisk med 3.4.7
Grading of runway strips	**CS ADR-DSN.B.175 Grading of runway strips**		Supp. Info GM1 ADR-DSN.B.175
3.4.8 **Recommendation.—** *That portion* *— 75 m where the code number is 3 or 4; and* *— 40 m where the code number is 1 or 2;* *from the centre line of the runway and its extended centre***……**	(a) That portion of a strip of an instrument runway within a distance of at least: (a) (1) 75 m where the code number is 3 or 4; and (a) (2) 40 m where the code number is 1 or 2; from the centre line of the runway and its**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.175
3.4.9 **Recommendation.—** *That portion of a strip of a non-instrument runway* *— 75 m where the code number is 3 or 4;* *— 40 m where the code number is 2; and* *— 30 m where the code number is 1;* *from the centre line of the runway and its***……**	(b) That portion of a strip of a non-instrument runway (b) (1) 75 m where the code number is 3 or 4; (b) (2) 40 m where the code number is 2; and (b) (3) 30 m where the code number is 1; from the centre line of the runway and its extended**……**		Indhold i CS identisk
3.4.10 The surface of that portion of a strip that abuts a runway**……**	(c) The surface of that portion of a strip that abuts a runway, shoulder, or stopway should be flush with the surface of the runway, shoulder, or stopway. **……**		Indhold i CS identisk
3.4.11 **Recommendation.—** *That portion of a strip to at least 30 m before a***……**	(d) That portion of a strip to at least 30 m before a threshold**……**		Indhold i CS identisk
3.4.12 **Recommendation.**— *Where the areas in 3.4.11 have paved surfaces, they should be able to withstand*			GM1 ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft ELEMENTS TO BE ASSESSED (a) the aircraft mass, tire pressure and ACN values
Slopes on runway strips 3.4.13 Longitudinal slopes	**CS ADR-DSN.B.180 Longitudinal slopes on runway strips** (a) The safety objective of longitudinal		Supp. Info GM1 ADR-DSN.B.180
Recommendation.— *A longitudinal slope along* *— 1.5 per cent where the code number is 4;* *— 1.75 per cent where the code number is 3; and* *— 2 per cent where the code number is 1 or 2.*	**CS ADR-DSN.B.180** (b) A longitudinal slope along that portion of a strip (b) (1) 1.5 % where the code number is 4; (b) (2) 1.75 % where the code number is 3; and (b) (3) 2 % where the code number is 1 or 2.		Kun pkt. b) og pkt. 1) 2) og 3) er identisk med SARP 3.4.13
3.4.14 Longitudinal slope changes **Recommendation.—** *Slope changes on that portion of a strip to be graded should***……**	(c) Longitudinal slope changes on that portion of a strip to be graded should be as gradual as practicable, and abrupt changes or sudden reversals of slopes should be avoided. **……**		Indhold i CS identisk
3.4.15 Transverse slopes	**CS ADR-DSN.B.185 Transverse slopes on runway strips**		Supp. Info GM1 ADR-DSN.B.185
Recommendation.— *Transverse slopes on that portion* *— 2.5 per cent where the code number is 3 or 4; and* *— 3 per cent where the code number is 1 or 2;* *except that to facilitate drainage the slope for the first 3 m outward*	(a) Transverse slopes on that portion of a strip (a) (1) 2.5 % where the code number is 3 or 4; and (a) (2) 3 % where the code number is 1 or 2; except that to facilitate drainage from the slope for the first 3 m outward		Indhold i CS identisk
3.4.16 **Recommendation.—** *The transverse slopes of any*	(b) The transverse slopes of any portion of a strip beyond that to be		Indhold i CS identisk

*portion of a strip beyond that to be graded should not exceed an upward slope of 5 per**.....***	graded should not exceed an upward slope of 5 % as measured **.....**		
Strength of runway strips	**CS ADR-DSN.B.190 Strength of runway strips**		Supp. Info GM1 ADR-DSN.B.190
3.4.17 **Recommendation.—** *That portion of* *— 75 m where the code number is 3 or 4; and* *— 40 m where the code number is 1 or 2;* *from the centre line of the runway and its extended*	(a) That portion of a strip of an instrument runway (a) (1) 75 m where the code number is 3 or 4; and (a) (2) 40 m where the code number is 1 or 2; from the centre line of the runway and its extended		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.190
3.4.18 **Recommendation.—** *That portion of a strip containing a non-instrument* *— 75 m where the code number is 3 or 4;* *— 40 m where the code number is 2; and* *— 30 m where the code number is 1;* *from the centre line of the runway and its extended*	(b) That portion of a strip containing a non-instrument runway (b) (1) 75 m where the code number is 3 or 4; (b) (2) 40 m where the code number is 2; and (b) (3) 30 m where the code number is 1; from the centre line of the runway and its extended		Indhold i CS identisk
3.5 Runway end safety areas	**CHAPTER C — RUNWAY END SAFETY AREA** **CS ADR-DSN.C.210 Runway End Safety Areas** (a) The safety objective of the runway end safety area (RESA)		Supp. Info GM1 ADR-DSN.C.210
General 3.5.1 A runway end safety area shall be provided at each end of a runway strip where: — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one.	(b) A runway end safety area should be provided at each end of a runway strip where: (b) (1) the code number is 3 or 4; and (b) (2) the code number is 1 or 2 and the runway is an instrument one.		Kun pkt. b) og pkt. 1) 2) er identisk med SARP 3.5.1 Supp. Info GM1 ADR-DSN.C.210
3.5.2 **Recommendation.—** *A runway end safety area should be provided at each end of a runway strip where the code number is 1 or 2 and the runway is a non-instrument one.*			Dette er ikke medtaget i CS som et krav for kodeciffer 1 og 2 VMC baner
Dimensions of runway end safety areas	**CS ADR-DSN.C.215 Dimensions of runway end safety areas**		Supp. Info GM 1 ADR-DSN.C.215
3.5.3 A runway end safety area shall extend — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one. If an arresting system is installed, the above length may be reduce**.....**	(a) A runway end safety area should extend from the end of a runway strip to a distance of at least 90 m and, as far as practicable, extend to a distance of:		Indhold i CS identisk Supp. Info GM 1 ADR-DSN.C.215
3.5.4 **Recommendation.—** *A runway end safety area should, as far as practicable* *— 240 m where the code number is 3 or 4; or a reduced length when an arresting system is installed;* *— 120 m where the code number is 1 or 2 and the runway is an instrument one; or a reduced length when an arresting system is installed; and* *— 30 m where the code number is 1 or 2 and the runway is a non-instrument one.* 3.5.5 The width of a runway end safety area shall**.....**	(a) (1) 240 m where the code number is 3 or 4 and (a) (2) 120 m where the code number is 1 or 2 and the runway is an instrument one; (b) Notwithstanding the provisions in (a) above, (c) Width of RESA The width of a runway end safety area should be at least**.....**		Indhold i CS identisk
3.5.6 **Recommendation.—** *The width of a runway end safety area should, wherever practicable, be equal to that of the graded portion of the associated runway stri**.....***	(c) Width of RESA The width of a runway end safety area should be at least twice that of the associated runway and, wherever practicable, be equal to that of the graded portion of the associated runway strip.		Indhold i CS identisk
Objects on runway end safety areas	**CS ADR-DSN.C.220 Objects on runway end safety areas**		Supp. Info GM1 ADR-DSN.C.220
3.5.7 **Recommendation.—** *An object situated on a runway end safety area which may endanger**.....***	No fixed object, other than equipment and installations required for air navigation or for aeroplane safety purposes and satisfying the relevant frangibility requirement CS ADR-DSN.T.910, should be permitted on a runway end safety area**.....**		Indhold stort set identisk Supp. Info GM1 ADR-DSN.C.220
Clearing and grading of runway end safety areas	**CS ADR-DSN.C.225 Clearing and grading of runway end safety areas**		Supp. Info GM1 ADR-DSN.C.225
3.5.8 **Recommendation.—** *A runway end safety area should provide a cleared and graded* *Note.— The surface of the ground in the runway end safety area*	A runway end safety area should provide a cleared and graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.C.225

does not need to be prepared to the same quality as the runway strip. See, however, 3.5.12.			
Slopes on runway end safety areas	**CS ADR-DSN.C.230 Slopes on runway end safety areas**		Supp. Info GM1 ADR-DSN.C.230
3.5.9 General **Recommendation.—** *The slopes of a runway end safety area should be such that no part of the***.....**	(a) Longitudinal slopes (a) (1) The slopes of a runway end safety area should be such that no part of the runway end safety area penetrates the approach or take-off climb surface**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.C.230
3.5.10 Longitudinal slopes **Recommendation.—** *The longitudinal slopes of a runway end safety area should not exceed***.....**	(a) (2) The longitudinal slopes of a runway end safety area should not exceed a downward slope of 5 %. Longitudinal slope changes should be as gradual as practicable, and abrupt changes or sudden reversals of slopes should be avoided.		Indhold i CS identisk
3.5.11 Transverse slopes **Recommendation.—** *The transverse slopes of a runway end safety area should***.....**	(b) Transverse slopes The transverse slopes of a runway end safety area should not exceed an upward or downward slope of 5 %. Transitions between differing**.....**		Indhold i CS identisk
Strength of runway end safety areas 3.5.12 **Recommendation.—** *A runway end safety area should be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway,* **.....**	**CS ADR-DSN.C.235 Strength of runway end safety areas** Intentionally blank		Dette er ikke medtaget i CS som et krav Supp. Info GM1 ADR-DSN.C.235
3.6 Clearways	**SECTION 4 — CLEARWAYS, STOPWAYS AND RADIO ALTIMETER OPERATING AREA** **CS ADR-DSN.B.195 Clearways** (a) The inclusion of detailed specifications		Supp. Info GM1 ADR-DSN.B.195
Location of clearways 3.6.1 **Recommendation.—** *The origin of a clearway should be at the end***.....**	**CS ADR-DSN.B.195** (b) Location of clearways: The origin of a clearway should be**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.195
Length of clearways 3.6.2 **Recommendation.—** *The length of a clearway should not exceed***.....**	(c) Length of clearways The length of a clearway should not exceed half the length of the take-off run available**.....**		Indhold i CS identisk
Width of clearways 3.6.3 **Recommendation.—** *A clearway should extend laterally to a distance of at least 75 m***.....**	(d) Width of clearways: A clearway should extend laterally to a distance of at least 75 m on each side of the extended centre line of the runway**.....**		Indhold i CS identisk
Slopes on clearways 3.6.4 **Recommendation.—** *The ground in a clearway should not project above a plane having an upward slope of 1.25 per cent, the lower limit of this plane being a horizontal line which:* *a) is perpendicular to the vertical plane containing the runway centre line; and* *b) passes through a point located on the runway centre line at the end of the take-off run available***.....**	(e) Slopes on clearways: The ground in a clearway should not project above a plane having an upward slope of 1.25 %, the lower limit of this plane being a horizontal line which (e) (1) is perpendicular to the vertical plane containing the runway centre line; and (e) (2) passes through a point located on the runway centre line at the end of the take-off run available**.....**		Indhold i CS identisk
3.6.5 **Recommendation.—** *Abrupt upward changes in slope should be avoided when the slope on the ground in a***.....**			
3.6.6 **Recommendation.—** *An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed***.....**	(f) An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed**.....**		Indhold i CS identisk
3.7 Stopways	**CS ADR-DSN.B.200 Stopways** (a) The inclusion of detailed specifications		Supp. Info GM1 ADR-DSN.B.200
Width of stopways 3.7.1 A stopway shall have the same width as the runway**.....**	(b) Width of stopways: A stopway should have the same width as the runway with which it is associated**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.200
Slopes on stopways 3.7.2 **Recommendation.—** *Slopes and changes in slope on a stopway*	(c) Slopes on stopways: Slopes and changes in slope on a stopway, and the transition from		Indhold i CS identisk

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

a) the limitation in 3.1.14 of a 0.8 per cent slope for the first and last quarter *b) at the junction of the stopway and runway and along the*……	(c) (1) the limitation in CS ADR-DSN.B.060(b) of a 0.8 per cent slope (c) (2) at the junction of the stopway and runway and……		
Strength of stopways 3.7.3 **Recommendation.—** *A stopway should be prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the stopway*……	(d) Strength of stopways: A stopway should be prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the……		Indhold i CS identisk
Surface of stopways 3.7.4 The surface of a paved stopway shall be so constructed……	(e) Surface of stopways: The surface of a paved stopway should be constructed so as to provide a good coefficient of friction to be compatible with that of the associated……		Indhold i CS identisk
3.8 Radio altimeter operating area	**CS ADR-DSN.B.205 Radio altimeter operating area**		Supp. Info GM1 ADR-DSN.B.205
General 3.8.1 **Recommendation.—** *A radio altimeter operating*……	(a) A radio altimeter operating area should be established in the pre-threshold area of a precision approach runway category II and III, ……		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.205
Length of the area 3.8.2 **Recommendation.—** *A radio altimeter operating area should*……	(b) Length of the area: A radio altimeter operating area should extend before……		Indhold i CS identisk
Width of the area 3.8.3 **Recommendation.—** *A radio altimeter operating area should extend laterally, on each side of the extended centre line of the runway, to a distance of 60 m, except that, when*……	(c) Width of the area: A radio altimeter operating area should extend laterally, on each side of the extended centre line of the runway, to a distance of 60 m, ……		Indhold i CS identisk Supp. Info GM1 ADR-DSN.B.205
Longitudinal slope changes 3.8.4 **Recommendation.—** *On a radio altimeter operating area, slope changes*……			
3.9 Taxiways	**CHAPTER D — TAXIWAYS** **CS ADR-DSN.D.240 Taxiways general**		Supp. Info GM1 ADR-DSN.D.240
3.9.1 **Recommendation.—** *Taxiways should be provided to permit* *Note.— Guidance on layout of taxiways is given in the* Aerodrome Design Manual *(Doc 9157), Part 2.* ……	Unless otherwise indicated, the requirements in Chapter D - Taxiways are applicable to all types of taxiways. ……		Der er ikke det samme indhold i CS som i SARP pkt. 3.9.1 Supp. Info GM1 ADR-DSN.D.240
3.9.2 **Recommendation.—** *Sufficient entrance and exit taxiways for a runway should*……			Der er ikke det same indhold i CS som i SARP pkt. 3.9.2
3.9.3 **Recommendation.—** *The design of a taxiway should be such that, when*…… *Following tabulation*	(a) The design of a taxiway should be such that, when the cockpit of the aeroplane for which the taxiway is intended, remains over the taxiway centre line…… *Following tabulation*		Indhold i CS identisk De to tabeller i henholdsvis SARP og CS er identiske
3.9.4 As of 20 November 2008, the design of a taxiway shall be such that……			Omhandler taxiways opført før eller efter 20. Nov. 2008 (Ingen bem. i CS angående denne dato)
Width of taxiways	**CS ADR-DSN.D.245 Width of taxiways**		Supp. Info GM1 ADR-DSN.D.245
3.9.5 **Recommendation.—** *A straight portion*…… *following tabulation:*	A straight portion of a taxiway should have a width of not less than that given by the following tabulation: ……		Following tabulation i bade SARP og i CS er identiske
3.9.6 **Recommendation.—** *Changes in direction of taxiways* *Note 1.— An example of widening taxiways to achieve the wheel clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable dimensions is given in the* Aerodrome Design Manual *(Doc 9157), Part 2.* *Note 2.— The location of taxiway centre line markings* *Note 3.— Compound curves may reduce or eliminate*	**CS ADR-DSN.D.250 Taxiways curves** (a) Changes in direction of taxiways should be ……. (b) The design of the curve should be such that……..		SARP 3.9.6 Rec. findes ikke i CS, men **CS ADR-DSN.D.250** **"**Taxiways curves" findes i Aerodrome Design Manual Supp. Info GM1 ADR-DSN.D.250
Figure 3-2 Taxiway curves			Figure GM-D-1 Taxiway curve i Figur identisk. Supp. Info GM1 ADR-DSN.D.250
3.9.7 **Recommendation.—** *To facilitate the movement of aeroplanes, fillets* *Note.— Consideration will have to be given to the aeroplane datum length when designing fillets. Guidance on the design of*	**CS ADR-DSN.D.255 Junction and intersection of taxiways** (a) To facilitate the movement of aeroplanes, fillets (b) The design of the fillets should ensure that the minimum		Indhold i CS i store træk identisk Supp. Info GM1 ADR-DSN.D.255

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fillets and the definition of the term aeroplane datum length are given in the Aerodrome Design Manual *(Doc 9157), Part 2.*	wheel clearances specified in CS ADR-DSN.D.240 **.....**		
Taxiway minimum separation distances	**CS ADR-DSN.D.260 Taxiway minimum separation distance** (a) The safety objective of minimum taxi……..		Supp. Info GM1 ADR-DSN.D.260
3.9.8 **Recommendation.—** *The separation distance between* *Note 1.— Guidance on factors which may be considered in the aeronautical study is given in the* Aerodrome Design Manual *(Doc 9157), Part 2.* *Note 2.— ILS and MLS installations may also influence the location of taxiways* *Note 3.— The separation distances of Table 3-1, column 10, do not* *Note 4.— The separation distance between the centre line of an aircraft stand***.....**	(b) The separation distance between the centre line of **.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.260
Table 3-1. Taxiway minimum separation distances	Table D-1. Taxiway minimum separation distances		Tabeller i SARP og i CS er identiske
3.9.9 Longitudinal slopes	**CS ADR-DSN.D.265 Longitudinal slopes on taxiways** (a) The safety objective of limiting the longitudinal		Supp. Info GM1 ADR-DSN.D.265
Recommendation.— *The longitudinal slope of* *— 1.5 per cent where the code letter is C, D, E or F; and* *— 3 per cent where the code letter is A or B.*	(b) The longitudinal slope of a taxiway should not exceed: (b) (1) 1.5 % where the code letter is C, D, E, or F; and (b) (2) 3 % where the code letter is A or B.		Indhold i CS identisk hvad angår b) pkt. 1), 2)
3.9.10 Longitudinal slope changes**.....**	**CS ADR-DSN.D.270 Longitudinal slope changes on taxiways**		Supp. Info GM1 ADR-DSN.D.270
Recommendation.— *Where slope changes on a taxiway* *— 1 per cent per 30 m (minimum radius of curvature of 3 000 m* *— 1 per cent per 25 m (minimum radius of curvature of 2 500 m)*	(a) The safety objective of limiting (b) Where slope changes on a taxiway cannot be avoided (b) (1) 1 % per 30 m (minimum radius of curvature of 3 000 m) (b) (2) 1 % per 25 m (minimum radius of curvature of 2 500 m) (c) Where slope changes in (b)(1) and (2) are not achieved		Indhold i CS identisk hvad angår b) pkt. 1), 2)
3.9.11 Sight distance	**CS ADR-DSN.D.275 Sight distance of taxiways**		Supp. Info GM1 ADR-DSN.D.275
Recommendation.— *Where a change in slope on a taxiway* *— 3 m above the taxiway, it will be possible* *— 2 m above the taxiway, it will be possible* *— 1.5 m above the taxiway, it will be possible*	(a) The safety objective of minimum (b) Where a change in slope on a taxiway cannot be (b) (1) 3 m above the taxiway, it should (b) (2) 2 m above the taxiway, it (b) (3) 1.5 m above the taxiway		Indhold i CS identisk hvad angår b) pkt. 1), 2) og 3)
3.9.12 Transverse slopes**.....**	**CS ADR-DSN.D.280 Transverse slopes on taxiways** (a) The safety objective of taxiway transverse slopes		Supp. Info GM1 ADR-DSN.D.280
Recommendation.— *The transverse slopes of a taxiway* *— 1.5 per cent where the code letter* *— 2 per cent where the code letter is A or B.*	(b) The transverse slopes of a taxiway should be sufficient (b) (1) 1.5 % where the code letter (b) (2) 2 % where the code letter is A or B.		Indhold i CS identisk hvad angår b) pkt. 1) og 2) Supp. Info GM1 ADR-DSN.D.280
Strength of taxiways 3.9.13 **Recommendation.—** *The strength of a taxiway***.....**	**CS ADR-DSN.D.285 Strength of taxiways** The strength of a taxiway should be suitable for**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.285
Surface of taxiways	**CS ADR-DSN.D.290 Surface of taxiways**		Supp. Info GM1 ADR-DSN.D.290
3.9.14 **Recommendation.—** *The surface of a taxiway should not have***.....**	(a) The surface of a taxiway should not have irregularities**.....**		Indhold i CS identisk
3.9.15 **Recommendation.—** *The surface of a paved taxiway should be so constructed***.....**	(b) The surface of a taxiway should be constructed or resurfaced **.....**		Indhold i CS identisk
Rapid exit taxiways *Note.— The following specifications detail requirements particular to rapid exit taxiways. See Figure 3-3.*	**CS ADR-DSN.D.295 Rapid exit taxiways**		Supp. Info GM1 ADR-DSN.D.295
3.9.16 **Recommendation.—** *A rapid exit taxiway should be designed* *— 550 m where the code number* *— 275 m where the code number* *to enable exit speeds under wet conditions of:*	(a) The safety objective of rapid (b) A rapid exit taxiway should be designed with a radius of turn (b) (1) 550 m where the code number is 3 or 4; and (b) (2) 275 m where the code number is 1 or 2;		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.295

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— 93 km/h where the code *— 65 km/h where the code number* *Note.— The locations of rapid exit taxiways along a runway are based on several criteria described in the* Aerodrome Design Manual *(Doc 9157), Part 2, in addition to different speed criteria.*	to enable under wet conditions exit speeds of: (b) (2) (i) 93 km/h where the code number is 3 or 4; and (b) (2) (ii) 65 km/h where the code number is 1 or 2.		
3.9.17 **Recommendation.—** *The radius of the fillet on the inside***.....**	(c) The radius of the fillet on the inside of the curve at a rapid **.....**		Indhold i CS identisk
3.9.18 **Recommendation.—** *A rapid exit taxiway should include a straight***.....**	(d) A rapid exit taxiway should include a straight distance **.....**		Indhold i CS identisk
3.9.19 **Recommendation.—** *The intersection angle of a rapid exit taxiway with the***.....**	(e) The intersection angle of a rapid exit taxiway with the runway**.....**		Indhold i CS identisk
Figure 3-3. Rapid exit taxiway	Figure D-1. Rapid exit taxiway		**Figur 3-3 I SARP er identisk med figure D-1 I CS**
Taxiways on bridges	**CS ADR-DSN.D.300 Taxiways on bridges**		Supp. Info GM1 ADR-DSN.D.300
3.9.20 The width of that portion of a taxiway bridge**.....**	(a) The width of that portion of a taxiway bridge**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.300
3.9.21 **Recommendation.—** *Access should be provided to allow rescue* *Note.— If aeroplane engines overhang the bridge structure, protection of adjacent areas below the bridge from engine blast may be required.* **.....**	(b) Access should be provided to allow rescue and firefighting **.....**		Indhold i CS identisk . Supp. Info GM1 ADR-DSN.D.300
3.9.22 **Recommendation.—** *A bridge should be constructed on a straight section***.....**	(c) A bridge should be constructed on a straight section**.....**		Indhold i CS identisk
3.10 Taxiway shoulders *Note.— Guidance on characteristics of taxiway shoulders and on shoulder treatment is given in the* Aerodrome Design Manual *(Doc 9157), Part 2.*	**CS ADR-DSN.D.305 Taxiway shoulders**		Supp. Info GM1 ADR-DSN.D.305
3.10.1 **Recommendation.—** *Straight portions of a taxiway* *— 60 m where the code letter is F;* *— 44 m where the code letter is E;* *— 38 m where the code letter is D; and* *— 25 m where the code letter is C.* *On taxiway curves and on junctions or intersections where increased pavement*	(a) Straight portions of a taxiway where the code letter is C, D (a) (1) 60 m where the code letter is F; (a) (2) 44 m where the code letter is E; (a) (3) 38 m where the code letter is D; and (a) (4) 25 m where the code letter is C. (b) On taxiway curves and on junctions or intersections		Indhold i CS identisk
3.10.2 **Recommendation.—** *When a taxiway is intended to be used by turbine***.....**	(c) When a taxiway is intended to be used by turbine-engined		Indhold i CS identisk
3.11 Taxiway strips *Note.— Guidance on characteristics of taxiway strips is given in the* Aerodrome Design Manual *(Doc 9157), Part 2.*	**CS ADR-DSN.D.310 Taxiway Strip**		Supp. Info GM1 ADR-DSN.D.310
General 3.11.1 A taxiway, other than an aircraft stand taxilane**.....**	A taxiway, other than an aircraft stand taxilane, should be included in a strip**.....**		Indhold i CS identisk
Width of taxiway strips	**CS ADR-DSN.D.315 Width of taxiway strips** (a) The safety objective of the width of taxiway		Supp. Info GM1 ADR-DSN.D.315
3.11.2 **Recommendation.—** *A taxiway strip should extend*	(b) A taxiway strip should extend symmetrically on each		Indhold i CS identisk hvad angår pkt. b)
Objects on taxiway strips	**CS ADR-DSN.D.320 Objects on taxiway strips**		Supp. Info GM1 ADR-DSN.D.320
3.11.3 **Recommendation.—** *The taxiway strip should provide an area clear* *Note.— Consideration will have to be given to the location and design of drains on a taxiway strip to prevent damage to an aeroplane accidentally running off a taxiway. Suitably designed drain covers may be required.* **.....**	The taxiway strip should provide an area clear of objects which**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.320
Grading of taxiway strips	**CS ADR-DSN.D.325 Grading of taxiway strips** (a) The safety objective of the		GM1 ADR-DSN.D.325
3.11.4 **Recommendation.—** *The centre portion* *— 11 m where the code letter is A;* *— 12.5 m where the code letter is B or C;*	(b) The centre portion of a taxiway strip should (b)(1) 11 m where the code letter is A;		Indhold i CS identisk hvad angår pkt. b) 1),2),3),4),5)

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— 19 m where the code letter is D; *— 22 m where the code letter is E; and* *— 30 m where the code letter is F.*	(b) (2) 12.5 m where the code letter is B or C; (b) (3) 19 m where the code letter is D; (b) (4) 22 m where the code letter is E; and (b) (5) 30 m where the code letter is F		
Slopes on taxiway strips	**CS ADR-DSN.D.330 Slopes on taxiway strips** (a) The safety objective of limiting the longitudinal		Supp. Info GM1 ADR-DSN.D.330
3.11.5 **Recommendation.—** *The surface of the strip* *— 2.5 per cent for strips where the code* *— 3 per cent for strips of taxiways where* *the upward slope being measured with reference to the transverse***.....**	(b) The surface of the strip should be flush at the edge (b) (1) 2.5 % for strips where the code letter is C, D, E, or F; and (b) (2) 3 % for strips of taxiways where the code letter is A or B; the upward slope being measured with reference to the**.....**		Indhold i CS identisk hvad angår pkt. b) 1),2)
3.11.6 **Recommendation.—** *The transverse slopes on any portion***.....**	(c) The transverse slopes on any portion of a taxiway strip **.....**		Indhold i CS identisk
3.12 Holding bays, runway-holding positions, intermediate holding positions and road-holding positions	**CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions**		Supp. Info GM1 ADR-DSN.D.335
General 3.12.1 **Recommendation.—** *Holding bay(s) should be provided***.....**	(a) Holding bay(s) or other bypasses of sufficient size and adequate construction should be provided where necessary, to make deviations in the departure sequence possible. **.....**		Indhold i CS overvejende identisk Supp. Info GM1 ADR-DSN.D.335
3.12.2 A runway-holding position or positions shall be established a) on the taxiway, at the intersection of a taxiway and a runway; and b) at an intersection of a runway with another runway when the former runway **.....**	(b) A runway-holding position or positions should be established (b) (2) on the taxiway, at the intersection of a taxiway and a runway; and (b) (3) at an intersection of a runway with another runway when**.....**		Indhold i CS identisk
3.12.3 A runway-holding position shall be established on a taxiway if the location**.....**	(b) (1) on the taxiway, if the location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids;		Indhold i CS identisk
3.12.4 **Recommendation.—** *An intermediate holding position should be established on a taxiway***.....**	(c) An intermediate holding position should be established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit. **.....** ((d) An emergency access road should be equipped)		Indhold i CS identisk hvad angår (c) men (d) ingår ikke I SARP i den sammenhæng
3.12.5 A road-holding position shall be established at an intersection of a road with a runway	(e) A road-holding position should be established at each intersection of a road with a runway.		Indhold i CS identisk
Location	**CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions**		Supp. Info GM1 ADR-DSN.D.340
3.12.6 The distance between a holding bay, runway**.....**	(a) The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.D.340
3.12.7 **Recommendation.—** *At elevations greater than 700 m (2 300 ft) the distance of 90*	(b) At elevations greater than 700 m the distance of 90 m specified		Indhold i CS identisk
a) up to an elevation of 2 000 m (6 600 ft); 1 m for every 100 m (330 ft) in excess *b) elevation in excess of 2 000 m (6 600 ft) and up to 4 000 m (13 320 ft); 13 m* *c) elevation in excess of 4 000 m (13 320 ft) and up to 5 000 m*	(b) (1) up to an elevation of 2 000 m; 1 m for every 100 m in excess of 700 m; (b) (2) elevation in excess of 2 000 m and up to 4 000 m; (b) (3) elevation in excess of 4 000 m and up to 5 000 m; 43 m		Indhold i CS identisk
3.12.8 **Recommendation.—** *If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance of 90 m or 107.5 m,*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.D.340
Table 3-2. Minimum distance from the runway centre line to a holding bay, runway-holding position or road-holding position	Table D-2 — Minimum distance from the runway centre line to a holding bay, runway-holding point, or road-holding position		De 2 tabeller I SARP og CS er identiske inklusiv noter og bemærkninger nedenunder tabellerne
3.13 Aprons	**CHAPTER E — APRONS**		

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General	**CS ADR-DSN.E.345 General**		Supp. Info GM1 ADR-DSN.E.345
3.13.1 **Recommendation.—** *Aprons should be provided whe***.....**	Aprons should be provided to permit the safe loading and off-loading**.....**		Indhold i CS identisk
Size of aprons 3.13.2 **Recommendation.—** *The total apron area should***.....**	**CS ADR-DSN.E.350 Size of aprons** Intentionally blank		Punktet i CS har betegnelsen ” Blank” dvs. EASA har ikke udarbejdet dette punkt Supp. Info GM1 ADR-DSN.E.350
Strength of aprons 3.13.3 **Recommendation.—** *Each part of an apron should***.....**	**CS ADR-DSN.E.355 Strength of aprons** Each part of an apron should be capable of withstanding**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.E.355
Slopes on aprons	**CS ADR-DSN.E.360 Slopes on aprons**		
3.13.4 **Recommendation.—** *Slopes on an apron, including***.....** 3.13.5 **Recommendation.—** *On an aircraft stand***.....**	(a) Slopes on an apron should be sufficient to prevent (b) On an aircraft stand the maximum slope**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.E.360
Clearance distances on aircraft stands	**CS ADR-DSN.E.365 Clearance distances on aircraft stands** (a) The safety objective of clearance distances on aircraft		
3.13.6 **Recommendation.—** *An aircraft stand should provide the following* *Following tabulation*	(b) An aircraft stand should provide the *Following tabulation*		Indhold i CS identisk hvad angår pkt. b) samt de 2 tabeller i SARP og CS Supp. Info GM1 ADR-DSN.E.365
When special circumstances so warrant, these clearances may be reduced at a nose-in aircraft stand *a) between the terminal, including any fixed passenger* b) *b) over any portion of the stand provided with azimuth guidance*	(c) The minimum clearance distance for code letters D, E and F can be reduced: (c) (1) for height limited objects, (c) (2) if the stand is restricted for aircraft (c) (3) in the following locations (for aircraft using a taxi-in, push-back procedure only): (c) (3) (i) between the terminal (including passenger loading bridges) (c) (3) (ii) over a portion of the stand provided with azimuth guidance		Identisk hvad angår pkt. 3) samt (i) og (ii) i CS
3.14.1 An isolated aircraft parking position shall be designated or the aerodrome**.....**	**CS ADR-DSN.F.370 Isolated aircraft parking position** (a) The safety objective of the isolated aircraft (b) General An isolated aircraft parking position should be designated by the aerodrome operator for parking of aircraft that needs isolation from normal aerodrome activities**.....**.		Indhold i CS i nogen grad identisk Supp. Info GM1 ADR-DSN.F.370
3.14.2 **Recommendation.—** *The isolated aircraft parking position should be located***.....**	(c) Location The isolated aircraft parking position should be located at the maximum distance practicable and in any case never less than**.....**		Indhold i CS i nogen grad identisk
3.15 De-icing/anti-icing facilities	**CHAPTER G — DE-ICING/ANTI-ICING FACILITIES**		Supp. Info GM1 ADR-DSN.G.375
General 3.15.1 **Recommendation.—** *Aeroplane de-icing/anti-icing facilities*	**CS ADR-DSN.G.375 General** Aeroplane de-icing/anti-icing facilities should be provided at an aerodrome where icing conditions are expected to occur.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.G.375
Location	**CS ADR-DSN.G.380 Location**		Supp. Info GM1 ADR-DSN.G.380
3.15.2 **Recommendation.—** *De-icing/anti-icing facilities should be provided either at aircraft stands or at specified* *Note 1.— One of the primary factors influencing the location of a de-icing/anti-icing facility is to ensure that the holdover time of the anti-icing treatment is still in effect at the end of taxiing and when take-off clearance of the treated aeroplane is given.* *Note 2.— Remote facilities compensate for changing weather conditions when icing conditions or blowing snow are expected to occur along the taxi-route taken by the aeroplane to the runway meant for take-off.*	(a) De-icing/anti-icing facilities should be provided either at aircraft stands or at specified remote areas.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.G.380 Location
3.15.3 **Recommendation.—** *The remote de-icing/anti-icing facility should be l***.....**	(b) The de-icing/anti-icing facilities should be located to be clear of the obstacle limitation surfaces to not cause interference to the radio navigation**.....**		Indhold i CS nogen grad identisk
Note.— An aeroplane de-icing/anti-icing pad consists of a) an inner area for parking of an aeroplane to be treated, and b) an outer area for movement of two or more mobile de-	**CS ADR-DSN.G.385 Size of de-icing/anti-icing pads** (a) The safety objective of the de-icing/anti-icing pad dimensions is to		Indhold i CS nogen udstrækning det samme Supp. Info GM1 ADR-DSN.G.385

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

icing/anti-icing equipment.	allow safe positioning of aircraft for de-icing/anti-icing, including sufficient room for the safe movement of de-icing vehicles around the aircraft **……**		
3.15.4 **Recommendation.—** *The remote de-icing/anti-icing facility should be so located as to provide***……** *Note.— The jet blast effects caused by a moving aeroplane on other aeroplanes receiving the anti-icing treatment or taxiing behind will have to be taken into account to prevent degradation of the treatment*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.G.385
Size and number of de-icing/anti-icing pads	**CS ADR-DSN.G.385 Size of de-icing/anti-icing pads**		Supp. Info GM1 ADR-DSN.G.385
3.15.5 **Recommendation.—** *The size of a de-icing/anti-icing pad should be equal to* *Note.— Where more than one de-icing/anti-icing pad is provided, consideration will have to be given to providing deicing/anti-icing vehicle movement areas of adjacent pads that***……**	(b) The size of a de-icing/anti-icing pad should be equal to the parking area required by the most demanding aircraft in a given category with at least 3.8 m clear paved area all around the aeroplane for the movement of the de-icing/anti**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.G.385
3.15.6 **Recommendation.—** *The number of de-icing/anti-icing pads required***……**			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.G.385
Slopes on de-icing/anti-icing pads	**CS ADR-DSN.G.390 Slopes on de-icing/anti-icing pads**		Supp. Info GM1 -ADR-DSN.G.390
3.15.7 **Recommendation.—** *The de-icing/anti-icing pads should be provided with suitable slopes***……**	The de-icing/anti-icing pads should be provided with suitable slopes: (a) to ensure satisfactory drainage of the area; (b) to permit collection of all excess de-icing/anti-icing fluid running off an aeroplane; and (c) not to hinder the movement of aircraft on or off the pad		I store træk identisk indhold i CS Supp. Info GM1 -ADR-DSN.G.390
Strength of de-icing/anti-icing pads	**CS ADR-DSN.G.395 Strength of de-icing/anti-icing pads**		Supp. Info GM1 ADR-DSN.G.395
3.15.8 **Recommendation.—** *The de-icing/anti-icing pad should be capable of withstanding the traffic***……**	The de-icing/anti-icing pad should be capable of withstanding the traffic of the aircraft it is intended to serve.		I store træk identisk indhold i CS Supp. Info GM1 ADR-DSN.G.395
Clearance distances on a de-icing/anti-icing pad	**CS ADR-DSN.G.400 Clearance distances on a de-icing/anti-icing pad** (a) The safety objective of the clearance distances on a de-icing/anti-icing pad is		Supp. Info GM1 ADR-DSN.G.400
3.15.9 **Recommendation.—** *A de-icing/anti-icing pad should provide the minimum clearances specified in 3.13.6 for* 3.15.10 **Recommendation.—** *Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table 3-1, column 11, should be provided. (See Figure 3-4.)*	(b) A de-icing/anti-icing pad should provide the following minimum clearances Following tabulation Code Letter Clearance A 3.8 m osv……. (c) If the pad layout is such as to include bypass configuration, the minimum separation distances specified in Table D-1, column (12) should be provided. (d) Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table D-1, column (11) should be provided (see Figure G-1).		I store træk identisk indhold i CS dog er tabeller for standplads afstande på De- ising pladser ikke identisk idet CS er noget mere konservativ for kategori A og B dvs. 3,8 m mod SARP 3 m. Også hvad angår punkt c) i CS anvendes kolonne 12 i tabel D-1 som modsvares af kolonne 12 i SARP tabel 3-1 men i SARP materialet anvendes generelt kun kolonne 11 for standpladser som er mindre restriktiv. Dog anvendes i punkt d) i CS kolonne 11 i tabel D-1 som modsvares af kolonne 11 i SARP tabel 3-1 under de forudsætninger som er nævnt i punkt d). Supp. Info GM1 ADR-DSN.G.400
Figure 3-4. Minimum separation distance on a de-icing/anti-icing facility	Figure G-1. Minimum separation distance on a de-icing/anti-icing facility		De to figurer I henholdsvis SARP og CS er identiske
CHAPTER 4. OBSTACLE RESTRICTION AND REMOVAL *Note 1.— The objectives of the specifications* *Note 2.— Objects which penetrate* *Note 3.— The establishment of,* **4.1 Obstacle limitation surfaces**	**CHAPTER H — OBSTACLE LIMITATION SURFACES** **CS ADR-DSN.H.405 Applicability** The purpose of the obstacle limitation surfaces is to define the airspace		Note 1. i SARP er ikke tekstmæssigt identisk med bemærkning i CS "The purpose of the obstacle limitation surfaces", men "scope" er det samme Supp. Info GM1 ADR-DSN.H.405
Outer horizontal surface *Note.— Guidance on the need to provide an outer horizontal*	**CS ADR-DSN.H.410 Outer horizontal surface** Intentionally blank		Punktet i CS har betegnelsen " Blank" dvs. EASA har ikke udarbejdet dette punkt, Supp. Info GM1 ADR-DSN.H.410

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Conical surface	**CS ADR-DSN.H.415 Conical surface** (a) Applicability: To facilitate safe visual		Supp. Info GM1 ADR-DSN.H.415
4.1.1 *Description.— Conical surface.* A surface sloping upwards 4.1.2 *Characteristics.—* The limits of the conical a) a lower edge coincident with the periphery b) an upper edge located at a specified height 4.1.3 The slope of the conical surface shall be measured	(b) Description: A surface sloping upwards (c) Characteristics: The limits of the conical (c) (1) a lower edge coincident with the (c) (2) an upper edge located at a specified (d) The slope of the conical surface should be**……**		SARP pkt. 4.1.1 identisk med (b) SARP pkt. 4.1.2 identisk med (c) SARP pkt. 4.1.2 a identisk med c (1) SARP pkt. 4.1.2 b identisk med c (2) SARP pkt. 4.1.3 identisk med (d)
Inner horizontal surface	**CS ADR-DSN.H.420 Inner horizontal surface** (a) Applicability: The purpose of the inner		Supp. Info GM1 ADR-DSN.H.420
4.1.4 *Description.— Inner horizontal surface.* A surface located in a horizontal**……**	(b) Description: A surface located in a horizontal plane above**……**		Pkt. 4.1.4 i SARP identisk med pkt. (b) I CS Supp. Info GM1 ADR-DSN.H.420
4.1.5 *Characteristics.—* The radius or outer limits of the inner horizontal surface shall be measured *Note.— The shape of the inner horizontal surface need not necessarily be circular. Guidance on determining the extent of the inner horizontal surface is contained in the* Airport Services Manual *(Doc 9137), Part 6.*	(c) Characteristics: The outer limits of the inner horizontal surface are defined**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.H.420
4.1.6 The height of the inner horizontal surface shall be measured	(d) The height of the inner horizontal surface		Indhold i CS identisk
Approach surface	**CS ADR-DSN.H.425 Approach surface** (a) Applicability: The purpose of the approach surface is to protect…		Supp. Info GM1 ADR-DSN.H.425
4.1.7 *Description.— Approach surface.* An inclined plane or combination**……**	(b) Description: An inclined plane or combination of planes preceding the threshold**……**		Pkt. 4.1.7 i SARP identisk med pkt. (b) I CS
4.1.8 *Characteristics.—* The limits of the approach surface shall comprise:	(c) Characteristics. The limits of the approach surface should comprise		Indhold i CS identisk
a) an inner edge of specified length, horizontal and perpendicular to the extended**……**	(c) (1) an inner edge of specified length, horizontal and perpendicular **……**		Indhold i CS identisk
b) two sides originating at the ends of the inner edge and diverging**……**	(c) (2) two sides originating at the ends of the inner edge **……**		Indhold i CS identisk
c) an outer edge parallel to the inner edge; and**……**	(c) (3) an outer edge parallel to the inner edge. **……**		Indhold i CS identisk
d) the above surfaces shall be varied when lateral offset, offset**……**	The above surfaces should be varied when lateral offset, offset**……**		Indhold i CS identisk
4.1.9 The elevation of the inner edge shall be equal to the elevation**……**	(d) The elevation of the inner edge should be equal to the elevation**……**		Indhold i CS identisk
4.1.10 The slope(s) of the approach surface shall be measured in the vertical**……**	(e) The slope(s) of the approach surface should be measured **……**		Indhold i CS identisk
Inner approach surface	**CS ADR-DSN.H.450 Inner approach surface**		Supp. Info GM1 ADR-DSN.H.450
4.1.11 *Description.— Inner approach surface.* A rectangular portion**……**	(a) Applicability: The purpose of the inner approach surface is to protect final precision approaches. (b) Description: A rectangular portion of the approach surface immediately preceding the threshold.		SARP pkt. 4.1.11 identisk med CS (b)
4.1.12 *Characteristics.—* The limits of the inner approach surface shall comprise:	(c) Characteristics: The limits of the inner approach surface should comprise:		Indhold i CS identisk
a) an inner edge coincident with the location of the inner edge of the approach b) two sides originating at the ends of the inner edge and extending c) an outer edge parallel to the inner edge.	(c) (1) an inner edge coincident with the location of the inner edge (c) (2) two sides originating at the ends of the inner edge and (c) (3) an outer edge parallel to the inner edge.		Indhold i CS identisk
Figure 4-1. Obstacle limitation surfaces	Figure H-2. Obstacle limitation surfaces		Figurene er identiske
Figure 4-2. Inner approach, inner transitional and balked landing obstacle limitation surfaces	Figure H-3. Inner approach, inner transitional, and balked landing obstacle limitation surfaces		Figurene er identiske
Transitional surface	**CS ADR-DSN.H.430 Transitional surface** (a) Applicability: The purpose of the transitional surface		Supp. Info GM1 ADR-DSN.H.430

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

4.1.13 *Description.— Transitional surface.* A complex surface along the side of the strip	(b) Description: A complex surface along the side of the strip		SARP pkt. 4.1.13 identisk med CS (b) Supp. Info GM1 ADR-DSN.H.430
4.1.14 *Characteristics.*— The limits of a transitional surface shall comprise a) a lower edge beginning at the intersection of the side of the b) an upper edge located in the plane of the inner horizontal surface.	(c) Characteristics: The limits of a transitional surface should comprise: (c) (1) a lower edge beginning at the intersection of the side of the approach (c) (2) an upper edge located in the plane of the inner horizontal surface. .		Indhold i CS identisk
4.1.15 The elevation of a point on the lower edge shall be: a) along the side of the approach surface — equal b) along the strip — equal to the elevation of the nearest	(d) The elevation of a point on the lower edge should be: (d) (1) along the side of the approach surface (d) (2) along the strip — equal to the elevation of the nearest		Indhold i CS identisk
4.1.16 The slope of the transitional surface shall be measured in a vertical**.....**	(e) The slope of the transitional surface should be measured in a vertical**.....**		Indhold i CS identisk
Inner transitional surface	**CS ADR-DSN.H.455 Inner transitional surface**		Supp. Info GM1 ADR-DSN.H.455
Note.— It is intended that the inner transitional surface be the controlling obstacle limitation surface	(a) Applicability: The purpose of the inner transitional surface is to protect **.....**		Indhold i CS i nogen grad identisk Supp. Info GM1 ADR-DSN.H.455
4.1.17 *Description.— Inner transitional surface.* A surface similar**.....**	(b) Description: A surface similar to the transitional surface		Indhold i CS identisk
4.1.18 *Characteristics.*— The limits of an inner transitional surface shall comprise a) a lower edge beginning at the end of the inner approach surface and extending b) an upper edge located in the plane of the inner horizontal surface.	(c) Characteristics: The limits of an inner transitional surface should comprise (c) (1) a lower edge beginning at the end of the inner approach (c) (2) an upper edge located in the plane of the inner horizontal surface.		Indhold i CS identisk
4.1.19 The elevation of a point on the lower edge shall be: a) along the side of the inner approach surface and balked landing b) along the strip — equal to the elevation of the nearest point on the centre line *Note.— As a result of b) the inner transitional*	(d) The elevation of a point on the lower edge should be: (d) (1) along the side of the inner approach surface and balked landing (d) (2) along the strip — equal to the elevation of the nearest point		Indhold i CS identisk Supp. Info GM1 ADR-DSN.H.455
4.1.20 The slope of the inner transitional surface shall be measured	(e) The slope of the inner transitional surface should be measured		Indhold i CS identisk
Balked landing surface	**CS ADR-DSN.H.460 Balked landing surface** (a) Applicability: The purpose of the balked landing surface is to….		Supp. Info GM1 ADR-DSN.H.460
4.1.21 *Description.— Balked landing surface.* An inclined plane located at a specified	(b) Description: An inclined plane located at a specified distance		SARP pkt. 4.1.21 identisk med CS (b)
4.1.22 *Characteristics.*— The limits of the balked landing surface shall comprise a) an inner edge horizontal and perpendicular to the centre line b) two sides originating at the ends of the inner edge and diverging c) an outer edge parallel to the inner edge and located in the plane	(c) Characteristics: The limits of the balked landing surface should comprise: (c) (1) an inner edge horizontal and perpendicular to the centre (c) (2) two sides originating at the ends of the inner edge and (c) (3) an outer edge parallel to the inner edge and located		Indhold i CS identisk
4.1.23 The elevation of the inner edge shall be equal to the elevation**.....**	(d) The elevation of the inner edge should be equal to the elevation**.....**		Indhold i CS identisk
4.1.24 The slope of the balked landing surface shall be measured in**.....**	(e) The slope of the balked landing surface should **.....**		Indhold i CS identisk
Take-off climb surface	**CS ADR-DSN.H.435 Take-off climb surface** (a) Applicability: The purpose of the take-off climb surface		Supp. Info GM1 ADR-DSN.H.435
4.1.25 *Description.— Take-off climb surface.* An inclined plane or other specified**.....**	(b) Description: An inclined plane or other specified surface beyond the end**.....**		SARP pkt. 4.1.25 identisk med CS (b)
4.1.26 *Characteristics.*— The limits of the take-off climb surface a) an inner edge horizontal and perpendicular to the centre line b) two sides originating at the ends of the inner edge, diverging c) an outer edge horizontal and perpendicular to the specified take-off track.	(c) Characteristics: The limits of the take-off climb surface should comprise: (c) (1) an inner edge horizontal and perpendicular to the centre (c) (2) two sides originating at the ends of the inner edge (c) (3) an outer edge horizontal and perpendicular to the**.....**		Indhold i CS identisk
4.1.27 The elevation of the inner edge shall be equal to the	(d) The elevation of the inner edge should be equal to the highest**.....**		Indhold i CS identisk

highest point**.....**			
4.1.28 In the case of a straight take-off flight path, the slope of the take-off climb**.....**	(e) In the case of a straight take-off flight path, the slope**.....**		Indhold i CS identisk
4.1.29 In the case of a take-off flight path involving a turn, the take-off climb	(f) In the case of a take-off flight path involving a turn, the take-off climb		Indhold i CS identisk
4.2 Obstacle limitation requirements *Note.— The requirements for obstacle limitation surfaces are specified*	**CHAPTER J — OBSTACLE LIMITATION REQUIREMENTS** **CS ADR-DSN.J.465 General** (a) non-instrument runways; (b) non-precision approach runways; (c) precision approach runways; and (d) runways meant for take-off.		SARP pkt. 4.2 ikke beskrevet specifikt I CS og pkt. (a),(b),(c),(d) i CS ikke nævnt i SARP i denne sammenhæng Supp. Info GM1 ADR-DSN.J.465
Non-instrument runways	**CS ADR-DSN.J.470 Non-instrument runways**		Supp. Info GM1 ADR-DSN.J.470
4.2.1 The following obstacle limitation surfaces shall be — conical surface; — inner horizontal surface — approach surface; and — transitional surfaces	(a) The following obstacle limitation surfaces should be established (a) (1) conical surface; (a) (2) inner horizontal surface; (a) (3) approach surface; and (a) (4) transitional surfaces		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.470
4.2.2 The heights and slopes of the surfaces shall not be greater than	(b) The heights and slopes of the surfaces should not		Indhold i CS identisk
4.2.3 New objects or extensions of existing objects shall not be permitted *Note.— Circumstances in which the shielding*	(c) New objects or extensions of existing objects should not be permitted		Indhold i CS identisk . Supp. Info GM1 ADR-DSN.J.470
4.2.4 **Recommendation.—** *New objects or extensions of existing objects*	(d) New objects or extensions of existing objects should		Indhold i CS identisk
4.2.5 **Recommendation.—** *Existing objects above any of the surfaces required* *Note.— Because of transverse or longitudinal slopes on a strip, in certain cases*	(e) Existing objects above any of the conical surface, inner horizontal**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.470
4.2.6 **Recommendation.—** *In considering proposed construction, account*	(f) In considering proposed construction, account should		Identisk i CS indhold
Non-precision approach runways	**CS ADR-DSN.J.475 Non-precision approach runways**		Supp. Info GM1 ADR-DSN.J.475
4.2.7 The following obstacle limitation surfaces shall be established — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces.	(a) The following obstacle limitation surfaces should be (a) (1) conical surface; (a) (2) inner horizontal surface; (a) (3) approach surface; and (a) (4) transitional surfaces.		Identisk i CS indhold Supp. Info GM1 ADR-DSN.J.475
4.2.8 The heights and slopes of the surfaces shall not be**.....**	(b) The heights and slopes of the surfaces should not be greater**.....**		Identisk i CS indhold
4.2.9 The approach surface shall be horizontal beyond the point a) a horizontal plane 150 m above the threshold b) the horizontal plane passing through the top of any	(c) The approach surface should be horizontal beyond (c) (1) a horizontal plane 150 m above the threshold elevation (c) (2) the horizontal plane passing through the top		Identisk i CS indhold
Table 4-1. Dimensions and slopes of obstacle limitation surfaces — Approach runways	Table J-1. Dimensions and slopes of obstacle limitation surfaces — Approach runways		De 2 tabeller I SARP og CS er identiske inklusiv noter og bemærkninger nedenunder tabellerne
4.2.10 New objects or extensions of existing objects shall not be permitted *Note.— Circumstances in which the shielding*	(d) New objects or extensions of existing objects should not be permitted above**.....**		Indhold i CS identisk . Supp. Info GM1 ADR-DSN.J.475

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

4.2.11 **Recommendation.—** *New objects or extensions of existing***.....**	(e) New objects or extensions of existing objects should **.....**		Indhold i CS identisk
4.2.12 **Recommendation.—** *Existing objects above any of the surfaces required by 4.2.7* *Note.— Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation*	(f) Existing objects above any of the surfaces required by paragraph (a) **.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.475
Precision approach runways *Note 1.— See 9.9 for information regarding* *Note 2.— Guidance on obstacle limitation*	**CS ADR-DSN.J.480 Precision approach runways**		Supp. Info GM1 ADR-DSN.J.480
4.2.13 The following obstacle limitation surfaces shall be established for a precision approach runway category I: — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces	(a) The following obstacle limitation surfaces should be established for a precision approach runway category I: (a) (1) conical surface; (a) (2) inner horizontal surface; (a) (3) approach surface; and (a) (4) transitional surfaces.		Indhold i CS identisk
4.2.14 **Recommendation.—** *The following obstacle limitation surfaces should be established for a precision approach runway category I:* — inner approach surface; — inner transitional surfaces; and — balked landing surface			SARP "Recommendation" finds ikke i CS . Supp. Info GM1 ADR-DSN.J.480
4.2.15 The following obstacle limitation surfaces shall be established for a precision approach runway category II or III: — inner horizontal surface; — approach surface and inner approach surface; — transitional surfaces; — inner transitional surfaces; and — balked landing surface.	(b) The following obstacle limitation surfaces should be established for a precision approach runway category II or III: (b) (1) conical surface; (b) (2) inner horizontal surface; (b) (3) approach surface and inner approach surface; (b) (4) transitional surfaces and inner transitional surfaces; and (b) (5) balked landing surface.		Indhold identisk idet det forudsættes at "conical surface" og " transitional surface" kommer fra pkt. 4.2.13 idet krav for runway category I er indeholdt i kravene for runway category II or III.
4.2.16 The heights and slopes of the surfaces shall not be greater than, **.....**	(c) The heights and slopes of the surfaces should not be greater than, and**.....**		Indhold i CS identisk
4.2.17 The approach surface shall be horizontal beyond the point at which a) a horizontal plane 150 m above the threshold elevation; or b) the horizontal plane passing through the top of any object that governs the**.....**	(d) The approach surface should be horizontal beyond the point (d)(1) a horizontal plane 150 m above the threshold elevation; or (d)(2) the horizontal plane passing through the top of any object		Indhold i CS identisk
4.2.18 Fixed objects shall not be permitted above the inner approach surface	(e) Fixed objects should not be permitted above the inner approach surface		Indhold i CS identisk
4.2.19 New objects or extensions of existing objects shall not be permitted**.....** *Note.— Circumstances in which the shielding*	(f) New objects or extensions of existing objects should not be permitted above**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.480
4.2.20 **Recommendation.—** *New objects or extensions of existing objects***.....**	(g) New objects or extensions of existing objects should not be permitted **.....**		Indhold i CS identisk
4.2.21 **Recommendation.—** *Existing objects above an approach surface, a transitional* *Note.— Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation*	(h) Existing objects above an approach surface, a transitional surface, the conical		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.480
Runways meant for take-off	**CS ADR-DSN.J.485 Runways meant for take-off** (a) The safety objective of the take-off climb surface slopes		Supp. Info GM1 ADR-DSN.J.485

4.2.22 The following obstacle limitation surface shall be established for a runway meant for take-off: — take-off climb surface.	(b) A take-off climb surface should be established for a runway meant for take-off.		SARP pkt. 4.2.22 identisk med CS (b) Supp. Info GM1 ADR-DSN.J.485
4.2.23 The dimensions of the surface shall be not less than the dimensions specified in Table 4-2,	(c) The dimensions of the surface should be not less than the dimensions specified in Table J-2,		Indhold i CS identisk
4.2.24 **Recommendation.—** *The operational characteristics of aeroplanes for which the runway is intended should* *Note.— When local conditions differ widely*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.J.485
4.2.25 New objects or extensions of existing objects shall not be *Note.— Circumstances in which the shielding principle may reasonably be applied are described in the* Airport Services Manual *(Doc 9137), Part 6.*	(d) New objects or extensions of existing objects should not be permitted **.....** ((e) Existing objects that extend above a take-off climb surface)		Indhold i CS identisk dog pkt. (e) ikke nævnt i SARP Supp. Info GM1 ADR-DSN.J.485
4.2.26 **Recommendation.—** *If no object reaches the 2 per cent (1:50) take-off climb surface, new objects should be limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6 per cent (1:62.5).*			SARP "Recommendation" findes ikke i CS . Supp. Info GM1 ADR-DSN.J.485
Table 4-2. Dimensions and slopes of obstacle limitation surfaces	Table J-2 Dimensions and slopes of obstacle limitation surfaces — Runways meant for take-off		SARP table ikke helt idendisk med CS table "**RUNWAYS MEANT FOR TAKE-OFF "** idet der er tilføjet et punkt e) i CS tabel **"RUNWAYS MEANT FOR TAKE-OFF"** med "Where clearway is provided the length of the inner edge should be 150 m."
4.2.27 **Recommendation.—** *Existing objects that extend above a take-off climb* *Note.— Because of transverse slopes on a strip or clearway, in certain cases portions of the inner edge of the take-off climb surface may be below the corresponding elevation of the strip or clearway.*			SARP "Recommendation" findes ikke i CS dog se nedenfor Supp. Info GM1 ADR-DSN.J.485
4.3 Objects outside the obstacle limitation surfaces			SARP overskrift findes ikke i CS
4.3.1 **Recommendation.—** *Arrangements should be made to enable***.....**			SARP "Recommendation" findes ikke i CS
4.3.2 **Recommendation.—** *In areas beyond the limits of the obstacle***.....**			SARP "Recommendation" findes ikke i CS
4.4 Other objects	**CS ADR-DSN.J.490 Other objects**		Supp. Info GM1 ADR-DSN.J.490
4.4.1 **Recommendation.—** *Objects which do not project through***.....**	(a) Objects which do not project through the approach **.....**		Indhold i CS identisk
4.4.2 **Recommendation.—** *Anything which may, in the opinion***.....** *Note.— In certain circumstances*	(b) Anything which may, after safety assessment , endanger **.....**		Indhold i CS identisk
CHAPTER 5. VISUAL AIDS FOR NAVIGATION **5.1 Indicators and signalling devices**	**5.1 Indicators and signalling devices** **CS ADR-DSN.K.490 Wind direction indicator**		Supp. Info GM1 ADR-DSN.J.490
Application 5.1.1.1 An aerodrome shall be equipped with at least one wind direction indicator	(a) An aerodrome should be equipped with a sufficient number of wind direction indicators		Indhold i CS identisk Supp. Info GM1 ADR-DSN.J.490
Location 5.1.1.2 A wind direction indicator shall be located**.....**	(b) Location: Each wind direction indicator should be located**.....**		Indhold i CS identisk
Characteristics 5.1.1.3 **Recommendation.—** *The wind direction indicator***.....**	(c) Characteristics: (c) (1) Each wind direction indicator should be in the form of a truncated (c) (2) It should be constructed so that it gives a clear indication (c) (3) The colour or colours should be so selected as to make (c) (3) (i) where practicable, a single colour should be used; and (c) (3) (ii) where a combination of two colours is required		Indhold i CS identisk

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

5.1.1.4 **Recommendation.**— *The location of at least one wind direction indicator should be marked by a circular band 15 m in diameter and 1.2 m wide.*			SARP "Recommendation" findes ikke i CS
5.1.1.5 **Recommendation.**— *Provision should be made for illuminating at least one wind indicator*	(d) Night conditions: Provision should be made for illuminating a sufficient number**……**		Indhold i CS identisk
5.1.2 Landing direction indicator	**CS ADR-DSN.K.495 Landing direction indicator**		Supp. Info GM1 ADR-DSN.K.495
Location 5.1.2.1 Where provided, a landing direction indicator shall be located**……**	(a) Location: Where provided, a landing direction indicator should**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.K.495
Characteristics 5.1.2.2 **Recommendation.**— *The landing direction indicator should be in the form of a "T".*	(b) Characteristics: (b) (1) The landing direction indicator should be in the form of a 'T'.		Indhold i CS identisk
Figure 5-1. Landing direction indicator	Figure K-1. Landing direction indicator		Figurene er identiske
5.1.2.3 The shape and minimum dimensions of a landing "T" shall be as shown**……**	(b) (2) The shape and minimum dimensions of a landing 'T' should (b) (3) The colour of the landing 'T' should be either white or orange (b) (4) Where used at night, the landing 'T' should either be illuminated		Indhold i CS identisk
5.1.3 Signalling lamp	**CS ADR-DSN.K.500 Signalling lamp**		Supp. Info GM1 ADR-DSN.K.500
Application 5.1.3.1 A signalling lamp shall be provided at a controlled aerodrome	(a) A signalling lamp should be provided at a controlled aerodrome in the **……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.K.500
Characteristics 5.1.3.2 **Recommendation.**— *A signalling lamp should be capable* *a) being aimed manually at any target as required;* *b) giving a signal in any one colour followed*	(b) Characteristics: (b) (1) A signalling lamp should be capable of producing red (b) (1) (i) being aimed manually at any target as (b) (1) (ii) giving a signal in any one colour followed by a signal in either of the two other colours.		Indhold i CS identisk
c) transmitting a message in any one of the three colours *When selecting the green light, use should be made of the restricted boundary of green as specified in Appendix 1, 2.1.2.*			SARP "Recommendation" pkt. c) findes ikke i CS dog se nedenfor Supp. Info GM1 ADR-DSN.K.500
5.1.3.3 **Recommendation.**— *The beam spread should be not less than 1° nor greater than 3°,* *Note.— The inclusion of detailed specifications*	(2) The beam spread should be not less than 1° or greater than 3°, with **……**		Indhold identisk
5.1.4 Signal panels and signal area *Note.— The inclusion of detailed specifications*	**CS ADR-DSN.K.505 Signal panels and signal area** Intentionally blank		Punktet i CS har betegnelsen " Blank" dvs. EASA har ikke udarbejdet dette punkt. Supp. Info GM1 ADR-DSN.K.505
Location of signal area	**CS ADR-DSN.K.510 Location of signal panels and signal area** Intentionally blank		CS blank Supp. Info GM1 ADR-DSN.K.510
5.1.4.1 **Recommendation.**— *The signal area should be located so as to be visible for all angles of azimuth above an angle of 10° above the horizontal when viewed from a height of 300 m.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.K.510
Characteristics of signal area	**CS ADR-DSN.K.515 Characteristics of signal panels and signal area** Intentionally blank		Supp. Info GM1 ADR-DSN.K.515
5.1.4.2 The signal area shall be an even horizontal surface at least 9 m square.			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.K.515
5.1.4.3 **Recommendation.**— *The colour of the signal area*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.K.515
5.2 Markings	**CHAPTER L — VISUAL AIDS FOR NAVIGATION (MARKINGS)**		
5.2.1 General ***Interruption of runway markings***	**CS ADR-DSN.L.560 Interruption of runway markings**		Supp. Info GM1 ADR-DSN.L.560
5.2.1.1 At an intersection of two (or more) runways the markings of the more important	(a) At an intersection of two (or more) runways, the markings of the more		Indhold i CS identisk
5.2.1.2 **Recommendation.**— *The order of importance of runways for the display* *1st — precision approach runway;* *2nd — non-precision approach runway; and* *3rd — non-instrument runway.*	(b) The order of importance of runways for the display of runway markings (b) (1) precision approach runway;		Indhold i CS identisk

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

	(b) (2) non-precision approach runway; and (b) (3) non-instrument runway.		
5.2.1.3 At an intersection of a runway and taxiway the markings of the runway shall be**……**	(c) At an intersection of a runway and taxiway the markings**……**		Indhold i CS identisk
Colour and conspicuity .	**CS ADR-DSN.L.520 General — Colour and conspicuity** Markings should be of a conspicuous colour and contrast with the surface on which they are laid.		Supp. Info GM1 ADR-DSN.L.520
5.2.1.4 Runway markings shall be white *Note 1.— It has been found that* *Note 2.— It is preferable that the risk* *Note 3.— Markings may consist of solid areas*	(a) Runway markings should be white.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.520
5.2.1.5 Taxiway markings, runway turn pad markings and aircraft**……**	(b) Markings for taxiways, runway turn pads, and aircraft **……**		Indhold i CS identisk
5.2.1.6 Apron safety lines shall be of a conspicuous colour**……**	(c) Apron safety lines should be of a conspicuous colour which **……** (d) When it is operationally necessary to apply temporary runway…		Indhold i CS identisk, dog er pkt. (d) ikke nævnt i SARP
5.2.1.7 **Recommendation.—** *At aerodromes where operations take place at night, pavement markings should be made with reflective materials designed to enhance the visibility of the markings* *Note.— Guidance on reflective materials is given in the* Aerodrome Design Manual *(Doc 9157), Part 4.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.520
Unpaved taxiways 5.2.1.8 **Recommendation.—** *An unpaved taxiway should be provided*			SARP "Recommendation" findes ikke i CS
5.2.2 Runway designation marking	**CS ADR-DSN.L.525 Runway designation marking** (i) On a single runway, dual parallel runways and triple parallel (ii) On four or more parallel runways, one set of adjacent runways		Supp. Info GM1 ADR-DSN.L.525 Dog pkt. (i) og (ii) ikke nævnt i SARP
Application 5.2.2.1 A runway designation marking shall			SARP tekst findes ikke i CS
5.2.2.2 **Recommendation.—** *A runway designation marking should be provided,*	(a) Applicability: A runway designation marking should be provided at the thresholds of a runway.		Indhold i CS identisk
Location 5.2.2.3 A runway designation marking shall be located at a threshold as shown in Figure *Note.— If the runway threshold is displaced from*	(b) Location and positioning: A runway designation marking should be located at a threshold as shown in Figure L-1 as appropriate.		Indhold i CS identisk
Characteristics	(c) Characteristics:		
5.2.2.4 A runway designation marking shall consist of a two-digit number	(c) (1) A runway designation marking should consist of a two-digit number and on parallel runways should be supplemented with a letter.		Indhold i CS identisk
Figure 5-2. Runway designation, centre line and threshold markings	Figure L-1 Runway designation, centre line and threshold markings		Figurene er identiske
5.2.2.5 In the case of parallel runways, each runway designation number — for two parallel runways: "L" "R"; — for three parallel runways: "L" "C" "R"; — for four parallel runways: "L" "R" "L" "R"; — for five parallel runways: "L" "C" "R" "L" "R" or "L" "R" "L" "C" "R"; and — for six parallel runways: "L" "C" "R" "L" "C" "R".	(c) (2) In the case of parallel runways, each runway designation number should be supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach: (c) (2) (i) for two parallel runways: 'L' 'R'; (c) (2) (ii) for three parallel runways: 'L' 'C' 'R'; (c) (2) (iii) for four parallel runways: 'L' 'R' 'L' 'R'; (c) (2) (iv) for five parallel runways: 'L' 'C' 'R' 'L' R' or 'L' 'R' 'L' 'C' 'R'; and (c) (2) (v) for six parallel runways: 'L' 'C' 'R' 'L' 'C' 'R		Indhold i CS identisk Tabellerne er identiske
5.2.2.6 The numbers and letters shall be in the form and proportion shown in	(c) (3) The numbers and letters should be in the form and proportion shown in Figure L-2.		Indhold i CS identisk
5.2.3 Runway centre line marking	**CS ADR-DSN.L.530 Runway centre line marking**		Supp. Info GM1 ADR-DSN.L.530
Application 5.2.3.1 A runway centre line marking shall be provided on a	(a) Applicability: A runway centre line marking should be provided on a paved runway		Indhold i CS identisk

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

paved runway.			
Location 5.2.3.2 A runway centre line marking shall be located along the**.....**	(b) Location: A runway centre line marking should be located along the centre **.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.530
Characteristics 5.2.3.3 A runway centre line marking shall consist of a line of uniformly spaced stripes and gaps	(c) Characteristics: (c) (1) A runway centre line marking should consist of a line of uniformly		Indhold i CS identisk
5.2.3.4 The width of the stripes shall be not less than: — 0.90 m on precision approach category II and III runways — 0.45 m on non-precision approach runways where the code number is 3 or 4, — 0.30 m on non-precision approach runways where the code number is 1 or 2, and	(c) (2) The width of the stripes should be not less than: (c) (2) (i) 0.90 m on precision approach category II and III runways (c) (2) (ii) 0.45 m on non-precision approach runways where (c) (2) (iii) 0.30 m on non-precision approach runways where		Indhold i CS identisk Tabellerne er identiske
5.2.4 Threshold marking	**CS ADR-DSN.L.535 Threshold marking**		Supp. Info GM1 ADR-DSN.L.535
Application 5.2.4.1 A threshold marking shall be provided at the threshold of**.....**	(a) Applicability and location: A threshold marking should be provided at the threshold of a runway. **.....**		SARP 5.2.4.1 er noget mere specific end tilsvarende CS
5.2.4.2 **Recommendation.—** *A threshold marking should be provided at the threshold of a paved*			SARP "Recommendation" findes ikke i CS
5.2.4.3 **Recommendation.—** *A threshold marking should be provided, so far as practicable, at the thresholds of an unpaved runway.* *Note.— The* Aerodrome Design Manual *(Doc 9157), Part 4*			SARP "Recommendation" findes ikke i CS
Location 5.2.4.4 The stripes of the threshold marking shall commence 6 m from the threshold	(b) Characteristics: (b) (1) The stripes of the threshold marking should commence 6 m from the threshold		Indhold i CS identisk
Figure 5-3. Form and proportions of numbers and letters for runway designation markings	Figure L-2. Form and proportions of numbers and letters for runway designation markings		Figurene er identiske
Characteristics 5.2.4.5 A runway threshold marking shall consist of a pattern *Runway width stripes* 18 m 14 23 m 16 30 m 18 45 m 12 60 m 16 except that on non-precision approach and non-instrument runways 45 m or	(b) (2) A runway threshold marking should consist of a pattern of longitudinal stripes of uniform dimensions disposed symmetrically about the centre line of a runway as shown in Figure L-1(A) and L-1(B) for a runway width of 45 m Runway width Number of stripes 18 m 4 23 m 6 30 m 8 45 m 12 60 m 16 except that on non-precision approach and non-instrument runways 45		Indhold i CS identisk Tabellerne er identiske
5.2.4.6 The stripes shall extend laterally to within 3 m of the edge of a runway or to a distance of 27 m	(b) (3) The stripes should extend laterally to within 3 m of the edge of a runway or to a distance of 27 m (4) Where a runway designation marking is placed within a threshold marking (5) Where a runway designation marking is placed above a threshold		Indhold i CS identisk, dog pkt. (4) og (5) ikke nævnt i SARP
Transverse stripe	(c) Displaced threshold:		
5.2.4.7 **Recommendation.—** *Where a threshold is displaced from the extremity of a runway or where***.....**	(c) (1) Where a threshold is displaced from the extremity of a runway**.....**		Indhold i CS identisk
5.2.4.8 A transverse stripe shall be not less than 1.80 m wide.	(c) (2) A transverse stripe should be not less than 1.80 m wide.		Indhold i CS identisk
Arrows 5.2.4.9 Where a runway threshold is permanently displaced, arrows conforming to Figure 5-4 (B) shall**.....**	(c) (3) Where a runway threshold is permanently displaced, arrows conforming to Figure L- 3(B)		Indhold i CS identisk
5.2.4.10 When a runway threshold is temporarily displaced from the normal position, it shall be *Note 1.— In the case where a threshold is temporarily*	(c) (4) When a runway threshold is temporarily displaced from the normal position		Indhold i CS identisk

Udarbejdet af O. P.

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Note 2.— When the runway before a displaced threshold			
Figure 5-4. Displaced threshold markings	Figure L-3. Displaced threshold markings		Figurene er identiske
5.2.5 Aiming point marking	**CS ADR-DSN.L.540 Aiming point marking**		Supp. Info GM1 ADR-DSN.L.540
Application 5.2.5.1 An aiming point marking shall be provided at each approach**.....**	(a) Applicability: (a) (1) An aiming point marking should be provided at each approach end of an instrument runway where the code number is 2, 3, or 4.		Indhold i CS identisk
5.2.5.2 **Recommendation.**— *An aiming point marking should be provided at each approach end of* *a) a paved non-instrument runway where the code number is 3 or 4;* *b) a paved instrument runway where the code number is 1;* *when additional conspicuity of the aiming point is desirable.*	(a) (2) An aiming point marking should be provided when additional conspicuity of the aiming point is required at each approach end of: (a) (2) (i) a non-instrument runway where the code number is 3 or 4, (a) (2) (ii) an instrument runway where the code number is 1.		CS i nogen udstrækning identisk med SARP dog er SARP noget mere specifik hvor ”paved runway” nævnes.
Location 5.2.5.3 The aiming point marking shall commence no closer to the threshold than**.....**	(b) Characteristics. The aiming point marking should commence no closer to the threshold than the distance indicated in the appropriate column of Table L-1,		Indhold i CS identisk
Table 5-1. Location and dimensions of aiming point marking	Table L-1. Location and dimensions of aiming point marking		De to tabeller er identiske, dog er der i CS tilføjet et ekstra punkt a) som nævner at ”origin” af approach part skal være sammenfaldende med Aiming point.
5.2.5.4 An aiming point marking shall consist of two conspicuous stripes	(c) An aiming point marking should consist of two conspicuous stripes.		Indhold i CS identisk
Location and characteristics	**CS ADR-DSN.L.545 Touchdown zone marking**		Supp. Info GM1 ADR-DSN.L.545
Application 5.2.6.1 A touchdown zone marking shall be provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3 or 4.	(a) Applicability: (a) (1) A touchdown zone marking should be provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3, or 4.		Indhold i CS identisk
5.2.6.2 **Recommendation.**— *A touchdown zone marking should be provided in the touchdown**.....***	(a) (2) A touchdown zone marking should be provided in the touchdown zone of a paved non-precision approach or non-instrument runway where the code number is 3 or 4 and additional conspicuity of the touchdown zone is desirable.		Indhold i CS identisk
5.2.6.3 A touchdown zone marking shall consist of pairs of rectangular markings symmetrically disposed**.....**	(b) Location: A touchdown zone marking should consist of pairs of rectangular markings symmetrically disposed about the runway centre line with the number of such**.....**		Indhold i CS identisk
Landing distance available *or the distance between thresholds*	**Landing distance available or the distance between thresholds**		Tabellerne er identiske
5.2.6.4 A touchdown zone marking shall conform to either of the two patterns shown in Figure 5-5. For the pattern shown in Figure 5-5 (A), the markings shall be not less than 22.5 m long and 3 m wide. For the pattern shown in Figure 5-5 (B), each stripe of each marking shall be not less than 22.5 m long and 1.8 m wide with a spacing of 1.5 m between adjacent stripes. The lateral spacing between the inner sides of the rectangles shall be equal to that of the aiming point marking where**.....**	(c) Characteristics: (c) (1) A touchdown zone marking should conform to the patterns shown in Figure L-4. For the pattern shown in Figure L-4(A), the markings should be not less than (c) (2) The lateral spacing between the inner sides of the rectangles should be equal to that of the aiming point marking where provided. Where an aiming point marking is not provided, the lateral spacing between the inner sides of the rectangles should correspond to the lateral**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.545
5.2.6.5 **Recommendation.**— *On a non-precision approach runway where the code number is 2, an additional pair of touchdown zone marking stripes should be provided 150 m*	(c) (3) On a non-precision approach runway where the code number is 2, an additional pair of touchdown zone marking stripes should be provided 150 m beyond		Indhold i CS identisk
Figure 5-5. Aiming point and touchdown zone markings (illustrated for a runway with a length of 2 400 m or more)	Figure L-4. Aiming point and touchdown zone markings (illustrated for a runway with a length of 2 400 m or more)		Figurene er identiske
5.2.7 Runway side stripe marking	**CS ADR-DSN.L.550 Runway side stripe marking**		Supp. Info GM1 ADR-DSN.L.550
Application 5.2.7.1 A runway side stripe marking shall be provided between**.....**	(a) Applicability: (a) (1) A runway side stripe marking should be provided between**.....**		Indhold i CS identisk

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

5.2.7.2 **Recommendation.**— *A runway side stripe marking should be provided on a precision***.....**	(a) (2) A runway side stripe marking should be provided on a precision approach**.....**		Indhold i CS identisk
Location 5.2.7.3 **Recommendation.**— *A runway side stripe marking should consist of two stripes***.....**	(b) Location and characteristics: (b) (1) A runway side stripe marking should consist of two stripes, one placed along each edge of the runway with the outer edge of each strip**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.550
5.2.7.4 **Recommendation.**— *Where a runway turn pad is provided, the runway side stripe***.....**	(b) (2) Where a runway turn pad is provided, the runway side stripe marking **.....**		Indhold i CS identisk
Characteristics 5.2.7.5 **Recommendation.**— *A runway side stripe should have an overall width of at least 0.9 m*	(b) (3) A runway side stripe should have an overall width of at least 0.9 m on		Indhold i CS identisk
5.2.8 Taxiway centre line marking	**CS ADR-DSN.L.555 Taxiway centre line marking**		Supp. Info GM1 ADR-DSN.L.555
Application 5.2.8.1 Taxiway centre line marking shall be provided on a paved taxiway 5.2.8.2 **Recommendation.**— *Taxiway centre line marking should be provided on a paved taxiway, de-icing/anti-icing***.....**	(a) Applicability: (a) (1) Taxiway centre line marking should be provided on a taxiway, de**.....**		Forkortet tekst I CS således at pkt. (a) er delt ud på både SARP pkt. 5.2.8.1 som er ”standard” og pkt. 5.2.8.2 som er ”recommendation” men hvor SARP er mere specifik og derfor bliver CS’en reelt pkt. 5.2.8.1 til ”Should-niveau” i SARP termonologien.
5.2.8.3 Taxiway centre line marking shall be provided on a paved runway when the runway is part of a standard taxiroute and: a) there is no runway centre line marking; or b) where the taxiway centre line is not coincident with the runway centre line.	(a) (2) Taxiway centre line marking should be provided on a runway when the runway is part of a standard taxi-route and where the taxiway centre line is not**.....**		Indhold stort set identisk dog noget mere specifikt I SARP
5.2.8.4 **Recommendation.**— *Where it is necessary to denote the proximity of a runway-holding* *Note.— The provision of enhanced taxiway centre line marking*			SARP teksten findes ikke direkte i CS
5.2.8.5 Where provided, enhanced taxiway centre line marking shall be installed at each taxiway/runway intersection**.....**			SARP teksten findes ikke direkte i CS
Location 5.2.8.6 **Recommendation.**— *On a straight section of a taxiway the taxiway centre line marking should be located along the taxiway centre line. On a taxiway curve the marking should continue from the***.....**	(b) Characteristics: (b) (1) On a straight section of a taxiway, the taxiway centre (b) (2) On a taxiway curve, the marking should continue from the straight**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.555
5.2.8.7 **Recommendation.**— *At an intersection of a taxiway with a runway where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figures 5-6 and 5-26. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.*	(b) (3) At an intersection of a taxiway with a runway, where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figure L-5. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.		Indhold i CS identisk
5.2.8.8 **Recommendation.**— *Where taxiway centre line marking is provided on a runway in accordance with 5.2.8.3 the marking should be located on the centre line of the designated taxiway.*	(b) (4) Where taxiway centre line marking is provided in accordance with (a) 2 above, the marking should be located on the centre line of the designated taxiway.		Indhold i CS identisk
5.2.8.9 Where provided:	**CS ADR-DSN.L.570 Enhanced taxiway centre line marking**		Supp. Info GM1 ADR-DSN.L.570
Figure 5-6. Taxiway markings ***(shown with basic runway markings)***	Figure L-5. Taxiway markings (shown with basic runway markings)		Figurene er identiske
a) An enhanced taxiway centre line marking shall extend from the runway-holding position Pattern A b) If the enhanced taxiway centre line marking intersects another runway-holding position marking, such as for a precision approach category II or III runway, that is located within 47 m	(a) An enhanced taxiway centre line marking should extend from the runway holding position Pattern A (as defined in Figure L-5. Taxiway markings) to a distance of up to 47 m (a minimum of three (3) dashed lines) in the direction of travel away from the runway or to the next runway holding position if within 47 m distance**.....**		SARP teksten findes delvist også i CS men er i CS afkortet, således at de eksempler der er angivet i Figur 5-7 i SARP og som er beskrevet nøje i punkterne 5.2.8.9 b), c), d), og e) ikke er medtaget i CS’en. Dette stemmer overens med at de to figurer dvs. 5-7 og L- 6 ikke er identisk, der mangler

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c) If the enhanced taxiway centre line marking continues through a taxiway/taxiway intersection that is located within 47 m of the runway-holding position marking, the enhanced d) Where two taxiway centre lines converge at or before the runway-holding position marking e) Where there are two opposing runway-holding position markings and the distance between**.....**			nogle tegninger i L-6 i forhold til 5-7
Characteristics 5.2.8.10 A taxiway centre line marking shall be at least 15 cm in width and continuous**.....**	**CS ADR-DSN.L.555** (b) (5) A taxiway centre line marking should be at least 15 cm in width**.....**		Indhold i CS identisk
5.2.8.11 Enhanced taxiway centre line marking shall be as shown in Figure 5-7.	**CS ADR-DSN.L.570** (b) Characteristics: Enhanced taxiway centre line marking should be as shown in Figure L-6.		Figur henvisning, men indhold i figurerne er ikke identisk. Supp. Info GM1 ADR-DSN.L.570
5.2.9 Runway turn pad marking	**CS ADR-DSN.L.565 Runway turn pad marking**		Supp. Info GM1 ADR-DSN.L.565
Application 5.2.9.1 Where a runway turn pad is provided, a runway turn pad marking shall be**.....**	(a) Applicability: Where a runway turn pad is provided, a runway turn pad**.....**		Indhold i CS identisk
Location 5.2.9.2 **Recommendation.—** *The runway turn pad marking should be curved from the runway***.....**	(b) Characteristics: (b) (1) The runway turn pad marking should be curved from the runway centre (b) (2) The intersection angle of the runway turn pad marking with the runway centre line should not be greater than 30 degrees.		Indhold i CS identisk
5.2.9.3 **Recommendation.—** *The runway turn pad marking should be extended parallel to the runway centre line marking for a distance of at least 60 m*	(b) (3) The runway turn pad marking should be extended parallel to the runway centre line marking for a distance of at least 60 m		Indhold i CS identisk
5.2.9.4 **Recommendation.—** *A runway turn pad marking should guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn*	(b) (4) A runway turn pad marking should guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn is to be made.		Indhold i CS identisk
5.2.9.5 **Recommendation.—** *The design of the curve allowing the aeroplane to negotiate a 180-degree turn should be based on a nose wheel steering angle not exceeding 45 degrees.*	(b) (5) The design of the curve allowing the aeroplane to negotiate a 180-degree turn should be based on a nose wheel steering angle not exceeding 45 degrees.		Indhold i CS identisk
5.2.9.6 **Recommendation.—** *The design of the turn pad marking should be such that, when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad should be not less than those specified in 3.3.6.*	(b) (6) The design of the turn pad marking should be such that when the cockpit of the aeroplane remains over the runway turn pad marking Code letter Clearance A 1.5 m B 2.25 m C 3 m if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m 4.5 m if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m D 4.5 m E 4.5 m		Indhold i CS identisk Tabellerne SARP pkt. 3.3.6 er identisk med CS tabel under pkt. (6)
Characteristics 5.2.9.7 A runway turn pad marking shall be at least 15 cm in width and continuous in length.	(7) A runway turn pad marking should be at least 15 cm in width and continuous in length		Indhold i CS identisk
5.2.10 Runway-holding position marking	**CS ADR-DSN.L.575 Runway-holding position marking**		Supp. Info GM1 ADR-DSN.L.575
5.2.10.2 At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runwayholding position marking shall be as shown in Figure 5-6, pattern A.	A runway-holding position marking should (a) Characteristics: (a) (1) At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runway-holding position marking should be as shown in Figure L-5, pattern A.		Indhold i CS identisk
Figure 5-7. Enhanced taxiway centre line marking	Figure L-6. Enhanced taxiway centre line marking		De to figurer er ikke helt identisk idet der er udført flere detaljer på figur 5-7 i SARP, herunder bla. eksempler på ”Enhanced taxiway centre line” i forhold til ”Holding positions”, disse mangler i L-6 i CS

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5.2.10.3 Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach category I, II or III runway, **.....**	(a) (2) Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach category I, II or III runway, (a) (3) Where two or three runway-holding positions are provided at such an intersection, the runway-holding position marking closer (closest) to the runway**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.575
5.2.10.4 The runway-holding position marking displayed at a runway-holding position established**.....**	(4) The runway-holding position marking displayed at a runway-holding position established in accordance with CS ADR-DSN.D.335(b)(1)		Indhold i CS identisk
5.2.10.5 **Recommendation.—** *Where increased conspicuity of the runway-holding position is required, the runwayholding position marking should be as shown in Figure 5-8, pattern A or pattern B, as appropriate*	(a) (5) Where increased conspicuity of the runway-holding position is required, the runway-holding position marking should be as shown in Figure L-7, pattern A or pattern B, as appropriate.		Indhold i CS identisk
5.2.10.6 **Recommendation.—** *Where a pattern B runway-holding position marking is located on an area where it would exceed 60 m in length, the term "CAT II" or "CAT III"*	(a) (6) Where a pattern B runway-holding position marking is located on an area where it would exceed 60 m in length, the term 'CAT II' or 'CAT III'		Indhold i CS identisk
5.2.10.7 The runway-holding position marking displayed at a runway/runway intersection shall be perpendicular	(a) (7) The runway-holding position marking displayed at a runway/runway intersection should be perpendicular		Indhold i CS identisk
Figure 5-8. Runway-holding position markings	Figure L-7. Runway-holding position markings		Figurene er identiske
5.2.11 Intermediate holding position marking	**CS ADR-DSN.L.580 Intermediate holding position marking**		Supp. Info GM1 ADR-DSN.L.580
Application and location 5.2.11.1 **Recommendation.—** *An intermediate holding position marking*	(a) Applicability: (a) (1) An intermediate holding position marking should		Indhold i CS identisk
5.2.11.2 **Recommendation.—** *An intermediate holding position marking should be displayed*	(a) (2) An intermediate holding position marking should be displayed at the**.....**		Indhold i CS identisk
5.2.11.3 Where an intermediate holding position marking is displayed at an intersection of two paved taxiways	(b) Location: (b) (1) Where an intermediate holding position marking is displayed at an intersection of two taxiways		Indhold i CS identisk
5.2.11.4 The distance between an intermediate holding position marking at the exit boundary of a remote de-icing/ anti-icing facility and the centre line of the adjoining taxiway shall not be less than the dimension specified in Table 3-1, column 11.	(b) (2) The distance between an intermediate holding position marking **Code letter Distance (metres)** A 16.25 B 21.5 C 26 D 40.5 E 47.5 F 57.5		Tabel 3-1 er I SARP er anført under et andet afsnit men værdierne i kolonne 11 i tabel 3-1 er identiske med de værdier der er anført i CS ADR-DSN.L.580 (b) (2)
Characteristics 5.2.11.5 An intermediate holding position marking shall consist of a single broken line as shown in Figure 5-6.	(c) Characteristics: An intermediate holding position marking should consist of a single broken line as shown in Figure L-5.		Indhold i CS identisk
5.2.12 VOR aerodrome checkpoint marking	**CS ADR-DSN.L.585 VOR aerodrome checkpoint marking**		Supp. Info GM1 ADR-DSN.L.585
Application 5.2.12.1 When a VOR aerodrome checkpoint is established, it shall be indicated by a VOR *Note.— See 5.4.4 for VOR aerodrome checkpoint sign.*	(a) When a VOR aerodrome check-point is established, it should be indicated by a VOR		Indhold i CS identisk
5.2.12.2 *Site selection* *Note.— Guidance on the selection of sites for VOR aerodrome checkpoints is given in Annex 10,*			SARP tekst findes ikke i CS
Location 5.2.12.3 A VOR aerodrome checkpoint marking shall be centred on the spot at which an aircraft is to be parked to receive the correct VOR signal.	(b) Location: A VOR aerodrome check-point marking should be centred on the spot at which an aircraft is to be parked to receive the correct VOR signal.		Indhold i CS identisk
Characteristics 5.2.12.4 A VOR aerodrome checkpoint marking shall consist of a circle 6 m in diameter and have a line width of 15 cm (see Figure 5-9 (A)).	(c) Characteristics: (c) (1) A VOR aerodrome check-point marking should consist of a circle 6 m in diameter and have a line width of 15 cm (see Figure L-8(A)).		Indhold i CS identisk
5.2.12.5 **Recommendation.—** *When it is preferable for an aircraft to be aligned in a specific direction, a line should be provided that passes through the centre of the circle on the*	(c) (2) When it is preferable for an aircraft to be aligned in a specific direction, a line should be provided that passes through the centre of		Indhold i CS identisk

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desired azimuth. The line should extend 6 m	the circle on the desired azimuth. The line should extend 6 m		
Figure 5-9. VOR aerodrome checkpoint marking	Figure L-8. VOR check-point markings		Figurene er identiske
5.2.12.6 **Recommendation.—** *A VOR aerodrome checkpoint marking should preferably be white in colour* *Note.— To provide contrast, markings*	(c) (3) A VOR aerodrome check-point marking should differ from the colour		Indhold i CS identisk
5.2.13 Aircraft stand marking *Note.— Guidance on the layout of aircraft stand*	**CS ADR-DSN.L.590 Aircraft stand marking**		Supp. Info GM1 ADR-DSN.L.590
Application 5.2.13.1 **Recommendation.—** *Aircraft stand markings should be provided*	(a) Applicability: Aircraft stand markings should be provided for designated parking positions on an apron and on a de-icing/anti-icing facility.		Indhold i CS identisk
Location 5.2.13.2 **Recommendation.—** *Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should*			SARP tekst findes ikke i CS
Characteristics 5.2.13.3 **Recommendation.—** *Aircraft stand markings should include such elements as stand identification, lead-in*	(b) General characteristics: Aircraft stand markings should include such elements as stand identification, lead-in line, turn bar, turning line, alignment bar		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.590
5.2.13.4 **Recommendation.—** *An aircraft stand identification (letter and/or number) should be included*	(c) Stand identification: (c) (1) A stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line		Indhold i CS identisk
5.2.13.5 **Recommendation.—** *Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify*	(c) (1) (i) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of aircraft stand markings		Indhold i CS i nogen grad identisk
5.2.13.6 **Recommendation.—** *Lead-in, turning and lead-out lines should normally be continuous*	(d) Lead-in, turning, and lead-out lines: (d) (1) Lead-in, turning, and lead-out lines should, as far as practicable		Indhold i CS identisk
5.2.13.7 **Recommendation.—** *The curved portions of lead-in, turning and lead-out lines should***.....**	(d) (2) The curved portions of lead-in, turning, and lead-out lines should**.....**		Indhold i CS identisk
5.2.13.8 **Recommendation.—** *Where it is intended that an aircraft proceed in one direction only***.....**	(d) (3) Where it is intended that an aircraft proceeds in one direction only, arrows pointing ((e) Alignment bar: An alignment bar should be placed so as to be coincident)		Indhold i i CS dentisk, dog pkt. (e) ikke nævnt i SARP
5.2.13.9 **Recommendation.—** *A turn bar should be located at right angles to the lead-in line* *Note.— The distances to be maintained between the turn bar and the lead-in line may vary according to different aircraft*	(f) Turn bar and stop line: (f) (1) A turn bar should be located at right angles to the lead-in line, abeam the left pilot position at the point of initiation of any intended turn.		Indhold i i CS dentisk Supp. Info GM1 ADR-DSN.L.590
5.2.13.10 **Recommendation.—** *If more than one turn bar and/or stop line is required, they should be coded.*	(f) (3) If more than one turn bar and/or stop line is required, they should be designated for the appropriate aircraft types.		Indhold i CS identisk
5.2.13.11 **Recommendation.—** *An alignment bar should be placed so as to be coincident with the extended***.....**			SARP tekst findes ikke i CS
5.2.13.12 **Recommendation.—** *A stop line should be located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop. It should have a length and width of not less than 6 m and 15 cm, respectively* *Note.— The distances to be maintained between the stop line*	(f) (2) A stop line should be located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop. It should have a length and width of not less than 6 m and 15 cm respectivel		Indhold i CS identisk
5.2.14 Apron safety lines *Note.— Guidance on apron safety lines*	**CS ADR-DSN.L.595 Apron safety lines**		Supp. Info GM1 ADR-DSN.L.595
Application 5.2.14.1 **Recommendation.—** *Apron safety lines should be provided on a paved apron*	(a) Applicability: Apron safety lines should be provided on an apron as required		Indhold i CS identisk
Location 5.2.14.2 Apron safety lines shall be located so as to define the areas intended	(b) Location: Apron safety lines should be located so as to define the areas intended		Indhold i CS identisk
Characteristics 5.2.14.3 **Recommendation.—** *Apron safety lines should include such elements*	(c) Characteristics: (c) (1) Apron safety lines should include such elements as wing tip clearance (c) (2) Apron safety lines should be of a conspicuous colour		Indhold i CS identisk Pkt. (2) i CS er et ekstra krav i CS

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5.2.14.4 **Recommendation.—** *An apron safety line should be continuous in length and at least 10 cm in width.*	(c) (3) An apron safety line should be continuous in length and at least 10 cm in width		Indhold i CS identisk
5.2.15 Road-holding position marking	**CS ADR-DSN.L.600 Road-holding position marking**		Supp. Info GM1 ADR-DSN.L.600
Application 5.2.15.1 A road-holding position marking shall be provided at all road entrances to a runway.	(a) Applicability: A road-holding position marking should be provided at all road entrances to a runway.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.600
Location 5.2.15.2 The road-holding position marking shall be located across the road at the holding position.	(b) Location: (b) (1) The road-holding position marking should be located across the road at the holding position. (b) (2) Where a road intersects a taxiway, a road		Indhold i CS identisk Pkt. (2) i CS er et ekstra krav i CS
Characteristics 5.2.15.3 The road-holding position marking shall be in accordance with the local road traffic regulations	(c) Characteristics: (c) (1) The road-holding position marking should be in accordance with the local road traffic regulations ((c)(2) The road marking at the intersection of a road with a taxiway should)		Indhold i CS identisk, dog pkt. (c)(2) ikke nævnt I SARP
5.2.16 Mandatory instruction marking *Note.— Guidance on mandatory instruction*	**CS ADR-DSN.L.605 Mandatory instruction marking**		Supp. Info GM1 ADR-DSN.L.605
Application 5.2.16.1 Where it is impracticable to install a mandatory instruction sign in accordance with 5.4.2.1	(a) Applicability: (a) (1) Where a mandatory instruction sign in accordance with CS ADR-DSN.N.780		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.605
5.2.16.2 **Recommendation.—** *Where operationally required, such as on taxiways exceeding 60 m*	(a) (2) On taxiways exceeding 60 m in width, or to assist in the prevention of a runway incursion,		Indhold i CS identisk
Location 5.2.16.3 The mandatory instruction marking on taxiways where the code letter is A, B, C or D	(b) Location: (b) (1) The mandatory instruction marking on taxiways, where the code letter is A, B, C,		Indhold i CS identisk
5.2.16.4 The mandatory instruction marking on taxiways where the code letter is E or F	(b) (2) The mandatory instruction marking on taxiways where the code letter is E or F,		Indhold i CS identisk
5.2.16.5 **Recommendation.—** *Except where operationally required, a mandatory instruction marking should not be located on a runway.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.605
Characteristics 5.2.16.6 A mandatory instruction marking shall consist of an inscription in white on a red background	(c) Characteristics: (c) (1) A mandatory instruction marking should consist of an inscription in white on a red **……**		Indhold i CS identisk
5.2.16.7 A NO ENTRY marking shall consist of an inscription in white reading NO ENTRY on a red background	(c) (2) A NO ENTRY marking should consist of an inscription in white reading NO ENTRY on **……**		Indhold i CS identisk
5.2.16.8 Where there is insufficient contrast between the marking and the pavement surface	(c) (3) Where there is insufficient contrast between the marking and the pavement		Indhold i CS identisk
5.2.16.9 **Recommendation.—** *The character height should be 4 m for inscriptions where the code letter is C, D, E*	(c) (4) The character height should be 4 m for inscriptions where the code letter is C, D, E,		Indhold i CS identisk
Figure 5-10. Mandatory instruction marking	Figure L-9. Mandatory instruction marking		Figurene er identiske
5.2.16.10 **Recommendation.—** *The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.*	(c) (5) The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.		Indhold i CS identisk
5.2.17 Information marking *Note.— Guidance on information marking*	**CS ADR-DSN.L.610 Information marking**		Supp. Info GM1 ADR-DSN.L.610
Application 5.2.17.1 Where an information sign would normally be installed and is impractical to install**……**	(a) Applicability: Where an information sign in accordance with CS ADR-DSN.N.785 is not installed, an information marking should be displayed on the surface of the pavement		Indhold i CS identisk Supp. Info GM1 ADR-DSN.L.610
5.2.17.2 **Recommendation.—** *Where operationally required an information sign should be supplemented by an information marking.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.610
5.2.17.3 **Recommendation.—** *An information (location/direction) marking should be displayed prior to and following complex taxiway intersections and where operational*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.L.610

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experience has indicated the addition of a taxiway location			
5.2.17.4 **Recommendation.—** *An information (location) marking should be displayed on the pavement surface at regular intervals along taxiways of great length.*			SARP "Recommendation" findes ikke i CS
Location 5.2.17.5 **Recommendation.—** *The information marking should be displayed across the surface of the taxiway or apron where necessary and positioned so as to be legible from the cockpit of an approaching aircraft.*			SARP "Recommendation" findes ikke i CS . Supp. Info GM1 ADR-DSN.L.610
Characteristics 5.2.17.6 An information marking shall consist of: a) an inscription in yellow upon a black background b) an inscription in black upon a yellow background, when it replaces	(b) Characteristics: (b) (1) An information marking should consist of: (b) (1) (i) an inscription in yellow upon a black background when it replaces (b) (1) (ii) an inscription in black upon a yellow background		Indhold i CS identisk
5.2.17.7 Where there is insufficient contrast between the marking background and the pavement surface, the marking shall include: a) a black border where the inscriptions are in black; b) a yellow border where the inscriptions are in yellow	(b) (2) Where there is insufficient contrast between the marking background and (b) (2) (i) a black border where the inscriptions are in black; and (b) (2) (ii) a yellow border where the inscriptions are in yellow.		Indhold i CS identisk
5.2.17.8 **Recommendation.—** *The character height should be 4 m. The inscriptions should be in the form and proportions shown in Appendix 3.*	(b) (3) The character height should be as for mandatory instruction markings.		Indhold i CS stort set identisk
5.3 Lights	**CHAPTER M — VISUAL AIDS FOR NAVIGATION (LIGHTS)**		
5.3.1 General	**GM1 ADR-DSN.M.615 General**		Supp. Info GM1 ADR-DSN.M.615
Lights which may endanger the safety of aircraft 5.3.1.1 A non-aeronautical ground light near an aerodrome which might endanger**.....**			SARP tekst findes ikke i CS
Laser emissions which may endanger the safety of aircraft 5.3.1.2 **Recommendation.—** *To protect the safety of aircraft* *— a laser-beam free flight zone (LFFZ)* *— a laser-beam critical flight zone (LCFZ)* *— a laser-beam sensitive flight zone (LSFZ).* *Note 1.— Figures 5-11, 5-12 and 5-13 may be used* *Note 2.— The restrictions on the use of laser beams* *Note 3.— The protected flight zones are established in order to mitigate* *Note 4.— Further guidance on how to protect flight operations* *Note 5.— See also Annex 11 —* Air Traffic Services, *Chapter 2.*			SARP "Recommendation" findes ikke i CS
Figure 5-11. Protected flight zones			SARP figur findes ikke i CS
Figure 5-12. Multiple runway laser-beam free flight zone			SARP figur findes ikke i CS
Figure 5-13. Protected flight zones with indication of maximum irradiance levels for visible laser beams			SARP figur findes ikke i CS
Lights which may cause confusion 5.3.1.3 **Recommendation.—** *A non-aeronautical ground light which* *a) Instrument runway — code number 4:* *within the areas before the threshold and* *b) Instrument runway — code number 2 or 3:* *as in a), except that the length should be at least 3 000 m.* *c) Instrument runway — code number 1;* *and non-instrument runway:* *within the approach area.*			SARP "Recommendation" findes ikke direkte i CS
Aeronautical ground lights which may cause confusion to			SARP tekst findes ikke i CS

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mariners *Note.— In the case of aeronautical ground lights near navigable waters, consideration*			Supp. Info GM1 ADR-DSN.M.615
Light fixtures and supporting structures *Note.— See 9.9 for information regarding siting of equipment and*			SARP tekst findes ikke i CS
Elevated approach lights	(a) Elevated approach lights:		
5.3.1.4 Elevated approach lights and their supporting structures shall be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold:	(a) (1) Elevated approach lights and their supporting structures should be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold:		Indhold i CS identisk
a) where the height of a supporting structure exceeds 12 m, the frangibility requirement shall apply to the top 12 m only; and	(a) (1) (1) where the height of a supporting structure exceeds 12 m, the frangibility requirement should apply to the top 12 m only; and		Indhold i CS identisk
b) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extend above the surrounding objects shall be frangible.	(a) (1)(2) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects should be frangible		Indhold i CS identisk
5.3.1.5 When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it shall be suitably marked.	(a) (2) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it should be suitably marked.		Indhold i CS identisk
Elevated lights 5.3.1.6 Elevated runway, stopway and taxiway lights shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	(b) Elevated lights: Elevated runway, stopway, and taxiway lights should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.		Indhold i CS identisk
Surface lights 5.3.1.7 Light fixtures inset in the surface of runways, stopways, taxiways and aprons	(c) Surface lights: (c) (1) Light fixtures inset in the surface of runways, stopways, taxiways		Indhold i CS identisk
5.3.1.8 **Recommendation.—** *The temperature produced by conduction or radiation* *Note.— Guidance on measuring the temperature of inset lights*	(c) (2) The temperature produced by conduction or radiation at the interface between an		Indhold i CS identisk
Light intensity and control *Note.— In dusk or poor visibility conditions by day,*	(d) Light intensity and control:		
5.3.1.9 The intensity of runway lighting shall be adequate for the minimum conditions of visibility and ambient *Note.— While the lights of an approach lighting system may be of higher*	(d) (1) The intensity of runway lighting should be adequate for the minimum conditions of visibility and ambient		Indhold i CS identisk
5.3.1.10 Where a high-intensity lighting system is provided — approach lighting system; — runway edge lights; — runway threshold lights; — runway end lights; — runway centre line lights; — runway touchdown zone lights; and — taxiway centre line lights.	(d) (2) Where a high-intensity lighting system is provided (d) (2) (i) approach lighting system; (d) (2) (ii) runway edge lights; (d) (2) (iii) runway threshold lights; (d) (2) (iv) runway end lights; (d) (2) (v) runway centre line lights; (d) (2) (vi) runway touchdown zone lights; and (d) (2) (vii) taxiway centre line lights.		Indhold i CS identisk
5.3.1.11 On the perimeter of and within the ellipse defining the main beam	(d) (3) On the perimeter of and within the ellipse defining the main beam in CS ADR-DSN.U.940,		Indhold i CS identisk
5.3.1.12 On the perimeter of and within the rectangle defining the main beam in Appendix 2,	On the perimeter of and within the rectangle defining the main beam in CS ADR-DSN.U.940, the maximum light intensity value should not be greater than three times the minimum light intensity value measured in accordance with CS ADR-DSN.U.940.		Indhold i CS identisk
5.3.2 Emergency lighting			SARP tekst findes ikke i CS
Application 5.3.2.1 **Recommendation.—** *At an aerodrome provided with* *Note.— Emergency lighting may also be useful*			SARP "Recommendation" findes ikke i CS

Location 5.3.2.2 **Recommendation.—** *When installed on a runway*			SARP "Recommendation" findes ikke i CS
Characteristics 5.3.2.3 **Recommendation.—** *The colour of the emergency lights should conform*			SARP "Recommendation" findes ikke i CS
5.3.3 Aeronautical beacons	**CS ADR-DSN.M.620 Aeronautical beacons**		Supp. Info GM1 ADR-DSN.M.620
Application 5.3.3.1 Where operationally necessary an aerodrome beacon or an identification beacon**.....**	(a) General (a) (1) When operationally necessary an aerodrome beacon or identification beacon should be provided at each aerodrome intended for use at night.		Indhold i CS identisk
5.3.3.2 The operational requirement shall be determined having regard to the requirements of the air traffic	(a) (2) The operational requirement should be determined having regard to the requirements of the air traffic		Indhold i CS identisk
Aerodrome beacon 5.3.3.3 An aerodrome beacon shall be provided at an aerodrome intended for use a) aircraft navigate predominantly by visual means; b) reduced visibilities are frequent; or c) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.	(b) Aerodrome beacon (b) (1) Applicability An aerodrome beacon should be provided at an aerodrome intended for use (b) (1) (i) reduced visibilities are frequent; or (b) (1) (ii) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.		Indhold i CS identisk
Location 5.3.3.4 The aerodrome beacon shall be located on or adjacent to the aerodrome	(b) (2) Location (b) (2) (i) The aerodrome beacon should be located on or adjacent to the aerodrome		Indhold i CS identisk
5.3.3.5 **Recommendation.—** *The location of the beacon should be such that the beacon is not shielded*	(b) (2) (ii) The location of the beacon should be such that the beacon is not shielded by		Indhold i CS identisk
Characteristics 5.3.3.6 The aerodrome beacon shall show either coloured flashes alternating with white flashes**.....**	(b) (3) Characteristics (b) (3) (i) The aerodrome beacon should show either coloured flashes alternating with white flashes or white flashes only. (b) (3) (ii) The frequency of total flashes should be from 20 to 30 per minut		Indhold i CS stort set identisk mere specifikt i SARP end i CS
5.3.3.7 The light from the beacon shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an elevation of not more than 1° *Note.— At locations where a high ambient background*	(b) (3) (iii) The light from the beacon should show at all angles of azimuth. The vertical light distribution should extend upwards from an elevation of not more than 1°		Indhold i CS identisk
Note.— At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.	(b) (3) (iv) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10.		Indhold i CS identisk
Identification beacon ***Application*** 5.3.3.8 An identification beacon shall be provided at an aerodrome	(c) Identification beacon (c) (1) Applicability An identification beacon should be provided at an aerodrome		Indhold i CS identisk
Location 5.3.3.9 The identification beacon shall be located on the aerodrome in an area of low ambient background lighting.	(c) (2) Location (c) (2) (i) The identification beacon should be located on the aerodrome in an area of low ambient background lighting.		Indhold i CS identisk
5.3.3.10 **Recommendation.—** *The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land*	(c) (2) (ii) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.		Indhold i CS identisk
Characteristics 5.3.3.11 An identification beacon at a land aerodrome shall show at all angles of azimuth	(c) (3) Characteristics (c) (3) (i) An identification beacon at a land aerodrome should show		Indhold i CS identisk
Note.— At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.	(c) (3) (ii) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10.		Indhold i CS identisk

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

5.3.3.12 An identification beacon shall show flashing-green at a land aerodrome and flashing-yellow at a water aerodrome.	(c) (3) (iii) An identification beacon should show flashing-green**.....**		Indhold i CS stort set identisk dog ”Yellow flashing” ikke medtaget i CS for vand-flyvepladser
5.3.3.13 The identification characters shall be transmitted in the International Morse Code	(c) (3) (iv) The identification characters should be transmitted in the International Morse Code.		Indhold i CS identisk
5.3.3.14 **Recommendation.—** *The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot.*	(c) (3) (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot.		Indhold i CS identisk
5.3.4 Approach lighting systems ***Application***	**SECTION 1 — APPROACH LIGHTING SYSTEMS** **CS ADR-DSN.M.625 Approach lighting systems, general and applicability**		Supp. Info **SECTION 1 — APPROACH LIGHTING SYSTEMS** GM1 ADR-DSN.M.625
5.3.4.1 *Application*	(a) The safety objective of the approach lighting		Indhold i CS identisk
A.— Non-instrument runway **Recommendation.—** *Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 should be provided to serve a non-instrument runway where the code number is 3 or 4* *Note.— A simple approach lighting system can also provide visual guidance by day*	(b) Non-instrument runway Where physically practicable, a simple approach lighting system as specified in CS ADR-DSN.M.626 should be provided to serve a non-instrument runway where the code number is 3 or 4, **.....**		Indhold i CS identisk
B.— Non-precision approach runway Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach runway, *Note.— It is advisable to give consideration to the installation of a precision approach category I lighting*	(c) Non-precision approach runway Where physically practicable, a simple approach lighting system specified in CS ADR-DSN.M.626 should be provided to serve a non-precision approach runway		Indhold i CS identisk
C.— Precision approach runway category I Where physically practicable, a precision approach category I lighting system as specified in 5.3.4.10 to 5.3.4.21 shall be provided to serve a precision approach runway category I.	(d) Precision approach runway category I Where physically practicable, a precision approach category I lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach runway category I.		Indhold i CS identisk
D.— Precision approach runway categories II and III A precision approach category II and III lighting system as specified in 5.3.4.22 to 5.3.4.39 shall be provided to serve a precision approach runway category II or III.	(e) Precision approach runway categories II and III A precision approach category II and III lighting system as specified in CS ADR-DSN.M.635 should be provided to serve a precision approach runway category II or III.		Indhold i CS identisk
Simple approach lighting system	**CS ADR-DSN.M.626 Simple approach lighting systems**		Supp. Info GM1 ADR-DSN.M.626
Location 5.3.4.2 A simple approach lighting system shall consist of a row of lights on the extended centre line of the runway extending, whenever possible, over a distance of not less than 420 m	(a) Location and composition: (a) (1) A simple approach lighting system should consist of a row of lights on the extended centre line of the runway extending whenever possible, over a distance of not less than 420 m (a) (2) The certification specifications, as prescribed in Book 1 provide for the basic characteristics for simple approach lighting systems.		Indhold identisk dog er pkt. (2) tilføjet i CS Supp. Info GM1 ADR-DSN.M.626
5.3.4.3 The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.	(b) Crossbar lights: (b) (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (b) (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m		Indhold i CS identisk
Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use *Note 2.— See Attachment A, Section 12, for guidance on installation tolerances*	(b) (3) Spacing for the crossbar lights between 1 m and 4 m are in use.		Indhold i CS identisk
5.3.4.4 The lights forming the centre line shall be placed at longitudinal intervals of 60 m, except that, when it is desired to improve the guidance, an interval of 30 m may be used.	(c) Centre line lights: (c) (1) The lights forming the centre line should be placed at longitudinal intervals of 60 m, except that when it is desired to improve the guidance, an interval of 30 m may be used.		Indhold identisk dog med en mindre tilføjelse i SARP

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

5.3.4.5 **Recommendation.—** *If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, it should be extended to 300 m*	(c) (2) The innermost light should be located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centre line lights. If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, it should be extended to 300 m		Indhold i CS identisk
5.3.4.6 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane b) no light other than a light located within the central part of a crossbar or a centre line barrette Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle	(c) (3) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (c) (3) (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane of the approach lights within a distance of 60 m (c) (3) (ii) no light other than a light located within the central part of a crossbar or a centre line barrette, excluding their extremities, should Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated as an obstacle		Indhold i CS identisk
Characteristics	(d) Characteristics		
5.3.4.7 The lights of a simple approach lighting system shall be fixed lights and the colour of the lights a) a single source; or b) a barrette at least 3 m in length. *Note 1.— When the barrette as in b) is composed of lights approximating to point sources, a spacing of 1.5 m*	(d) (1) The lights of a simple approach lighting system should be fixed lights and the colour (d) (1) (i) a single source; or (d) (1) (ii) a barrette at least 3 m in length.		Indhold i CS identisk
Note 2.— It may be advisable to use barrettes 4 m in length if it is anticipated that the simple approach lighting system will be developed into a precision approach lighting system. *Note 3.— At locations where identification of the*	(e) Barrettes of 4 m in length should be so designed if it is anticipated that the simple approach lighting system should be developed into a precision approach lighting system.		Indhold i CS identisk
5.3.4.8 **Recommendation.—** *Where provided for a non-instrument runway, the lights should show at all angles in azimuth necessary to a pilot on base leg and final approach.*	(f) Where provided for a non-instrument runway, the lights should show at all angles in azimuth necessary to a pilot on base leg and final approach		Indhold i CS identisk
5.3.4.9 **Recommendation.—** *Where provided for a non-precision approach runway, the lights should show*	(g) Where provided for a non-precision approach runway, the lights should show		Indhold i CS identisk
Precision approach category I lighting system	**CS ADR-DSN.M.630 Precision approach category I lighting system**		Supp. Info GM1 ADR-DSN.M.630
Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m *Note.— The installation of an approach lighting system of less than 900 m*	(a) The safety objective of the approach lighting system (b) Location and composition (b) (1) General: A precision approach category I lighting system should consist of a row of lights on the extended centre line of the runway extending wherever possible, over a distance of 900 m		Identisk hvad angår SARP pkt. 5.3.4.10 og CS pkt. (b) Supp. Info GM1 ADR-DSN.M.630
5.3.4.11 The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. *Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use* *Note 2.— See Attachment A, Section 12, for guidance on installation tolerances*	(b) (2) Crossbar lights: The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.630
5.3.4.12 The lights forming the centre line shall be placed at longitudinal intervals of 30 m with the innermost light located 30 m from the threshold	(b) (3) Centre line lights: The lights forming the centre line should be placed at longitudinal intervals of 30 m with the innermost light located 30 m from the threshold.		Indhold i CS identisk
5.3.4.13 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane b) no light other than a light located within the central part of a crossbar or a centre line barrette Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked	(b) (4) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (b) (4) (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane of the approach lights within a distance of 60 m (b) (4) (ii) no light other than a light located within the central part of a crossbar (b) (4) (iii) Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated		Indhold i CS identisk

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Characteristics 5.3.4.14 The centre line and crossbar lights of a precision approach category I lighting a) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m b) a barrette.	(c) Characteristics: (c) (1) The centre line and crossbar lights of a precision approach category I lighting system should be fixed (c) (1) (i) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m (c) (1) (ii) a barrette.		Indhold i CS identisk
5.3.4.15 Where the serviceability level of the approach lights specified as a maintenance objective in 10.5.10 a) a single light source; or b) a barrette	(c) (2) Where the serviceability level of the approach lights specified as a maintenance objective in CS ADR-DSN.S.895 (c) (2) (i) a single light source; or (c) (2) (ii) a barrette		Indhold i CS identisk
5.3.4.16 The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.	When barrettes are composed of lights approximating to point sources, the lights should be uniformly spaced at intervals of not more than 1.5 m. The barrettes should be at least 4 m in length.		Indhold i CS identisk
5.3.4.17 **Recommendation.**— *If the centre line consists of barrettes as described in 5.3.4.14 b) or 5.3.4.15 b), each barrette should be supplemented by a capacitor discharge light*	(c) (6) If the centre line consists of barrettes as described in M.630(c)(1)(ii) or M.630(c)(2)(ii), each barrette should be supplemented by a capacitor discharge light, except where such lighting is considered unnecessary taking into account the characteristics of the system, and the nature of the meteorological conditions.		Indhold i CS identisk
5.3.4.18 Each capacitor discharge light as described in 5.3.4.17 shall be flashed twice a second in sequence	(c) (7) Each capacitor discharge light as described in M.630(c)(6) should be flashed twice a second in sequence		Indhold i CS identisk
5.3.4.19 If the centre line consists of lights as described in 5.3.4.14 a) or 5.3.4.15 a), additional crossbars of lights to the crossbar provided at 300 m from the threshold shall be provided at 150 m, 450 m, 600 m and 750 m … *Note.— See Attachment A, Section 12, for detailed configuration.*	(c) (3) If the centre line consists of lights as described in M.630(c)(1)(i) or M.630(c)(2)(i) above, additional crossbars of lights to the crossbar provided at 300 m from the threshold should be provided at 150 m, 450 m, 600 m and 750 m		Indhold i CS identisk
5.3.4.20 Where the additional crossbars described in 5.3.4.19 are incorporated in the system, the outer ends of the crossbars shall lie on two straight lines that either are parallel**.....**	(c) (4) Where the additional crossbars are incorporated in the system, the outer ends of the crossbars should lie on two straight lines that either are parallel to the **.....**		Indhold i CS identisk
5.3.4.21 The lights shall be in accordance with the specifications of Appendix 2, Figure A2-1. *Note.— The flight path envelopes used in the design of these lights are given in Attachment A, Figure A-6.*	(c) (5) The chromaticity and characteristics of lights should be in accordance with the specifications of CS ADR-DSN.U.930 and CS ADR-DSN.U.940.		Indhold i CS identisk
Precision approach category II and III lighting system	**CS ADR-DSN.M.635 Precision approach category II and III lighting system**		Supp. Info GM1 ADR-DSN.M.635
Location 5.3.4.22 The approach lighting system shall consist of a row of lights on the extended centre line of the runway, extending, wherever possible, over a distance of 900 m… *Note.— The length of 900 m is based on providing guidance for operations under category I, II and III conditions. Reduced lengths may support category II and III operations but may impose limitations on category I operations. See Attachment A, Section 12.*	(a) Location and composition: (a) (1) The approach lighting system should consist of a row of lights on the extended centre line of the runway, extending wherever possible, over a distance of 900 m		Indhold i CS identisk . Supp. Info GM1 ADR-DSN.M.635
5.3.4.23 The lights forming the centre line shall be placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold.	(a) (2) The lights forming the centre line should be placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold.		Indhold i CS identisk
5.3.4.24 The lights forming the side rows shall be placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold	(a) (3) The lights forming the side rows should be placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold		Indhold i CS identisk
5.3.4.25 The crossbar provided at 150 m from the threshold shall fill in the gaps between the centre line and side row lights.	(a) (4) The crossbar provided at 150 m from the threshold should fill in the gaps between the centre line and side row lights.		Indhold i CS identisk

5.3.4.26 The crossbar provided at 300 m from the threshold shall extend on both sides of the centre line lights to a distance of 15 m from the centre line.	(a) (5) The crossbar provided at 300 m from the threshold should extend on both sides of the centre line lights to a distance of 15 m from the centre line.		Indhold i CS identisk
5.3.4.27 If the centre line beyond a distance of 300 m from the threshold consists of lights as described in 5.3.4.31 b) **.....** --- 5.3.4.28 Where the additional crossbars described in 5.3.4.27 are incorporated in the system, the outer ends of these crossbars shall lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold.	(a) (6) If the centre line beyond a distance of 300 m from the threshold consists of lights as described in M.635(b)(2)(ii) and M.635(b)(2)(ii) below, additional crossbars of lights should be provided at 450 m, 600 m and 750 m from the threshold. Where the additional crossbars described are incorporated in the system, the outer ends of these crossbars should lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold		Indhold i CS identisk
5.3.4.29 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane b) no light other than a light located within the central part of a crossbar or a centre line barrette Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.	(a) (7) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (a) (7) (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane (a) (7) (ii) no light other than a light located within the central part of a crossbar or a centre line barrette (a) (7) (iii) Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated as an obstacle and marked and lighted accordingly.		Indhold i CS identisk
Figure 5-14. Inner 300 m approach and runway lighting for precision approach runways, categories II and I	Figure M-3A. Inner 300 m approach and runway lighting for precision approach runways, categories II and III		Figurene er identiske
Figure 5-15. Inner 300 m approach and runway lighting for precision approach runways, categories II and III, where the serviceability levels of the lights specified as maintenance objectives in Chapter 10 can be demonstrated	Figure M-3B. Inner 300 m approach and runway lighting for precision approach runways,		Figurene er identiske
Characteristics 5.3.4.30 The centre line of a precision approach category II and III lighting system for the first 300 m a) barrettes, where the centre line beyond 300 m from b) alternate single light sources and barrettes, where the centre line beyond 300 m c) single light sources where the threshold is displaced 300 m or more;….. all of which shall show variable white.	(b) Characteristics: (b) (1) The centre line of a precision approach category II and III lighting system (b) (1) (1) barrettes where the centre line beyond 300 m from the threshold (b) (1) (2) alternate single light sources and barrettes, where the centre line beyond 300 m from the threshold consists (b) (1) (3) single light sources where the threshold is displaced 300 m or more; all of which should show variable white.		Indhold i CS identisk
5.3.4.31 Beyond 300 m from the threshold each centre line light position shall consist of either a) a barrette as used on the inner 300 m; or b) two light sources in the central 300 m of the centre line and three light all of which shall show variable white	(b) (2) Beyond 300 m from the threshold each centre line light position should consist of either: (b) (2) (i) a barrette as used on the inner 300 m; or (b) (2) (ii) two light sources in the central 300 m of the centre line, all of which should show variable white.		Indhold i CS identisk
5.3.4.32 Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7 a) a barrette; or b) a single light source; all of which shall show variable white.	(b) (3) Where the serviceability level of the approach lights in CS ADR.DSN.S.895 as maintenance objectives can be demonstrated beyond 300 m (b) (3) (i) a barrette; or (b) (3) (ii) a single light source; all of which should show variable white.		Indhold i CS identisk
5.3.4.33 The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.	(b) (4) The barrettes should be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights should be uniformly spaced at intervals of not more than 1.5 m.		Indhold i CS identisk
5.3.4.34 **Recommendation.—** *If the centre line beyond 300 m from the threshold consists of barrettes as described in 5.3.4.31 a) or 5.3.4.32 a), each barrette beyond 300 m*	(b) (5) If the centre line beyond 300 m from the threshold consists of barrettes as described in M.635(b)(2)(i) and M.635(b)(3)(i), each barrette beyond 300 m		Indhold i CS identisk

5.3.4.35 Each capacitor discharge light shall be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system	(b) (6) Each capacitor discharge light should be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system.		Indhold i CS identisk
5.3.4.36 The side row shall consist of barrettes showing red. The length of a side row barrette and the spacing of its lights shall be equal to those of the touchdown zone light barrettes	(b) (7) The side row should consist of barrettes showing red. The length of a side row barrette and the spacing of its lights should be equal to those of the touchdown zone light barrettes.		Indhold i CS identisk
5.3.4.37 The lights forming the crossbars shall be fixed lights showing variable white. The lights shall be uniformly spaced at intervals of not more than 2.7 m.	(b)(8) The lights forming the crossbars should be fixed lights showing variable white. The lights should be uniformly spaced at intervals of not more than 2.7 m.		Indhold i CS identisk
5.3.4.38 The intensity of the red lights shall be compatible with the intensity of the white lights.	(b) (9) The intensity of the red lights should be compatible with the intensity of the white lights.		Indhold i CS identisk
5.3.4.39 The lights shall be in accordance with the specifications of Appendix 2, Figures A2-1 and A2-2. *Note.— The flight path envelopes used in the design of these*	(b) (10) The lights should be in accordance with the specifications of CS ADR-DSN.U.940, Figures U-5 and U-6.		Indhold i CS identisk
5.3.5 Visual approach slope indicator systems	**SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS** **CS ADR-DSN.M.640 Visual approach slope indicator systems**		Supp. Info GM1 ADR-DSN.M.640
Application 5.3.5.1 A visual approach slope indicator system shall be provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids, a) the runway is used by turbojet or other aeroplanes with similar approach guidance requirements; b) the pilot of any type of aeroplane may have difficulty in judging the approach due to: 1) inadequate visual guidance such as is experienced during an approach 2) misleading information such as is produced by deceptive c) the presence of objects in the approach area may involve serious hazard if an aeroplane d) physical conditions at either end of the runway present a serious hazard in the event e) terrain or prevalent meteorological conditions are such that the aeroplane may be subjected *Note.— Guidance on the priority of installation of visual approach slope indicator systems*	The safety objective of visual approach slope indicators is to provide information on the approach angle necessary to maintain a safe height over obstacles and threshold. (a) A visual approach slope indicator system should be provided to serve the approach to a runway where one or more of the following conditions exist: (a) (1) the runway is used by turbojet or other aeroplanes with similar approach guidance requirements; (a) (2) the pilot of any type of aeroplane may have difficulty in judging the approach due to: (a) (2) (i) inadequate visual guidance such as is experienced during an approach (a) (2) (ii) misleading information such as is produced by deceptive (a) (3) the presence of objects in the approach area may involve serious hazard (a) (4) physical conditions at either end of the runway present a serious hazard in the event (a) (5) terrain or prevalent meteorological conditions are such that the aeroplane		Indhold i CS identisk
5.3.5.2 The standard visual approach slope indicator systems shall consist of the following: a) T-VASIS and AT-VASIS conforming to the specifications contained in 5.3.5.6 to 5.3.5.22 inclusive; b) PAPI and APAPI systems conforming to the specifications contained in 5.3.5.23 to 5.3.5.40 inclusive; as shown in Figure 5-16.	(b) The standard visual approach slope indicator systems should consist of PAPI and APAPI systems conforming to the specifications, as prescribed in CS ADR-DSN.M.645 to CS ADR-DSN.M.655.		Som man ser, har man i CS fravalgt pkt. a) i SARP vedr. T-VASIS og AT-Vasis. Dvs. kun pkt. b) vedr. PAPI og APAPI er identisk med CS pkt. (b)
5.3.5.3 PAPI, T-VASIS or AT-VASIS shall be provided where the code number is 3 or 4 when one or more of the conditions specified in 5.3.5.1 exist.	(c) PAPI should be provided where the code number is 3 or 4 when one or more of the conditions specified in paragraph (a) above exist.		Pkt. 5.3.5.3 I SARP ikke helt identisk med CS pkt. (c) idet T-VASIS og AT-VASIS ikke er medtaget i CS'en.
5.3.5.4 PAPI or APAPI shall be provided where the code number is 1 or 2 when one or more of the conditions specified in 5.3.5.1 exist.	(d) PAPI or APAPI should be provided where the code number is 1 or 2 when one or more of the conditions specified in paragraph (a) above exist.		Indhold i CS identisk
5.3.5.5 **Recommendation.—** *Where a runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in 5.3.5.1 exist, a PAPI should be provided except that where the code number is 1 or 2 an APAPI may be provided.*			SARP "Recommendation" findes ikke i CS
Figure 5-16. Visual approach slope indicator systems			Tilsvarende figur findes ikke i CS
T-VASIS and AT-VASIS			Tilsvarende overskrift findes ikke i CS

Description 5.3.5.6 The T-VASIS shall**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.7 The AT-VASIS shall consist**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.8 The light units shall be constructed**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.9 The light units shall be located**.....**			Tilsvarende tekst findes ikke i CS
Characteristics of the light units			Tilsvarende tekst findes ikke i CS
5.3.5.10 The systems shall be suitable**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.11 The light distribution of the beam**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.12 The light intensity distribution**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.13 The colour transition from red to**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.14 At full intensity the red light**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.15 A suitable intensity control shall be provided**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.16 The light units forming the wing bars**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.17 The light units shall be so designed**.....**			Tilsvarende tekst findes ikke i CS
Figure 5-17. Siting of light units for T-VASIS			Tilsvarende figur findes ikke i CS
Approach slope and elevation setting of light beams			Tilsvarende tekst findes ikke i CS
5.3.5.18 The approach slope shall be appropriate**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.19 When the runway on which a T-VASIS**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.20 The elevation of the beams of the wing**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.21 The elevation setting of the top of the red**.....**			Tilsvarende tekst findes ikke i CS
5.3.5.22 The azimuth spread of the light beam**.....**			Tilsvarende tekst findes ikke i CS
Figure 5-18. Light beams and elevation settings of T-VASIS and AT-VASIS			Tilsvarende figur findes ikke i CS
PAPI and APAPI	**CS ADR-DSN.M.645 PAPI and APAPI**		Supp. Info GM1 ADR-DSN.M.645
Description 5.3.5.23 The PAPI system shall consist of a wing bar of four sharp transition multi-lamp *Note.— Where a runway is used by aircraft requiring*	(a) A PAPI or APAPI should be provided as prescribed in Section 2 — Visual approach slope indicator systems. (b) Definition and positioning: The PAPI system should consist of a wing bar of 4 sharp transition multi-lamp		Kun pkt. (b) I CS er identisk med SARP pkt. 5.3.5. 23
5.3.5.24 The APAPI system shall consist of a wing bar of two sharp transition	(b) (1) The APAPI system should consist of a wing bar of 2 sharp transition		Indhold i CS identisk

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Note.— Where a runway is used by aircraft requiring visual roll guidance			
5.3.5.25 The wing bar of a PAPI shall be constructed and arranged in such a manner that a pilot a) when on or close to the approach slope, see the two units nearest b) when above the approach slope, see the one unit nearest the runway c) when below the approach slope, see the three units nearest the runway	(b) (2) The wing bar of a PAPI should be constructed and arranged in such a manner that a pilot making an approach should: (b) (2) (i) when on or close to the approach slope, see the two units (b) (2) (ii) when above the approach slope, see the one unit nearest the runway (b) (2) (iii) when below the approach slope, see the three units nearest		Indhold i CS identisk
5.3.5.26 The wing bar of an APAPI shall be constructed and arranged a) when on or close to the approach slope, see the unit nearer the runway b) when above the approach slope, see both the units as white; and c) when below the approach slope, see both the units as red.	(b) (3) The wing bar of an APAPI should be constructed and arranged (b) (3) (i) when on or close to the approach slope (b) (3) (ii) when above the approach slope (b) (3) (iii) when below the approach slope, see both the units as red.		Indhold i CS identisk
Siting 5.3.5.27 The light units shall be located as in the basic configuration illustrated in Figure 5-19, subject to the installation tolerances given there in	(b) (4) The light units should be located as in the basic configuration illustrated in Figure M-4, subject to the installation tolerances given below.		Indhold i CS identisk
Figure 5-19. Siting of PAPI and APAPI	Figure M-4. Siting of PAPI and APAPI		Figurene er identiske
Figure 5-20. Light beams and angle of elevation setting of PAPI and APAPI	Figure M-5. Light beams and angle of elevation setting of PAPI and APAPI		Figurene er identiske
Table 5-2. Wheel clearance over threshold for PAPI and APAPI	Table M-1. Wheel clearance over threshold for PAPI and APAPI		Tabellerne er identiske
Characteristics of the light units	(c) Characteristics:		
5.3.5.28 The system shall be suitable for both day and night operations.	(c) (1) The system should be suitable for both day and night operations		Indhold i CS identisk
5.3.5.29 The colour transition from red to white in the vertical plane shall be such as to appear to an observer	(c) (2) Colour: (c) (2) (i) The colour transition from red to white in the vertical plane should be such as to appear to an observer,		Indhold i CS identisk
5.3.5.30 At full intensity the red light shall have a Y coordinate not exceeding 0.320	(c) (2) (ii) At full intensity the red light should have a Y coordinate not exceeding 0.320.		Indhold i CS identisk
5.3.5.31 The light intensity distribution of the light units shall be as shown in Appendix 2, Figure A2-23 *Note.— See the* Aerodrome Design Manual *(Doc 9157*	(c) (3) Intensity: (c) (3) (i) The light intensity distribution of the light units should be as shown in CS ADR-DSN.U.940.		Indhold i CS identisk
5.3.5.32 Suitable intensity control shall be provided so as to allow adjustment to meet**……**	(c) (3) (ii) Suitable intensity control should be provided so as to allow adjustment		Indhold i CS identisk
5.3.5.33 Each light unit shall be capable of adjustment in elevation so that the lower limit**……**	(c) (4) Light orientation: Each light unit should be capable of adjustment in elevation		Indhold i CS identisk
5.3.5.34 The light units shall be so designed that deposits of condensation, snow, ice, dirt**……**	(c) (5) Other characteristics: The light units should be so designed that deposits of condensation, snow, ice, dirt, **……**		Indhold i CS identisk
Approach slope and elevation setting of light units	**CS ADR-DSN.M.650 Approach slope and elevation setting of light units**		Supp. Info GM1 ADR-DSN.M.650
5.3.5.35 The approach slope as defined in Figure 5-20 shall be appropriat**……**	(a) Approach slope: (a) (1) The approach slope as defined in Figure M-5, should be used by the aeroplanes in the approach		Indhold i CS identisk
5.3.5.36 When the runway is equipped with an ILS and/or MLS, the siting and the angle of elevation	(a) (2) When the runway is equipped with an ILS and/or MLS, the siting and the angle of elevation		
5.3.5.37 The angle of elevation settings of the light units in a PAPI wing bar**……**	(b) Elevation setting of light units (b) (1) The angle of elevation settings of the light units in a PAPI wing bar should be such that, during an approach, the pilot of an aeroplane observing		Indhold i CS identisk
5.3.5.38 The angle of elevation settings of the light units in an APAPI wing bar shall be such that**……**	(b) (2) The angle of elevation settings of the light units in an APAPI wing bar should be such that, during an approach, **……**		Indhold i CS identisk
5.3.5.39 The azimuth spread of the light beam shall be suitably	(b) (3) The azimuth spread of the light beam should be suitably		Indhold i CS identisk

restricted where an object located**.....** *Note.— See 5.3.5.41 to 5.3.5.45 concerning***.....**	restricted where an object located outside the obstacle protection		
5.3.5.40 Where wing bars are installed on each side of the runway to provide**.....**	(b) (4) Where wing bars are installed on each side of the runway to provide**.....**		Indhold i CS identisk
Obstacle protection surface	**CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI**		Supp. Info GM1 ADR-DSN.M.655
5.3.5.41 An obstacle protection surface shall be established when it is intended to provide a visual approach slope indicator system.	(a) Applicability: An obstacle protection surface should be established when it is intended to provide a visual approach slope indicator system		Indhold i CS identisk
5.3.5.42 The characteristics of the obstacle protection surface, i.e. origin, divergence**.....**	(b) Characteristics: The characteristics of the obstacle protection surface, i.e. origin, divergence**.....**		Indhold i CS identisk
5.3.5.43 New objects or extensions of existing objects shall not be permitted above an obstacle**.....** *Note.— Circumstances in which the shielding principle may reasonably***.....**	(c) New objects or extensions of existing objects should not be permitted above an obstacle protection surface except when the new object or extension would be shielded by an existing immovable object		Indhold i CS identisk
5.3.5.44 Existing objects above an obstacle protection surface shall be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object**.....**	,		Tilsvarende tekst findes ikke i CS idet eksisterende objekter ikke er medtaget i CS
Table 5-3. Dimensions and slopes of the obstacle protection surface	Table M-2. Dimensions and slopes of the obstacle protection surface		De to tabeller er ikke helt identiske idet T-VASIS og AT-VASIS ikke er medtaget i CS M-2, ligesom noterne forneden a), b) c) d) heller ikke er medtaget i CS M-2 tabellen.
5.3.5.45 Where an aeronautical study indicates that an existing object extending above an obstacle protection surface could adversely affect the safety of operations a) suitably raise the approach slope of the system b) reduce the azimuth spread of the system so that the object c) displace the axis of the system and its associated obstacle d) suitably displace the threshold; and e) where d) is found to be impracticable, suitably displace *Note.— Guidance on this issue is contained*	(d) Where an safety assessment indicates that an existing object extending above an obstacle protection surface could adversely affect the safety (d) (1) suitably raise the approach slope of the system; (d) (2) reduce the azimuth spread of the system so that the object (d) (3) displace the axis of the system and its associated obstacle (d) (4) suitably displace the threshold; and (d) (5) where (4) is found to be impracticable, suitably		Indhold i CS identisk
Figure 5-21. Obstacle protection surface for visual approach slope indicator systems	Figure M-6. Obstacle protection surface for visual approach slope indicator systems		Figurene er identiske
5.3.6 Circling guidance lights	**CS ADR-DSN.M.660 Circling guidance lights**		Supp. Info GM1 ADR-DSN.M.660
Application 5.3.6.1 **Recommendation.—** *Circling guidance lights should be provided*	(a) Applicability: Circling guidance lights should be provided when existing approach and runway lighting systems do not satisfactorily permit identification		Indhold i CS identisk
Location 5.3.6.2 **Recommendation.—** *The location and number of circling guidance lights should* *a) join the downwind leg or align and adjust the aircraft's track* *b) keep in sight the runway threshold and/or other features***.....**	(b) Location and positioning: (b) (1) The location and number of circling guidance lights should (b) (1) (i) join the downwind leg or align and adjust the aircraft's track (b) (1) (ii) keep in sight the runway threshold and/or other features which**.....**		Indhold i CS identisk
5.3.6.3 **Recommendation.—** *Circling guidance lights should consist of:* *a) lights indicating the extended centre line of the runway* *b) lights indicating the position of the runway threshold; or* *c) lights indicating the direction or location of the runway; or a combination of such lights as is appropriate to the runway under consideration.* *Note.— Guidance on installation of circling guidance*	(b) (2) Circling guidance lights should consist of: (b) (2) (i) lights indicating the extended centre line of the runway (b) (2) (ii) lights indicating the position of the runway threshold; (b) (2) (iii) lights indicating the direction or location of the runway; or a combination of such lights as is appropriate to the runway under consideration		Indhold i CS identisk
Characteristics 5.3.6.4 **Recommendation.—** *Circling guidance lights should be fixed***.....**	(c) Characteristics: (c) (1) Circling guidance lights should be fixed or flashing lights of an intensity **.....**		Indhold i CS identisk
5.3.6.5 **Recommendation.—** *The lights should be designed and be installed in such***.....**	(c) (2) The lights should be designed and be installed in such a manner**.....**		Indhold i CS identisk

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
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5.3.7 Runway lead-in lighting systems	**SECTION 3 — RUNWAY & TAXIWAY LIGHTS** **CS ADR-DSN.M.665 Runway lead-in lighting systems**		Supp. Info SECTION 3 — RUNWAY & TAXIWAY LIGHTS GM1 ADR-DSN.M.665
Application 5.3.7.1 **Recommendation.—** *A runway lead-in lighting system should be provided* *Note.— Guidance on providing lead-in lighting*	(a) Applicability: A runway lead-in lighting system should be provided to avoid hazardous terrain.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.665
Location 5.3.7.2 **Recommendation.—** *A runway lead-in lighting system should consist***.....** *Note.— Runway lead-in lighting systems may be curved, straight or a combination thereof.*	(b) Location and positioning (b) (1) A runway lead-in lighting system should consist of groups of lights positioned: (b) (1) (i) so as to define the desired approach path. Runway lead-in (b) (1) (ii) so that one group should be sighted from the (b) (2) The interval between adjacent groups should not exceed approximately 1 600 m.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.665
5.3.7.3 **Recommendation.—** *A runway lead-in lighting system should extend from a point as determined***.....**	(b) (3) A runway lead-in lighting system should extend from a determined point up to a point where the approach lighting system if provided, or the runway lighting system is in view.		Indhold i CS identisk
Characteristics 5.3.7.4 **Recommendation.—** *Each group of lights of a runway lead-in lighting system should consist of at least three***.....**	(b) (4) Each group of lights of a runway lead-in lighting system should consist of at least three flashing lights in a linear or cluster configuration		Indhold i CS identisk
5.3.7.5 **Recommendation.—** *The flashing lights should be white, and the steady burning lights gaseous discharge lights.*	(b) (c) Characteristics: The flashing lights should be white, and the steady burning lights should be gaseous discharge lights.		Indhold i CS identisk
5.3.7.6 **Recommendation.—** *Where practicable, the flashing lights in each group should flash in sequence towards the runway.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.665
5.3.8 Runway threshold identification lights	**CS ADR-DSN.M.670 Runway threshold identification lights**		Supp. Info GM1 ADR-DSN.M.670
Application 5.3.8.1 **Recommendation.—** *Runway threshold identification lights should be installed* *a) at the threshold of a non-precision approach runway when additional threshold* *b) where a runway threshold is permanently displaced from the runway extremity*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.670
Location 5.3.8.2 Runway threshold identification lights shall be located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights.	(a) Location and positioning: Where provided, runway threshold identification lights should be located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights.		Indhold i CS identisk
Characteristics 5.3.8.3 **Recommendation.—** *Runway threshold identification lights should be flashing white lights with a flash frequency between 60 and 120 per minute.* --- 5.3.8.4 The lights shall be visible only in the direction of approach to the runway	(b) Characteristics: The lights should be visible only in the direction of approach to the runway.		SARP "Recommendation" noget mere specifik end pkt. (b) i CS Supp. Info GM1 ADR-DSN.M.670
5.3.9 Runway edge lights	**CS ADR-DSN.M.675 Runway edge lights**		Supp. Info GM1 ADR-DSN.M.675
Application 5.3.9.1 Runway edge lights shall be provided for a runway intended for use at night	(a) Applicability: (a) (1) Runway edge lights should be provided for a runway intended for use at night		Indhold i CS identisk
5.3.9.2 **Recommendation.—** *Runway edge lights should be provided on a runway intended for take-off with an operating minimum below an RVR of the order***.....**	(a) (2) Runway edge lights should be provided on a runway intended for take-off with an operating minimum below an RVR of the order of 800 m by day.		Indhold i CS identisk
Location 5.3.9.3 Runway edge lights shall be placed along the full length of the runway	(b) Location and positioning: (b) (1) Runway edge lights should be placed along the full length of the runway		Indhold i CS identisk
5.3.9.4 Runway edge lights shall be placed along the edges of the area declared**.....**	(b) (2) Runway edge lights should be placed along the edges of the area declared for use**.....**		Indhold i CS identisk
5.3.9.5 **Recommendation.—** *Where the width of the area which*	(b) (3) Where the width of the area which could be declared as runway,		Indhold i CS identisk

could be declared as runway exceeds 60 m,	exceeds 60 m,		
5.3.9.6 The lights shall be uniformly spaced in rows at intervals of not more than 60 m	(b) (4) The lights should be uniformly spaced in rows at intervals of not more than 60 m		Indhold i CS identisk
Characteristics 5.3.9.7 Runway edge lights shall be fixed lights showing variable white, except that: a) in the case of a displaced threshold, the lights between the beginning of the runway b) a section of the lights 600 m or one-third of the runway length, whichever is the less, **.....**	(c) Characteristics: (c) (1) Runway edge lights should be fixed lights showing variable white, except that: (c) (1) (i) in the case of a displaced threshold, the lights between the beginning of the runway and the displaced threshold should show red (c) (1) (ii) a section of the lights 600 m or one-third of the runway length, whichever is the less, at the remote end of the runway from the end at which the take-off run is started, should show yellow.		Indhold i CS identisk
5.3.9.8 The runway edge lights shall show at all angles in azimuth necessary to provide guidance to a pilot landing	(c) (2) The runway edge lights should show at all angles in azimuth necessary to provide guidance to a pilot landing		Indhold i CS identisk
5.3.9.9 In all angles of azimuth required in 5.3.9.8, runway edge lights shall show at angles up to 15° above	(d) In all angles of azimuth, as prescribed in (c)(2) above, runway edge lights should show at angles up to 15°		Indhold i CS identisk
5.3.9.10 Runway edge lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-9 or A2-10.	(e) Runway edge lights on a precision approach runway should be in accordance with the specifications in CS ADR-DSN.U.940.		Indhold i CS identisk
5.3.10 Runway threshold and wing bar lights (see Figure 5-22)	**CS ADR-DSN.M.680 Runway threshold and wing bar lights**		Supp. Info GM1 ADR-DSN.M.680
Application of runway threshold lights 5.3.10.1 Runway threshold lights shall be provided for a runway equipped with runway edge lights	(a) Applicability of runway threshold: Runway threshold lights should be provided for a runway equipped with runway edge lights		Indhold i CS identisk
Location of runway threshold lights 5.3.10.2 When a threshold is at the extremity of a runway, the threshold lights shall be placed in a row	(b) Location and positioning of runway threshold: (b) (1) When a threshold is at the extremity of a runway, the threshold lights should be placed in a row		Indhold i CS identisk
5.3.10.3 When a threshold is displaced from the extremity of a runway**.....**	(b) (2) When a threshold is displaced from the extremity of a runway, threshold lights should be placed in a row at right angles		Indhold i CS identisk
5.3.10.4 Threshold lighting shall consist of: a) on a non-instrument or non-precision approach runway, at least six lights b) on a precision approach runway category I, at least the number of lights that would be required c) on a precision approach runway category II or III, lights uniformly spaced between the rows of runway	(b) (3) Threshold lighting should consist of: (b) (3) (i) on a non-instrument or non-precision approach runway, at least six lights; (b) (3) (ii) on a precision approach runway category I, at least the number (b) (3) (iii) on a precision approach runway category II or III, lights uniformly		Indhold i CS identisk
5.3.10.5 **Recommendation.—** *The lights prescribed in 5.3.10.4 a) and b) should be either* *a) equally spaced between the rows of runway edge lights; or* *b) symmetrically disposed about the runway centre line in two groups, with the lights uniformly spaced*	(b) (4) The lights prescribed in (b)(3) (i) and (ii) above should be either: (b) (4) (i) equally spaced between the rows of runway edge lights, or (b) (4) (ii) symmetrically disposed about the runway centre line in two groups**.....**		Indhold i CS identisk
Application of wing bar lights 5.3.10.6 **Recommendation.—** *Wing bar lights should be provided on a precision approach runway*	(c) Applicability of wing bar lights: (c) (1) Wing bar lights should be provided on a precision approach runway when additional conspicuity is considered desirable		Indhold i CS identisk
5.3.10.7 Wing bar lights shall be provided on a non-instrument or non-precision approach	(c) (2) Wing bar lights should be provided on a non-instrument or non-precision approach		Indhold i CS identisk
Location of wing bar lights 5.3.10.8 Wing bar lights shall be symmetrically disposed about the runway**.....**	(d) Location and positioning of wing bar lights: Wing bar lights should be symmetrically disposed about the runway centre line at the threshold in two groups		Indhold i CS identisk
Figure 5-22. Arrangement of runway threshold and runway end lights	Figure M-7. Arrangement of runway threshold and runway end lights		Figurene er identiske
Characteristics of runway threshold and wing bar lights 5.3.10.9 Runway threshold and wing bar lights shall be fixed unidirectional light**.....**	(e) Characteristics of runway threshold and wing bar lights: (e) (1) Runway threshold and wing bar lights should be fixed unidirectional		Indhold i CS identisk
5.3.10.10 Runway threshold lights on a precision approach runway shall be in accordance**.....**	(e) (2) Runway threshold lights on a precision approach runway should be in accordance**.....**		Indhold i CS identisk
5.3.10.11 Threshold wing bar lights on a precision approach runway shall be in accordance**.....**	(e) (3) Threshold wing bar lights on a precision approach runway should be in accordance.....		Indhold i CS identisk

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5.3.11 Runway end lights (see Figure 5-22)	**CS ADR-DSN.M.685 Runway end lights**		Supp. Info GM1 ADR-DSN.M.685
Application 5.3.11.1 Runway end lights shall be provided for a runway equipped with runway edge lights *Note.— When the threshold is at the runway extremity*	(a) Applicability: Runway end lights should be provided for a runway equipped with runway edge lights		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.685
Location 5.3.11.2 Runway end lights shall be placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end.	(b) Location and positioning: (b) (1) Runway end lights should be placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end.		Indhold i CS identisk
5.3.11.3 **Recommendation.—** *Runway end lighting should consist of at least six lights. The lights should be either* *a) equally spaced between the rows of runway edge lights; or* *b) symmetrically disposed about the runway centre line in two groups with the lights uniformly* *For a precision approach runway category III, the spacing between runway end lights*	(b) (2) Runway end lighting should consist of at least six lights. The lights should be either: (b) (2) (i) equally spaced between the rows of runway edge lights; or (b) (2) (ii) symmetrically disposed about the runway centre line in two groups with (b) (3) For a precision approach runway category III, the spacing between**……**		Indhold i CS identisk
Characteristics 5.3.11.4 Runway end lights shall be fixed unidirectional lights showing red	(c) Characteristics: Runway end lights should be fixed unidirectional lights showing red		Indhold i CS identisk
5.3.11.5 Runway end lights on a precision approach runway shall be in accordance with the specifications	Runway end lights on a precision approach runway should be in accordance with the chromaticity and characteristics specifications		Indhold i CS identisk
5.3.12 Runway centre line lights	**CS ADR-DSN.M.690 Runway centre line lights**		Supp. Info GM1 ADR-DSN.M.690
Application 5.3.12.1 Runway centre line lights shall be provided on a precision approach runway category II or III.	(a) The safety objective of runway centre line lights is to facilitate safe take-off and landing in reduced visibility conditions. (b) Applicability: (b) (1) Runway centre line lights should be provided on a precision approach runway category II or III		Pkt. 5.3.12.1 i SARP identisk med pkt. (b) i CS
5.3.12.2 **Recommendation.—** *Runway centre line lights should be provided on a precision approach runway category I, particularly when the runway is used by aircraft with high landing speeds or where the width between the runway edge lights is greater than 50 m.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.690
5.3.12.3 Runway centre line lights shall be provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m.	(b) (2) Runway centre line lights should be provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m.		Indhold i CS identisk
5.3.12.4 **Recommendation.—** *Runway centre line lights should be provided on a runway intended to be used for takeoff with an operating minimum of an RVR of the order of 400 m or higher when used by aeroplanes with a very high take-off speed, particularly where the width between the runway edge lights is greater than 50 m.*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.690
Location 5.3.12.5 Runway centre line lights shall be located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm *Note.— Existing centre line lighting where lights are spaced at 7.5 m need not be replaced.*	(c) Location: Runway centre line lights should be located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm		Indhold i CS identisk
5.3.12.6 **Recommendation.—** *Centre line guidance for take-off from the beginning of a runway to a displaced threshold should be provided by:* *a) an approach lighting system if its characteristics and intensity settings* *b) runway centre line lights; or* *c) barrettes of at least 3 m in length and spaced at uniform intervals of 30 m* *Where necessary, provision should be made to extinguish*			SARP "Recommendation" findes ikke i CS

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those.....			
Characteristics 5.3.12.7 Runway centre line lights shall be fixed lights showing variable..... *Note.— Care is required in the design of the electrical system to ensure that failure*	(d) Characteristics: (d) (1) Runway centre line lights should be fixed lights showing variable white from the threshold to the point 900 m		Indhold i CS identisk
Figure 5-23. Example of approach and runway lighting for runway with displaced thresholds	Figure M-8. Example of approach and runway lighting for runway with displaced thresholds		Figurene er identiske
5.3.12.8 Runway centre line lights shall be in accordance with the specifications of Appendix 2, Figure A2-6 or A2-7.	(d)(2) Runway centre line lights should be in accordance with the specifications in CS ADR-DSN.U.930 and CS ADR-DSN.U.940. ((e) Centre line guidance for take-off from) ((e)(1) an approach lighting system if its characteristics) ((e)(2) runway centre line lights; or) ((e)(3) barrettes of at least 3 m length)		Indhold i CS identisk hvad angår (d)(2) men ikke hvad angår (e) ((e)(1)) ((e)(2)) ((e)(3)) som ikke er nævnt i SARP
5.3.13 Runway touchdown zone lights	**CS ADR-DSN.M.695 Runway touchdown zone lights**		Supp. Info GM1 ADR-DSN.M.695
Application 5.3.13.1 Touchdown zone (TDZ) lights shall be provided in the touchdown zone of a precision	(a) Applicability: Touchdown zone lights should be provided in the touchdown zone of a precision approach runway category II or III.		Indhold i CS identisk
Location 5.3.13.2 Touchdown zone lights shall extend from the threshold for a longitudinal distance of 900 m, *Note.— To allow for operations at lower visibility minima*	(b) Location and positioning: (b) (1) Touchdown zone lights should extend from the threshold for a longitudinal distance of 900 m (b) (2) The pattern should be formed by pairs of barrettes symmetrically located		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.695
Characteristics 5.3.13.3 A barrette shall be composed of at least three lights with a spacing between the lights of not more than 1.5 m	(c) Characteristics: (c) (1) A barrette should be composed of at least three lights with spacing between the lights of not more than 1.5 m.		Indhold i CS identisk
5.3.13.4 **Recommendation.—** *A barrette should be not less than 3 m nor more than 4.5 m in length.*	(c) (2) A barrette should be not less than 3 m or more than 4.5 m in length.		Indhold i CS identisk
5.3.13.5 Touchdown zone lights shall be fixed unidirectional lights showing variable white.	(c) (3) Touchdown zone lights should be fixed unidirectional lights showing variable white		Indhold i CS identisk
5.3.13.6 Touchdown zone lights shall be in accordance with the specifications of Appendix 2, Figure A2-5.	(c) (4) Touchdown zone lights should be in accordance with the chromaticity and characteristics specifications in CS ADR-DSN.U.930 and CS ADR-DSN.U.940.		Indhold i CS identisk
5.3.14 Simple touchdown zone lights *Note.— The purpose of simple touchdown zone lights is to provide pilots with enhanced situational*			Tilsvarende tekst findes ikke i CS
Application 5.3.14.1 **Recommendation.—** *Except where TDZ lights are provided in accordance with paragraph 5.3.13, at an aerodrome where the approach angle is greater than 3.5 degrees*			SARP "Recommendation" findes ikke i CS
Location 5.3.14.2 Simple touchdown zone lights shall be a pair of lights located on each side of the runway centreline 0.3 m			Tilsvarende tekst findes ikke i CS
5.3.14.3 **Recommendation.—** *Where provided on a runway without TDZ markings*			SARP "Recommendation" findes ikke i CS
Characteristics 5.3.14.4 Simple touchdown zone lights shall be fixed unidirectional lights showing.....			Tilsvarende tekst findes ik ke i CS
5.3.14.5 Simple touchdown zone lights shall be in accordance with the specifications *Note.— As a good operating practice, simple touchdown zone lights are supplied*			Tilsvarende tekst findes ikke i CS
Figure 5-24. Simple touchdown zone lighting			Tilsvarende figur findes ikke i CS
5.3.15 Rapid exit taxiway indicator lights	**CS ADR-DSN.M.700 Rapid exit taxiway indicator lights**		Supp. Info GM1 ADR-DSN.M.700

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Note.— The purpose of rapid exit taxiway indicator lights (RETILs) is to provide			Supp. Info GM1 ADR-DSN.M.700
Application 5.3.15.1 **Recommendation.—** *Rapid exit taxiway indicator lights should be provided on a runway intended for use in runway visual range conditions less than a value of 350 m and/or where the traffic density is heavy.Note.— See Attachment A, Section 15*			Supp. Info GM1 ADR-DSN.M.700
5.3.15.2 Rapid exit taxiway indicator lights shall not be displayed in the event of any lamp failure or other failure that revents the display of the light pattern depicted in Figure 5-25, in full.			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
Location 5.3.15.3 A set of rapid exit taxiway indicator lights shall be located on the runway**.....**			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
5.3.15.4 Where more than one rapid exit taxiway exists on a runway, the set of rapid**.....**			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
Figure 5-25. Rapid exit taxiway indicator lights (RETILS)			CS indeholder ikke tilsvarende figur som i SARP, materialet modsvares dog af Figure GM-M-3. Rapid exit taxiway indicator lights (RETILs) under GM1 ADR-DSN.M.700
5.3.15.5 Rapid exit taxiway indicator lights shall be fixed unidirectional yellow**.....**			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
5.3.15.6 Rapid exit taxiway indicator lights shall be in accordance with the specifications in Appendix 2, Figure A2-6 or Figure A2-7, as appropriate.			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
5.3.15.7 **Recommendation.—** *Rapid exit taxiway indicator lights should be supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off.*			SARP tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.700
5.3.16 Stopway lights	**CS ADR-DSN.M.705 Stopway lights**		Supp. Info GM1 ADR-DSN.M.705
Application 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night.	(a) Applicability and purpose: Stopway lights should be provided for a stopway intended for use at night		Indhold i CS identisk
Location 5.3.16.2 Stopway lights shall be placed along the full length of the stopway	(b) Location: Stopway lights should be placed along the full length of the stopway		Indhold i CS identisk
Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway	(c) Characteristics: (c) (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. ((c)(2) Stopway lights should be in accordance with the specifications of CS ADR-DSN.U.940.)		Indhold i CS identisk, dog er pkt. (c)(2) ikke nævnt i SARP
5.3.17 Taxiway centre line lights	**CS ADR-DSN.M.710 Taxiway centre line lights**		Supp. Info GM1 ADR-DSN.M.710
Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility**.....**	(a) The safety objective of taxiway centre line lights (b) Applicability: (b) (1) Taxiway centre line lights should be provided on an exit taxiway,		SARP pkt. 5.3.17.1 identisk med CS (b) Supp. Info GM1 ADR-DSN.M.710
5.3.17.2 **Recommendation.—** *Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or* *Note.— Where there may be a need to delineate*	(b) (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater		Indhold i CS identisk
5.3.17.3 **Recommendation.—** *Taxiway centre line lights should be provided***.....**	(b) (3) Taxiway centre line lights should be provided on an exit taxiway		Indhold i CS identisk
5.3.17.4 Taxiway centre line lights shall be provided on a runway forming part of a standard	(b) (4) Taxiway centre line lights should be provided on a runway forming part**.....**		Indhold i CS identisk
Note.— See 8.2.3 for provisions concerning the interlocking	(b) (6) Where a runway forming part of a standard taxi route is provided**.....**		Indhold i CS identisk

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5.3.17.5 **Recommendation.—** *Taxiway centre line lights should be provided in all visibility*	(b) (5) Taxiway centre line lights should be provided in all visibility conditions		Indhold i CS identisk
Characteristics 5.3.17.6 Except as provided for in 5.3.17.8, taxiway centre line lights on a taxiway**.....**	(c) Characteristics: (c) (1) Taxiway centre line lights on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi-route		Indhold i CS identisk
5.3.17.7 Taxiway centre line lights on an exit taxiway shall be fixed lights. Alternate taxiway centre line lights shall show green and yellow from their beginning near the runway centre line *Note 1.— Care is necessary to limit the light* *Note 2.— For yellow filter characteristics* *Note 3.— The size of the ILS/MLS critical* *Note 4.— See 5.4.3 for specifications on*	(c) (2) Taxiway centre line lights on an exit taxiway should be fixed lights. Alternate taxiway centre line lights should show green and yellow**.....**		Indhold i CS identisk
5.3.17.8 **Recommendation.—** *Where it is necessary to denote the proximity to a runway* *a) their end point near the runway centre line; or* *b) in the case of the taxiway centre line lights crossing* *Note 1.— Care is necessary to limit the light* *Note 2.— The provisions of 5.3.17.8 can form*			SARP “Recommendation” findes ikke i CS
5.3.17.9 Taxiway centre line lights shall be in accordance with the specifications of: a) Appendix 2, Figure A2-12, A2-13, or A2-14, for b) Appendix 2, Figure A2-15 or A2-16, for other	(c) (3) Taxiway centre line lights should be in accordance with the specifications of CS ADR-DSN.U.940, Figure U-16, U-17, or U-18,		Indhold i CS identisk
5.3.17.10 **Recommendation.—** *Where higher intensities are required*	(c) (4) Where higher intensities are required, from an operational**.....**		Indhold i CS identisk
5.3.17.11 **Recommendation.—** *Where taxiway centre line lights are specified as components*	(c) (5) Where taxiway centre line lights are specified		Indhold i CS identisk
Note.— High-intensity centre line lights should only be used in case	(c) (6) High intensity centre line lights should only be used in absolute necessity and following a specific study.		Indhold i CS identisk
Location 5.3.17.12 **Recommendation.—** *Taxiway centre line lights shoul**.....***	(d) Location and positioning: (d) (1) Taxiway centre line lights should normally ((d)(2) Taxiway centre line lights on taxiways, runways, rapid exit taxiways or on other exit taxiways should be positioned in accordance with CS ADR-DSN.M.715.)		Indhold i CS identisk, do her pkt. (d)(2) ikke nævnt il SARP
Taxiway centre line lights on taxiways	**CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways** (a) The safety objective of taxiway centre line lights		Supp. Info GM1 ADR-DSN.M.715
Location 5.3.17.13 **Recommendation.—** *Taxiway centre line lights on a straight section of a taxiway should be spaced at longitudinal intervals of not more than 30 m, except*	(b) (1) Taxiway centre line lights on a straight section of a taxiway should be spaced at longitudinal intervals of not more than 30 m, except that：		Indhold i CS identisk
a) larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions,adequate guidance is provided by such spacing;	(g) Taxiway centre line lights on straight sections of taxiways: Larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions,		Indhold i CS identisk
b) intervals less than 30 m should be provided on short straight sections; and	(b) (1) (i) intervals less than 30 m should be provided on short straight sections; and		Indhold i CS identisk
c) on a taxiway intended for use in RVR conditions of less than a value of 350 m,	(b) (1) (ii) on a taxiway intended for use in RVR conditions of less than a value of 350 m		Indhold i CS identisk
5.3.17.14 **Recommendation.—** *Taxiway centre line lights on a taxiway*	(b) (2) Taxiway centre line lights on a taxiway curve		Indhold i CS identisk
5.3.17.15 **Recommendation.—** *On a taxiway intended for use in RVR*	(b) (3) On a taxiway intended for use in RVR conditions of less than a value of 350 m		Indhold i CS identisk
Note 1.— Spacings on curves that have been found suitable for a taxiway intended for use in RVR conditions of 350 m or greater are: Curve radius Light spacing *up to 400 m 7.5 m* *401 m to 899 m 15 m*	(f) (2) Where a taxiway is only intended for use in RVR conditions of 350 m or greater, the spacing of taxiway centre line lights on curves should not exceed the table below: Curve radius Light spacing up to 400 m 7.5 m 401 m to 899 m 15 m		Indhold i CS identisk, dog er pkt. (f) og (f)(1) ikke nævnt i SARP

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900 m or greater 30 m. *Note 2.— See 3.9.6 and Figure 3-2.*	900 m or greater 30 m ((f) Positioning of taxiway centre line lights on taxiway: (f)(1) The spacing on a particular section of taxiway centre)		
Taxiway centre line lights on rapid exit taxiways	(c) Taxiway centre line lights on rapid exit taxiways:		
Location 5.3.17.16 **Recommendation.—** *Taxiway centre line lights on a rapid exit taxiway***.....**	(c) (1) Taxiway centre line lights on a rapid exit taxiway should commence at a point at least 60 m		Indhold i CS identisk
5.3.17.17 **Recommendation.—** *The lights should be spaced at longitudinal intervals of not more than 15 m,*	(c) (2) The lights should be spaced at longitudinal intervals of not more than 15 m.		Indhold i CS identisk
Taxiway centre line lights on other exit taxiways	(d) Taxiway centre line lights on other exit taxiways:		Indhold i CS identisk
Location 5.3.17.18 **Recommendation.—** *Taxiway centre line lights on exit taxiways other than***.....**	(d) (1) Taxiway centre line lights on exit taxiways other than rapid**.....**		
5.3.17.19 **Recommendation.—** *The lights should be spaced at longitudinal intervals of not more than 7.5 m.*	(d) (2) The lights should be spaced at longitudinal intervals of not more than 7.5 m.		Indhold i CS identisk
Taxiway centre line lights on runways ***Location*** 5.3.17.20 **Recommendation.—** *Taxiway centre line lights on a runway forming part of a standard*	(e) Taxiway centre line lights on runways: Taxiway centre line lights on a runway forming part of a standard taxi-route		Indhold i CS identisk
Figure 5-27. Offset runway and taxiway centre line lights	Figure M-9. Offset runway and taxiway centre line lights		Figurene er identiske
5.3.18 Taxiway edge lights	**CS ADR-DSN.M.720 Taxiway edge lights**		Supp. Info GM1 ADR-DSN.M.720
Application 5.3.18.1 Taxiway edge lights shall be provided at the edges of a runway turn pad, holding bay *Note.— See 5.5.5 for taxiway edge markers*	(a) Applicability: (a) (1) Taxiway edge lights should be provided at the edges of a runway turn pad, **.....**		Indhold i CS identisk
5.3.18.2 Taxiway edge lights shall be provided on a runway forming part of a standard taxi-route *Note.— See 8.2.3 for provisions concerning*	(a) (2) Taxiway edge lights should be provided on a runway forming part of a standard **.....** ((a)(3) Where a runway forming part of a standard taxi)		Indhold i CS identisk, dog er pkt. (a)(3) ikke nævnt i SARP
Location 5.3.18.3 **Recommendation.—** *Taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route should be spaced at uniform longitudinal intervals of not more than 60 m* *Note.— Guidance on the spacing of taxiway edge lights on curves*	(b) Location and positioning: (b) (1) Taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route should be spaced at uniform longitudinal intervals of not more than 60 m		Indhold i CS identisk
5.3.18.4 **Recommendation.—** *Taxiway edge lights on a holding bay, de-icing/anti-icing facility, apron, etc., should be spaced at uniform longitudinal intervals of not more than 60 m.*	(b) (2) Taxiway edge lights on a holding bay, de-icing/anti-icing facility, apron, etc. should be spaced at uniform longitudinal intervals of not more than 60 m.		Indhold i CS identisk
5.3.18.5 **Recommendation.—** *Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.*	(b) (3) Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.		Indhold i CS identisk
5.3.18.6 **Recommendation.—** *The lights should be located as near as practicable to the edges of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility, apron or runway, etc., or outside the edges at a distance of not more than 3 m.*	(b) (4) The lights should be located as near as practicable to the edges of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility, apron or runway, etc., or outside the edges at a distance of not more than 3 m.		Indhold i CS identisk
Characteristics 5.3.18.7 Taxiway edge lights shall be fixed lights showing blue**.....**.	(c) Characteristics: (c) (1) Taxiway edge lights should be fixed lights showing blue. (c) (2) The lights should show up to at least 75° above the horizontal and at all angles in azimuth necessary to provide guidance to a pilot taxiing in either direction		SARP pkt. 5.3.18.7 identisk med CS (2)
5.3.18.8 The intensity of taxiway edge lights shall be at least 2 cd from 0° to 6° vertical, and 0.2 cd at any vertical angles between	(c) (3) The intensity of taxiway edge lights should be at least 2 cd from 0° to 6° vertical, and 0.2 cd at any vertical angles between 6° and 75°.		

6° and 75°.			
5.3.19 Runway turn pad lights	**CS ADR-DSN.M.725 Runway turn pad lights**		Supp. Info GM1 ADR-DSN.M.725
Application 5.3.19.1 Runway turn pad lights shall be provided for continuous guidance on a runway turn pad intended for use inrunway visual range conditions less than a value of 350 m,	(a) The safety objective of runway (b) Applicability: (b) (1) Runway turn pad lights should be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions		SARP pkt. 5.3.18.7 identisk med CS (2)
5.3.19.2 **Recommendation.—** *Runway turn pad lights should be provided on a runway turn pad intended for use at night.*	(b) (2) Runway turn pad lights should be provided on a runway turn pad intended for use at night.		Indhold i CS identisk
Location 5.3.19.3 **Recommendation.—** *Runway turn pad lights should normally be located on the runway turn pad marking,except that they may be offset by not more than 30 cm where it*	(c) Location: (c) (1) Runway turn pad lights should normally be located on the runway turn pad marking, except that they should be offset by not more than 30 cm where		Indhold i CS identisk
5.3.19.4 **Recommendation.—** *Runway turn pad lights on a straight section of the runway turn pad marking should bespaced at longitudinal intervals of not more than 15 m.*	(c) (2) Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m.		Indhold i CS identisk
5.3.19.5 **Recommendation.—** *Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.*	(c) (3) Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.		Indhold i CS identisk
Characteristics 5.3.19.6 Runway turn pad lights shall be unidirectional fixed lights showing green	(d) Characteristics: (d) (1) Runway turn pad lights should be unidirectional fixed lights showing green		Indhold i CS identisk
5.3.19.7 Runway turn pad lights shall be in accordance with the specifications of Appendix 2, Figure A2-13, A2-14 or A2-15, as appropriate.	(d) (2) Runway turn pad lights should be in accordance with the specifications of CS ADR-DSN.U.940, Figure U-17 and Figure U-18.		Indhold i CS identisk
5.3.20 Stop bars	**CS ADR-DSN.M.730 Stop bar lights**	**CS ADR-DSN.M.730 Stop bar lights**	Supp. Info GM1 ADR-DSN.M.730
Application *Note 1.— A stop bar is intended* *Note 2.— Runway incursions* 5.3.20.1 A stop bar shall be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m, except where: a) appropriate aids and procedures b) operational procedures exist to limit 1) aircraft on the manoeuvring area 2) vehicles on the manoeuvring area to the essential ---------- 5.3.20.2 A stop bar shall be provided at every runway-holding position serving a runway when it is intended that therunway will be used in runway visual range conditions of values between 350 m and 550 m, except where: a) appropriate aids and procedures b) operational procedures exist to limit 1) aircraft on the manoeuvring area 2) vehicles on the manoeuvring area to the essential	(a) Applicability: (a) (1) A stop bar should be provided at every runway-holding position serving a runway when it is intended that the runway should be used in runway visual range conditions less than a value of 550 m, except where: (a) (1) (i) appropriate aids and procedures are available (a) (1) (ii) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of: (A) aircraft on the manoeuvring area to one at a time; and (B) vehicles on the manoeuvring area to the essential minimum.		Indhold ikke helt identisk hvad angår teksten, men reelt er de to punkter i SARP pkt. 5.3.20.1 og pkt. 5.3.20.2 slået sammen i CS således at det giver samme slutresultat bestemmelsesmæssigt.
5.3.20.3 Where there is more than one stop bar associated with a taxiway/runway intersection			Tilsvarende tekst findes ikke i CS
5.3.20.4 **Recommendation.—** *A stop bar should be provided at an intermediate holding position*	(a) (2) A stop bar should be provided at an intermediate holding position		Indhold i CS identisk
Location 5.3.20.5 Stop bars shall be located across the taxiway at the point where**……**	(b) Location: Stop bars should be located across the taxiway at the point**……**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.730
Characteristics 5.3.20.6 Stop bars shall consist of lights spaced at uniform intervals of no more than 3 m *Note.— Where necessary to enhance conspicuity of an*	(c) Characteristics: (c) (1) Stop bars should consist of lights spaced at intervals of 3 m across the**……**		Indhold i CS identisk

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

5.3.20.7 **Recommendation.**— *A pair of elevated lights should be added to each end of the stop***.....**			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.730
5.3.20.8 Stop bars installed at a runway-holding position shall be unidirectional and shall**.....**	(c) (2) Stop bars installed at a runway-holding position should be unidirectional**.....** ((c)(3) Selectively switchable stop bars should be installed)		Indhold i CS identisk, dog er pkt. (c)(3) ikke nævnt i SARP
5.3.20.9 Where the additional lights specified in 5.3.20.7 are provided, these lights shall have the same characteristics as the lights in the stop bar, but shall be visible to approaching aircraft up to the stop bar position.			Tilsvarende tekst findes ikke i CS Supp. Info GM1 ADR-DSN.M.730
5.3.20.10 The intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications in Appendix 2, Figures A2-12 through A2-16, as appropriate	(c) (4) The intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-16 to U-20.		Indhold i CS identisk
5.3.20.11 **Recommendation.—** *Where stop bars are specified as components of an advanced*	(c) (5) Where stop bars are specified as components of an advanced surface		Indhold i CS identisk
Note.— High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.	(c) (6) High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.		Indhold i CS identisk
5.3.20.12 **Recommendation.—** *Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17 or A2-19.*	(c) (7) Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-21 or U-23.		Indhold i CS identisk
5.3.20.13 The lighting circuit shall be designed so that: a) stop bars located across entrance taxiways are selectively switchable	(c) (8) (i) The lighting circuit should be designed so that: stop bars located across entrance taxiways are selectively switchable		Indhold i CS identisk
b) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups	(c) (8) (ii) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups		Indhold i CS identisk
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	(c) (8) (iii) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar should be extinguished for a distance of at least 90 m; and		Indhold i CS identisk
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*	(c) (8) (iv) stop bars should be 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.		Indhold i CS identisk
5.3.21 Intermediate holding position lights *Note.— See*	**CS ADR-DSN.M.735 Intermediate holding position lights**		Supp. Info GM1 ADR-DSN.M.735
Application 5.3.21.1 Except where a stop bar has been installed, intermediate holding position lights	(a) Applicability: (a) (1) Except where a stop bar has been installed, intermediate holding		Indhold i CS identisk
5.3.21.2 **Recommendation.—** *Intermediate holding position lights should be provided at an intermediate holding*	(a) (2) Intermediate holding position lights should be provided at an intermediate holding		Indhold i CS identisk
Location 5.3.21.3 Intermediate holding position lights shall be located along the intermediate holding position marking at a distance of 0.3 m prior to the marking.	(b) Location: Intermediate holding position lights should be located along the intermediate holding position marking at a distance of 0.3 m prior to the marking.		Indhold i CS identisk
Characteristics 5.3.21.4 Intermediate holding position lights shall consist of three fixed unidirectional	(c) Characteristics: Intermediate holding position lights should consist of three fixed unidirectional lights showing yellow		Indhold i CS identisk
5.3.22 De-icing/anti-icing facility exit lights	**CS ADR-DSN.M.740 De-icing/anti-icing facility exit lights**		Supp. Info GM1 ADR-DSN.M.740
Application 5.3.22.1 **Recommendation.—** *De-icing/anti-icing facility exit lights should be provided at the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.*	(a) Applicability: The purpose of the de-icing/anti-icing facility exit lights is to indicate the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.		Indhold i CS identisk
Location 5.3.22.2 De-icing/anti-icing facility exit lights shall be located 0.3 m inward of the intermediate holding position marking displayed at the exit boundary of a remote de-icing/anti-icing facility	(b) Location: Where provided, de-icing/anti-icing facility exit lights should be located 0.3 m inward of the intermediate holding position marking displayed at the exit boundary of a remote de-icing/ anti-icing facility.		Indhold i CS identisk

Characteristics 5.3.22.3 De-icing/anti-icing facility exit lights shall consist of in-pavement fixed unidirectional lights spaced at intervals of 6 m showing yellow in the direction of the approach to the**.....**	(c) Characteristics: Where provided, de-icing/anti-icing facility exit lights should consist of in-pavement fixed unidirectional lights spaced at intervals of 6 m		Indhold i CS identisk
Figure 5-28. Typical remote de-icing/anti-icing facility	Figure M-11. Example of remote de-icing/anti-icing facility		Figurene er identiske
5.3.23 Runway guard lights	**CS ADR-DSN.M.745 Runway guard lights**		Supp. Info GM1 ADR-DSN.M.745
Note.— The purpose of runway guard lights is to warn pilots, and drivers of vehicles	(a) The purpose is to warn pilots and drivers of vehicles when they are operating on taxiways, that they are about to enter an active runway		Indhold i CS identisk
Application 5.3.23.1 Runway guard lights, Configuration A, shall be provided at each taxiway/runway intersection associated with a runway intended for use in: a) runway visual range conditions less than a value of 550 m where b) runway visual range conditions of values between 550 m and 1 200 m	(b) Applicability: (b) (1) Runway guard lights, Configuration A, should be provided at each taxiway/runway intersection associated with a runway intended for use in: (b) (1) (i) runway visual range conditions less than a value of 550 m (b) (1) (ii) runway visual range conditions of values between 550 m and 1 200 m where		Indhold i CS identisk
5.3.23.2 **Recommendation.—** *As part of runway incursion prevention measures, runway guard lights* --- 5.3.23.3 **Recommendation.—** *Configuration B runway guard lights should not be collocated with a stop bar*	(b) (2) Runway guard lights, Configuration A, Configuration B, or both, should be provided at each taxiway/runway intersection where enhanced conspicuity**.....**		Indhold i CS identisk
Location 5.3.23.4 Runway guard lights, Configuration A, shall be located at each side.	(c) Location: (c) (1) Runway guard lights, Configuration A should be located at each side of the taxiway		Indhold i CS identisk
5.3.23.5 Runway guard lights, Configuration B, shall be located across the taxiway at a distance**.....**	(c) (2) Runway guard lights, Configuration B, should be located across the taxiway**.....**		Indhold i CS identisk
Figure 5-29. Runway guard lights	Figure M-12. Runway guard lights		Figurene er identiske
Characteristics 5.3.23.6 Runway guard lights, Configuration A, shall consist of two pairs of yellow lights	(d) Characteristics: (d) (1) Runway guard lights, Configuration A, should consist of two pairs of yellow lights		Indhold i CS identisk
5.3.23.7 **Recommendation.—** *Where there is a need to enhance the contrast between the on and off state* *Note.— Some other device or design*			SARP "Recommendation" findes ikke i CS Supp. Info GM1 ADR-DSN.M.745
5.3.23.8 Runway guard lights, Configuration B, shall consist of yellow lights spaced at intervals of 3 m across the taxiway.	(d) (2) Runway guard lights, Configuration B, should consist of yellow lights spaced at intervals of 3 m across the taxiway		Indhold i CS identisk
5.3.23.9 The light beam shall be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.	(d) (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.		Indhold i CS identisk
5.3.23.10 **Recommendation.—** *The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24.*	(d) (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27.		Indhold i CS identisk
5.3.23.11 **Recommendation.—** *Where runway guard lights are intended for use during the day, the intensity in yellow*	(d) (5) Where runway guard lights are intended for use during the day, the intensity in yellow light		Indhold i CS identisk
5.3.23.12 **Recommendation.—** *Where runway guard lights are specified as components of an advanced* *Note.— Higher light intensities may be required*	(d) (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745
5.3.23.13 **Recommendation.—** *The intensity in yellow light and beam spreads of lights of Configuration B*	(d) (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28.		Indhold i CS identisk
5.3.23.14 **Recommendation.—** *Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B*	(d) (8) Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B		Indhold i CS identisk

5.3.23.15 **Recommendation.—** *Where runway guard lights are specified as components of an advanced surface movement guidance and control system*	(d) (9) Where runway guard lights are specified as components of an advanced surface movement guidance and control system		Indhold i CS identisk
5.3.23.16 The lights in each unit of Configuration A shall be illuminated alternately.	(d) (10) The lights in each unit of Configuration A should be illuminated alternately.		Indhold i CS identisk
5.3.23.17 For Configuration B, adjacent lights shall be alternately illuminated and alternative lights**.....**	(d) (11) For Configuration B, adjacent lights should be alternately illuminated and alternative lights should be illuminated in unison.		Indhold i CS identisk
5.3.23.18 The lights shall be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods shall be equal and opposite in each light. *Note.— The optimum flash rate is dependent on the rise and fall times of the lamps used*	(d) (12) The lights should be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods should be equal and opposite in each light.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.745
5.3.24 Apron floodlighting *(see also 5.3.17.1 and 5.3.18.1)*	**SECTION 4 — APRON LIGHTING** **CS ADR-DSN.M.750 Apron floodlighting**		Supp. Info SECTION 4 — APRON LIGHTING GM1 ADR-DSN.M.750
Application 5.3.24.1 **Recommendation.—** *Apron floodlighting should be provided on an apron, on a de-icing/anti-icing facility* *Note 1.— Where a de-icing/anti-icing facility is located* *Note 2.— The designation of an isolated aircraft parking* *Note 3.— Guidance on apron floodlighting is given*	(a) The purpose of apron floodlighting is to facilitate safe operations on an apron, on a de-icing/anti-icing facility (b) Applicability: Apron floodlighting should be provided on an apron, as necessary on a de-icing/anti-icing facility, and on a designated isolated aircraft parking position intended to be used at night. Aprons primarily used for recreational flying need not be illuminated.		SARP pkt. 5.3.24.1 identisk med CS pkt. (b) Supp. Info GM1 ADR-DSN.M.750
Location 5.3.24.2 **Recommendation.—** *Apron floodlights should be located so as to provide adequate*	(c) Location: Apron floodlights should be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight		Indhold i CS identisk
Characteristics 5.3.24.3 The spectral distribution of apron floodlights shall be such that the colours	(d) Characteristics: (d) (1) The spectral distribution of apron floodlights should be such that the colours		Indhold i CS identisk
5.3.24.4 **Recommendation.—** *The average illuminance should be at least the following:* *Aircraft stand:* *— horizontal illuminance — 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and* *— vertical illuminance — 20 lux at a height of 2 m above the apron in relevant directions.* *— horizontal illuminance — 50 per cent of the average illuminance on the aircraft stands*	(d) (2) The average illuminance should be at least the following: (d) (2) (i) Aircraft stand: (A) horizontal illuminance — 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and (B) vertical illuminance — 20 lux at a height of 2 m above the apron in relevant directions. (d) (2) (ii) Other apron areas: horizontal illuminance — 50 % of the average illuminanc		Indhold i CS identisk
5.3.25 Visual docking guidance system	**CS ADR-DSN.M.755 Visual docking guidance system**		Supp. Info GM1 ADR-DSN.M.755
Application 5.3.25.1 A visual docking guidance system shall be provided when it is intended to indicate *Note.— The factors to be considered in evaluating the need for a visual docking*	(a) Applicability: A visual docking guidance system should be provided when it is intended**.....**		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.755
Characteristics 5.3.25.2 The system shall provide both azimuth and	(b) Characteristics: (b) (1) The system should provide both azimuth and stopping guidance		Indhold i CS identisk
5.3.25.3 The azimuth guidance unit and the stopping position indicator shall be adequate for use in all weather *Note.— Care is required in both the design and on-site installation*	(b) (2) The azimuth guidance unit and the stopping position indicator should be adequate		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.755
5.3.25.4 The azimuth guidance unit and the stopping position indicator shall be of a design such that a) a clear indication of malfunction of either or both is b) they can be turned off.	(b) (3) The azimuth guidance unit and the stopping position indicator should be of a design such that: (b) (3) (i) a clear indication of malfunction of either or both is available (b) (3) (ii) they can be turned off.		Indhold i CS identisk
5.3.25.5 The azimuth guidance unit and the stopping position indicator shall be located in such a way**.....**			Tilsvarende tekst findes ikke i CS
5.3.25.6 The accuracy of the system shall be adequate for the type of loading bridge and fixed aircraft servicing**.....**	(b) (4) The accuracy of the system should be adequate for the type of loading bridge**.....**		Indhold i CS identisk
5.3.25.7 **Recommendation.—** *The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.*	(b) (5) The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.		Indhold i CS identisk

5.3.25.8 If selective operation is required to prepare the system for use by a particular type of aircraft	(b) (6) If selective operation is required to prepare the system for use by a particular type of aircraft,		Indhold i CS identisk
Azimuth guidance unit ***Location*** 5.3.25.9 The azimuth guidance unit shall be located on or close to the extension of the stand**.....**	(c) Location: (c) (1) The azimuth guidance unit and the stopping position indicator should be located in such a way that there is continuity of guidance between the aircraft		Indhold i CS identisk
5.3.25.10 **Recommendation.—** *The azimuth guidance unit should be aligned for use by the pilots occupying both the left and right seats.*	(c) (2) The azimuth guidance unit should be located on or close to the extension of the stand centre line ahead of the aircraft so that its signals are visible from the cockpit of an aircraft throughout the docking manoeuvre, and aligned for use at least by the pilot occupying the left seat, although it is preferable for it to be aligned for use by the pilots occupying both the left and right seats		Indhold i CS stort set identisk
Characteristics 5.3.25.11 The azimuth guidance unit shall provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over-controlling	(c) (3) The azimuth guidance unit and the stopping position (c) (3) (i) The azimuth guidance unit should provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over-controlling.		Indhold i CS identisk
5.3.25.12 When azimuth guidance is indicated by colour change, green shall be used to identify the centre line and red for deviations from the centre line.	(c) (3) (ii) When azimuth guidance is indicated by colour change, green should be used to identify the centre line and red for deviations from the centre line		Indhold i CS identisk
Stopping position indicator ***Location*** 5.3.25.13 The stopping position indicator shall be located in conjunction with, or sufficiently close to, the	(c) (3) (iii) The stopping position indicator should be located in conjunction with, or sufficiently close to, the azimuth guidance unit		Indhold i CS identisk
5.3.25.14 The stopping position indicator shall be usable at least by the pilot occupying the left seat. --- 5.3.25.15 **Recommendation.—** *The stopping position indicator should be usable by the pilots occupying both the left and right seats.*	(c) (3) (iv) The stopping position indicator should be usable at least by the pilot occupying the left seat,		Indhold i CS identisk
Characteristics 5.3.25.16 The stopping position information provided by the indicator for a particular aircraft**.....**	(c) (3) (v) The stopping position information provided by the indicator for a particular aircraft type should account for the anticipated range of variations in pilot eye height and/or viewing angle.		Indhold i CS identisk
5.3.25.17 The stopping position indicator shall show the stopping position for the aircraft for which guidance is being provided and shall provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position	(c) (3) (vi) The stopping position indicator should show the stopping position for the aircraft for which guidance is being provided and should provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position.		Indhold i CS identisk
5.3.25.18 **Recommendation.—** *The stopping position indicator should provide closing rate information over a distance of at least 10 m.*	(c) (3) (vii) The stopping position indicator should provide closing rate information over a distance of at least 10 m.		Indhold i CS identisk
5.3.25.19 When stopping guidance is indicated by colour change, green shall be used to show that the aircraft can proceed and red to show that the stop point has been reached ,except that for a short distance prior to the stop point a third colour may be used to warn that the stopping point is close.	(c) (3) (viii) When stopping guidance is indicated by colour change, green should be used to show that the aircraft can proceed and red to show that the stop point has been reached ,except that for a short distance prior to the stop**.....**		Indhold i CS identisk
5.3.26 Advanced visual docking guidance system *Note 1.— Advanced visual docking* *Note 2.— An A-VDGS may provide*	**CS ADR-DSN.M.760 Advanced visual docking guidance system**		Supp. Info GM1 ADR-DSN.M.755
5.3.26.1 **Recommendation.—** *An A-VDGS should be provided where it is operationally desirable to confirm the correct aircraft type for which guidance is being provided and/or to indicate the stand centre line in use, where more than one is provided for.*	(a) Application: (a) (1) Advanced visual docking guidance system should be provided where it is operationally desirable to confirm the correct aircraft type for which guidance is**.....** being provided, and/or to indicate the stand centre line in use, where more than one is provided for.		Indhold i CS identisk
5.3.26.2 The A-VDGS shall be suitable for use by all types of	(a) (2) The Advanced visual docking guidance system should be suitable		Indhold i CS identisk

aircraft for which the aircraft stand is intended.	for use by all types of aircraft for which the aircraft stand is intended.		
5.3.26.3 The A-VDGS shall be used only in conditions in which its operational performance is specified. *Note 1.— The use of the A-VDGS in conditions such as* *Note 2.— Care is required in both the design*	(a) (3) The Advanced visual docking guidance system should only be used in conditions in which its operational performance is specified.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.760
5.3.26.4 The docking guidance information provided by an A-VDGS shall not conflict with that provided by a conventional visual docking guidance system on an aircraft stand	(a) (4) The docking guidance information provided by an advanced visual docking guidance system should not conflict with that provided by a conventional visual docking guidance system on an aircraft stand		Indhold i CS identisk
Location 5.3.26.5 The A-VDGS shall be located such that unobstructed and unambiguous guidance *Note.— Usually the pilot-in-command is responsible*	(a) (5) Location: The Advanced visual docking guidance system should be located such that unobstructed and unambiguous guidance		Indhold i CS identisk
Characteristics 5.3.26.6 The A-VDGS shall provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre: a) an emergency stop indication; b) the aircraft type and model for which the guidance is provided; c) an indication of the lateral displacement of the aircraft relative to the stand centre line; d) the direction of azimuth correction needed to correct a displacement from the stand centre line; e) an indication of the distance to the stop position; f) an indication when the aircraft has reached the correct stopping position; and g) a warning indication if the aircraft goes beyond the appropriate stop position.	(b) Characteristics: (b) (1) The Advanced visual docking guidance system should provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre: (b) (1) (i) an emergency stop indication; (b) (1) (ii) the aircraft type and model for which the guidance is provided; (b) (1) (iii) an indication of the lateral displacement of the aircraft relative to the stand centre line; (b) (1) (iv) the direction of azimuth correction needed to correct a displacement from the stand centre line; (b) (1) (v) an indication of the distance to the stop position; (b) (1) (vi) an indication when the aircraft has reached the correct stopping position; and (b) (1) (vii) a warning indication if the aircraft goes beyond the appropriate stop position.		Indhold i CS identisk
5.3.26.7 The A-VDGS shall be capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre *Note.— See the* Aerodrome Design Manual *(Doc 9157*	(b) (2) The Advanced visual docking guidance system should be capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre		Indhold i CS identisk
5.3.26.8 The time taken from the determination of the lateral displacement to its display shall not result in a deviation of the aircraft, when operated in normal conditions, from the stand centre line greater than 1 m.	(b) (3) The time taken from the determination of the lateral displacement to its display should not result in a deviation of the aircraft when operated in normal conditions, from the stand centre line greater than 1 m.		Indhold i CS identisk
5.3.26.9 **Recommendation.—** *The information on displacement of the aircraft relative to the stand centre line and distance to the stopping position, when displayed, should be provided with the accuracy specified in Table 5-4.* --- 5.3.26.10 Symbols and graphics used to depict guidance information shall be intuitively representative of the type of information provided *Note.— The use of colour would need to be*	(b) (4) The information on displacement of the aircraft relative to the stand centre line and distance to the stopping position, when displayed, should be provided with the accuracy specified in Table M-3. Symbols and graphics used to depict guidance information should be intuitively representative of the type of information provided.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.760
5.3.26.11 Information on the lateral displacement of the aircraft relative to the stand centre line shall be provided at least 25 m prior to the stop position. *Note.— The indication of the distance*	(b) (4) (i) Information on the lateral displacement of the aircraft relative to the stand centre line should be provided at least 25 m prior to the stop position.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.760
5.3.26.12 Continuous closure distance and closure rate shall be provided from at least 15 m prior to the stop position	(b) (4) (ii) Continuous closure distance and closure rate should be provided from at least 15 m prior to the stop position.		Indhold i CS identisk
5.3.26.13 **Recommendation.—** *Where provided, closure distance displayed in numerals should be provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position.*	(b) (4) (iii) Where provided, closure distance displayed in numerals should be provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position		Indhold i CS identisk

Table 5-4. A-VDGS recommended displacement accuracy	Table M-3. A-VDGS recommended displacement accuracy		Figurene er identiske
5.3.26.14 Throughout the docking manoeuvre, an appropriate means shall be provided on the A-VDGS to indicate the need to bring the aircraft to an immediate halt. In such an event, which includes a failure**……**	(b) (4) (iv) Throughout the docking manoeuvre, an appropriate means should be provided on the Advanced visual docking guidance system to indicate the need to bring the aircraft to an immediate halt. In such an event which includes a failure of the system		Indhold i CS identisk
5.3.26.15 Provision to initiate an immediate halt to the docking procedure shall be made available to personnel responsible for the operational safety of the stand.	(b) (4) (v) Provision to initiate an immediate halt to the docking procedure should be made available to personnel responsible for the operational safety of the stand.		Indhold i CS identisk
5.3.26.16 **Recommendation.—** *The word "stop" in red characters should be displayed when an immediate cessation of the docking manoeuvre is required.*	(b) (4) (vi) The word 'STOP' in red characters should be displayed when an immediate cessation of the docking manoeuvre is required		Indhold i CS identisk
5.3.27 Aircraft stand manoeuvring guidance lights	**CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights**		Supp. Info GM1 ADR-DSN.M.765
Application 5.3.27.1 **Recommendation.—** *Aircraft stand manoeuvring guidance lights should be provided*	(a) Applicability: Aircraft stand manoeuvring guidance lights should be provided to facilitate the positioning of an aircraft on an aircraft stand on a paved apron		Indhold i CS identisk
Location 5.3.27.2 Aircraft stand manoeuvring guidance lights shall be collocated with the aircraft stand markings	(b) Location: Aircraft stand manoeuvring guidance lights should be collocated with the aircraft stand markings		Indhold i CS identisk
Characteristics 5.3.27.3 Aircraft stand manoeuvring guidance lights, other than those indicating a stop position	(c) Characteristics: (c) (1) Aircraft stand manoeuvring guidance lights, other than those indicating a stop position,		Indhold i CS identisk
5.3.27.4 **Recommendation.—** *The lights used to delineate lead-in, turning and lead-out lines should be spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections*	(c) (2) The lights used to delineate lead-in, turning, and lead-out lines should be spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections		Indhold i CS identisk
5.3.27.5 The lights indicating a stop position shall be fixed unidirectional lights showing red.	(c) (3) The lights indicating a stop position should be fixed, unidirectional lights showing red.		Indhold i CS identisk
5.3.27.6 **Recommendation.—** *The intensity of the lights should be adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended*	(c) (4) The intensity of the lights should be adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended		Indhold i CS identisk
5.3.27.7 **Recommendation.—** *The lighting circuit should be designed so that the lights may be switched on to indicate that an aircraft stand is to be used and switched off to indicate that it is not to be used.*	(c) (5) The lighting circuit should be designed so that the lights may be switched on to indicate that an aircraft stand is to be used, and switched off to indicate that it is not to be used.		Indhold i CS identisk
5.3.28 Road-holding position light	**CS ADR-DSN.M.770 Road-holding position light**		Supp. Info GM1 ADR-DSN.M.770
Application 5.3.28.1 A road-holding position light shall be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m --- 5.3.28.2 **Recommendation.—** *A road-holding position light should be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of values between 350 m and 550 m.*	(a) Applicability: A road-holding position light should be provided at each road-holding position serving a runway when it is intended that the runway should be used in runway visual range conditions less than a value of 550 m.		Indhold i CS identisk
Location 5.3.28.3 A road-holding position light shall be located adjacent to the holding position marking 1.5 m (±0.5 m) from one edge of the road, i.e. left or right as appropriate to the local traffic regulations. *Note.— See 9.9 for the mass and*	(b) Location: A road-holding position light should be located adjacent to the holding position marking 1.5 m (±0.5 m) from one edge of the road, i.e. left or right as appropriate to the local road traffic regulations		Indhold i CS identisk Supp. Info GM1 ADR-DSN.M.770
Characteristics 5.3.28.4 The road-holding position light shall comprise: a) a controllable red (stop)/green (go) traffic light; or b) a flashing-red light	(c) Characteristics: (c) (1) The road-holding position light should comprise: (c) (1) (i) a controllable red (stop)/green (go) traffic light; or (c) (1) (ii) a flashing-red light		Indhold i CS identisk
Note.— It is intended that the lights specified in sub-paragraph	(c) (2) Provisions for control of the lights in (1) (i) should be installed in		Indhold i CS identisk

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a) be controlled by the air traffic services	the positions for the air traffic services.		
5.3.28.5 The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.	(c) (3) The road-holding position light beam should be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.		Indhold i CS identisk
5.3.28.5 The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.			Tilsvarende tekst findes ikke i CS
5.3.28.6 The intensity of the light beam shall be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended, but shall not dazzle the driver. *Note.— The commonly used traffic lights*	(c) (4) The intensity of the light beam should be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended but should not dazzle the driver.		Indhold i CS identisk
5.3.28.7 The flash frequency of the flashing-red light shall be between 30 and 60 flashes per minute.	(c) (5) The flash frequency of the flashing red light should be between 30 and 60 flashes per minute		Indhold i CS identisk
5.3.29 No-entry bar			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Note 1.— A no-entry bar *Note 2.— Runway incursions*			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Application 5.3.29.1 **Recommendation.—** *A no-entry bar should be provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.*			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
Location 5.3.29.2 **Recommendation.**— *A no-entry bar should be located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction.*			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
Characteristics 5.3.29.3 **Recommendation.—** *A no-entry bar should consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway.*			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.4 **Recommendation.—** *A pair of elevated***.....**			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.5 The intensity in red light and beam**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.6 **Recommendation.—** *Where no-entry* *Note.— High-intensity no-entry*			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.7 **Recommendation.—** *Where a wide***.....**			Tilsvarende ”Recommendation” findes ikke i CS/GM1 eller AMC/GM materialet
5.3.29.8 The lighting circuit shall be designed so that: a) no-entry bars are switchable b) when a no-entry bar is illuminated c) when a no-entry bar is illuminated, any stop**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
5.4 Signs 5.4.1 General *Note.— Signs shall be either fixed*	**CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)** **CS ADR-DSN.N.775 General**		Supp. Info CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS) GM1 ADR-DSN.N.775
Application 5.4.1.1 Signs shall be provided to convey a mandatory	(a) Signs should be either fixed message signs or variable message signs		Indhold i CS identisk Supp. Info GM1 ADR-DSN.N.775

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instruction, information *Note.— See 5.2.17 for specifications on*	(b) Application: (b) (1) Signs should be provided to convey a mandatory instruction, information		
5.4.1.2 **Recommendation.—** *A variable message sign should be provided where:* *a) the instruction or information displayed on the sign* *b) there is a need for variable predetermined information*	(b) (2) A variable message sign should be provided where: (b) (2) (i) the instruction or information displayed on the (b) (2) (ii) there is a need for variable predetermined information		Indhold i CS identisk
Characteristics 5.4.1.3 Signs shall be frangible. Those located near a runway or taxiway shall**.....**	(c) Characteristics: (c) (1) Signs should be frangible. Those located near a runway		Indhold i CS identisk
5.4.1.4 Signs shall be rectangular, as shown in Figures 5-30 and 5-31 with the longer side horizontal.	(c) (2) Signs should be rectangular, as shown in Figures N-4 and N-6 with the longer side horizontal.		Indhold i CS identisk
5.4.1.5 The only signs on the movement area utilizing red shall be mandatory instruction signs.	(c) (3) The only signs on the movement area utilising red should be mandatory instruction signs.		Indhold i CS identisk
5.4.1.6 The inscriptions on a sign shall be in accordance with the provisions of Appendix 4.	(c) (4) The inscriptions on a sign should be in accordance with the provisions of Figures N-2A to N-2H and N-3.		Indhold i CS identisk
Table 5-5. Location distances for taxiing guidance signs including runway exit signs	Table N-1. Location distances for taxiing guidance signs including runway exit signs		Figurene er identiske
Figure 5-30. Mandatory instruction signs	Figure N-4. Mandatory instruction signs		Figurene er identiske
5.4.1.7 Signs shall be illuminated in accordance with the provisions of Appendix 4 when intended for use: a) in runway visual range conditions less than a value of 800 m; or b) at night in association with instrument runways; or c) at night in association with non-instrument runways where the code number is 3 or 4.	(c) (5) Signs should be illuminated when intended for use: (c) (5) (i) in runway visual range conditions less than a value of 800 m; or (c) (5) (ii) at night in association with instrument runways; or (c) (5) (iii) at night in association with non-instrument runways where the code number is 3 or 4.		Indhold i CS identisk
5.4.1.8 Signs shall be retroreflective and/or illuminated in accordance with the provisions of Appendix 4 when intended for use at night in association with non-instrument runways where the code number is 1 or 2.	(c) (6) Signs should be retroreflective and/or illuminated when intended for use at night in association with non-instrument runways where the code number is 1 or 2.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.N.775
5.4.1.9 A variable message sign shall show a blank face when not in use.	(c) (7) (i) A variable message sign should show a blank face when not in**.....**		Indhold i CS identisk
5.4.1.10 In case of failure, a variable message sign shall not provide information that could lead to unsafe action from a pilot or a vehicle driver.	(c) (7) (ii) In case of failure, a variable message sign should not provide information that could lead to unsafe action from a pilot or a vehicle driver.		Indhold i CS identisk
5.4.1.11 **Recommendation.—** *The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds.*	(c) (7) (iii) The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds.		Indhold i CS identisk
5.4.2 Mandatory instruction signs *Note.— See Figure 5-30 for pictorial representation*	**CS ADR-DSN.N.780 Mandatory instruction signs**	**CS ADR-DSN.N.780 Mandatory instruction signs** (a)(7) A road holding position sign should be provided at all road entrances to a runway and may also be provided at road entrances to taxiways.	Supp. Info GM1 ADR-DSN.N.780
Application 5.4.2.1 A mandatory instruction sign shall be provided to identify a location	(a) Application: (a) (1) A mandatory instruction sign should be provided to identify a location beyond**.....**		Indhold i CS identisk
5.4.2.2 Mandatory instruction signs shall include runway designation signs, category I, II or III holding *Note.— See 5.4.7 for specifications*	(a) (2) Mandatory instruction signs should include runway designation signs, category I, II, or III holding position signs		Indhold i CS identisk
5.4.2.3 A pattern "A" runway-holding position marking shall be supplemented at a taxiway/runway intersection	(a) (3) A pattern 'A' runway-holding position marking should be supplemented at a taxiway/runway intersection		Indhold i CS identisk
5.4.2.4 A pattern "B" runway-holding position marking shall be supplemented with a category I, II or III holding position sign.	(a) (4) A pattern 'B' runway-holding position marking should be supplemented with a category I, II, or III holding position sign.		Indhold i CS identisk
5.4.2.5 A pattern "A" runway-holding position marking at a runway-holding position established in accordance with 3.12.3 shall be supplemented with a runway-holding position sign. *Note.— See 5.2.10 for specifications*	(a) (5) A pattern 'A' runway-holding position marking at a runway-holding position should be supplemented with a runway-holding position sign.		Indhold i CS identisk

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5.4.2.6 **Recommendation.**— *A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position, as appropriate*	(a) (6) A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position as appropriate ((a)(7) A road holding position sign should be provided at all road entrances to a runway and may also be provided at road entrances to taxiways.)		Indhold i CS identisk, dog er pkt. (a)(7) ikke nævnt i SARP
5.4.2.7 A NO ENTRY sign shall be provided when entry into an area is prohibited.	(a) (8) A NO ENTRY sign should be provided when entry into an area is prohibited.		Indhold i CS identisk
Location 5.4.2.8 A runway designation sign at a taxiway/runway intersection or**.....**	(b) Location: (b) (1) A runway designation sign at a taxiway/runway intersection or a runway/runway intersection should be located on each side of the runway-holding position		Indhold i CS identisk
5.4.2.9 A category I, II or III holding position sign shall be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.	(b) (2) A category I, II, or III holding position sign should be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.		Indhold i CS identisk
5.4.2.10 A NO ENTRY sign shall be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot.	(b) (3) A NO ENTRY sign should be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot		Indhold i CS identisk
5.4.2.11 A runway-holding position sign shall be located on each side of the runway-holding position established**.....**	(b) (4) A runway-holding position sign should be located on each side of the runway-holding position facing the approach to the obstacle limitation surface or ILS/MLS critical/sensitive area as appropriate.		Indhold i CS identisk
Figure 5-32. Examples of sign positions at taxiway/runway intersections	Figure N-5. Positions of signs at taxiway/runway intersections		Figurene er identiske
Characteristics 5.4.2.12 A mandatory instruction sign shall consist of an inscription in white on a red background. --- 5.4.2.13 **Recommendation.—** *Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4.*	Characteristics: (c) (1) A mandatory instruction sign should consist of an inscription in white on a red background. Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4.		Indhold i CS identisk
5.4.2.14 The inscription on a runway designation sign shall consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only.	(c) (2) The inscription on a runway designation sign should consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only		Indhold i CS identisk
5.4.2.15 The inscription on a category I, II, III or joint II/III holding position sign shall consist of the runway designator followed by CAT I, CAT II, CAT III or CAT II/III, as appropriate.	(c) (3) The inscription on a category I, II, III, or joint II/III holding position sign should consist of the runway designator followed by CAT I, CAT II, CAT III, or CAT II/III as appropriate.		Indhold i CS identisk
5.4.2.16 The inscription on a NO ENTRY sign shall be in accordance with Figure 5-30.	(c) (4) The inscription on a NO ENTRY sign should be in accordance with Figure N-4.		Indhold i CS identisk
5.4.2.17 The inscription on a runway-holding position sign at a runway-holding position established in accordance with 3.12.3 shall consist of the taxiway designation and a number	(c) (5) The inscription on a runway-holding position sign at a runway-holding position should consist of the taxiway designation and a number		Indhold i CS identisk
5.4.2.18 Where appropriate, the following inscriptions/symbol shall be used: *Inscription/symbol* Runway designation of a runway extremity *Use* To indicate a runway-holding position at a runway extremity OR Runway designation of both extremities of a runway	(d) Where appropriate, the following inscriptions/symbol should be used: **Inscription/Symbol** — **Use** Runway designation of runway extremity — To indicate a runway holding position at a runway extremity		Indhold i CS identisk

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To indicate a runway-holding position located at other taxiway/runway intersections or runway/runway intersections 25 CAT I (Example) To indicate a category I runway-holding position at the threshold of runway 25 25 CAT II (Example) To indicate a category II runway-holding position at the threshold of runway 25 25 CAT III (Example) To indicate a category III runway-holding position at the threshold of runway 25 25 CAT II/III (Example) To indicate a joint category II/III runway-holding position at the threshold of runway 25 NO ENTRY symbol To indicate that entry to an area is prohibited B2 (Example) To indicate a runway-holding position established in accordance with 3.12.3	Runway designation of both extremities of a runway To indicate a runway holding position located at other taxiway/runway intersections or runway/runway intersections 25 CAT I (Example) To indicate a category I runway-holding position at the threshold of runway 25 25 CAT II (Example) To indicate a category II runway-holding position at the threshold of runway 25 25 CAT III (Example) To indicate a category III runway-holding position at the threshold of runway 25 25 CAT II/III (Example) To indicate a joint category II/III runway holding position at the threshold of runway 25 NO ENTRY symbol To indicate that entry to an area is prohibited B2 (Example) To indicate a runway holding position established in accordance with the requirements for physical characteristics		
5.4.3 Information signs *Note.— See Figure 5-31 for pictorial*	**CS ADR-DSN.N.785 Information signs**		Supp. Info GM1 ADR-DSN.N.785
Application 5.4.3.1 An information sign shall be provided where there is an operational**……**	(a) Application: (a) (1) An information sign should be provided where there is an operational**……**		Indhold i CS identisk
5.4.3.2 Information signs shall include: direction signs, location signs,	(a) (2) Information signs should include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs, and intersection take-off signs.		Indhold i CS identisk
5.4.3.3 A runway exit sign shall be provided where there is an operational need to identify a runway exit.	(a) (3) A runway exit sign should be provided where there is an operational need to identify a runway exit.		Indhold i CS identisk
5.4.3.4 A runway vacated sign shall be provided where the exit taxiway is not provided with taxiway centre line lights *Note.— See 5.3.17 for specifications*	(a) (4) A runway vacated sign should be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need		Indhold i CS identisk
5.4.3.5 **Recommendation.—** *An intersection take-off sign should be provided when there is an operational need to indicate the remaining take-off run available (TORA) for intersection take-offs.*	(a) (5) At runways where intersection take-offs are conducted, an intersection take-off sign should be provided to indicate the remaining take-off run available (TORA) for such take-offs		Indhold i CS identisk
5.4.3.6 **Recommendation.—** *Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc*	(a) (6) Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc.		Indhold i CS identisk
5.4.3.7 A combined location and direction sign shall be provided when it is intended to indicate routing information prior to a taxiway intersection.	(a) (7) A combined location and direction sign should be provided when it is intended to indicate routing information prior to a taxiway intersection.		Indhold i CS identisk
5.4.3.8 A direction sign shall be provided when there is an operational need to identify the designation and direction of taxiways at an intersection	(a) (8) A direction sign should be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.		Indhold i CS identisk
5.4.3.9 **Recommendation.—** *A location sign should be provided at an intermediate holding position.*	(a) (9) A location sign should be provided at an intermediate holding position.		Indhold i CS identisk
5.4.3.10 A location sign shall be provided in conjunction with a runway designation sign except at a runway/runway intersection.	(a) (10) A location sign should be provided in conjunction with a runway designation sign except at a runway/runway intersection.		Indhold i CS identisk

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5.4.3.11 A location sign shall be provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not needed.	(a) (11) A location sign should be provided in conjunction with a direction sign, except that it may be omitted where an safety assessment indicates that it is not needed.		Indhold i CS identisk
5.4.3.12 **Recommendation.—** *Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection*	(a) (12) Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection.		Indhold i CS identisk
5.4.3.13 **Recommendation.—** *Where a taxiway ends at an intersection such as a ''T'' and it is necessary to identify this, a barricade, direction sign and/or other appropriate visual aid should be used.*	(a) (13) Where a taxiway ends at an intersection such as a 'T' and it is necessary to identify this, a barricade, direction sign, and/or other appropriate visual aid should be used.		Indhold i CS identisk
Location 5.4.3.14 Except as specified in 5.4.3.16 and 5.4.3.24 information signs shall, wherever practicable**.....**	(b) Location: (b) (1) Except as specified in (3), information signs should wherever practicable, be located on the left-hand side of the taxiway in accordance with Table N-1.		Indhold i CS identisk
5.4.3.15 At a taxiway intersection, information signs shall be located prior to the intersection *Note.— A location sign installed beyond*	(b) (2) At a taxiway intersection, information signs should be located prior to the intersection and in line with the taxiway intersection		Indhold i CS identisk
5.4.3.16 A runway exit sign shall be located on the same side of the runway as the exit is located (i.e. left or right) and positioned in accordance with Table 5-5.	(b) (3) A runway exit sign should be located on the same side of the runway as the exit is located (i.e. left or right), and positioned in accordance with Table N-1.		Indhold i CS identisk
5.4.3.17 A runway exit sign shall be located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2.	(b) (4) A runway exit sign should be located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2.		Indhold i CS identisk
5.4.3.18 A runway vacated sign shall be located at least on one side of the taxiway. The distance between the sign and the centre line of a runway shall be not less than the greater of the following: a) the distance between the centre line of the runway and the perimeter of the ILS/MLS b) the distance between the centre line of the runway and the lower edge**.....**	(b) (5) A runway vacated sign should be located at least on one side of the taxiway. The distance between the sign and the centre line of a runway should be not less than the greater of the following: (b) (5) (i) the distance between the centre line of the runway and the perimeter of the ILS/MLS critical/sensitive area; or (b) (5) (ii) the distance between the centre line of the runway and the lower edge of the inner transitional surface.		Indhold i CS identisk
5.4.3.19 Where provided in conjunction with a runway vacated sign, the taxiway location sign shall be positioned outboard of the runway vacated sign.	(b) (6) Where provided in conjunction with a runway vacated sign, the taxiway location sign should be positioned outboard of the runway vacated sign.		Indhold i CS identisk
5.4.3.20 An intersection take-off sign shall be located at the left-hand side of the entry taxiway. The distance between the sign and the centre line of the runway shall be not less than 60 m	(b) (7) An intersection take-off sign should be located at the left-hand side of the entry taxiway. The distance between the sign and the centre line of the runway should be not less than 60 m		Indhold i CS identisk
5.4.3.21 A taxiway location sign installed in conjunction with a runway designation sign shall be positioned outboard of the runway designation sign	(b) (8) A taxiway location sign installed in conjunction with a runway designation sign should be positioned outboard of the runway designation sign.		Indhold i CS identisk
5.4.3.22 **Recommendation.—** *A destination sign should not normally be collocated with a location or direction sign.*	(b) (9) A destination sign should not normally be collocated with a location or direction sign.		Indhold i CS identisk
5.4.3.23 An information sign other than a location sign shall not be collocated with a mandatory instruction sign.	(b) (10) An information sign other than a location sign should not be collocated with a mandatory instruction sign.		Indhold i CS identisk
5.4.3.24 **Recommendation.—** *A direction sign, barricade and/or other appropriate visual aid used to identify a ''T'' intersection should be located on the opposite side of the intersection facing the taxiway*			Tilsvarende tekst findes ikke i CS
Characteristics 5.4.3.25 An information sign other than a location sign shall consist of an inscription in black on a yellow background.	(c) Characteristics: (c) (1) An information sign other than a location sign should consist of an inscription in black on a yellow background.		Indhold i CS identisk
5.4.3.26 A location sign shall consist of an inscription in yellow on a black background and where it is a stand-alone sign shall have a yellow border.	(c) (2) A location sign should consist of an inscription in yellow on a black background and where it is a stand-alone sign, should have a yellow border.		Indhold i CS identisk
5.4.3.27 The inscription on a runway exit sign shall consist of the designator of the exit taxiway and an arrow indicating the	(c) (3) The inscription on a runway exit sign should consist of the designator of the exit taxiway and an arrow indicating the direction to		Indhold i CS identisk

direction to follow.	follow.		
5.4.3.28 The inscription on a runway vacated sign shall depict the pattern A runway-holding position marking as shown in Figure 5-31.	(c) (4) The inscription on a runway vacated sign should depict the pattern A runway-holding position marking as shown in Figure N-6.		Indhold i CS identisk
5.4.3.29 The inscription on an intersection take-off sign shall consist of a numerical message indicating the remaining take-off run available in metres plus an arrow, appropriately located and oriented, indicating the direction of the take-off as shown in Figure 5-31.	(c) (5) The inscription on an intersection take-off sign should consist of a numerical message indicating the remaining take-off run available in metres, plus an arrow, appropriately located and oriented, indicating the direction of the take-off as shown in Figure N-6.		Indhold i CS identisk
5.4.3.30 The inscription on a destination sign shall comprise an alpha, alphanumerical or numerical message identifying the destination plus an arrow indicating the direction to proceed as shown in Figure 5-31.	(c) (6) The inscription on a destination sign should comprise an alpha, alphanumerical or numerical message identifying the destination, plus an arrow indicating the direction to proceed as shown in Figure N-6.		Indhold i CS identisk
5.4.3.31 The inscription on a direction sign shall comprise an alpha or alphanumerical message identifying the taxiway(s) plus an arrow or arrows appropriately oriented as shown in Figure 5-31.	(c) (7) The inscription on a direction sign should comprise an alpha or alphanumerical message identifying the taxiway(s), plus an arrow or arrows appropriately oriented as shown in Figure N-6.		Indhold i CS identisk
5.4.3.32 The inscription on a location sign shall comprise the designation of the location taxiway, runway or other pavement the aircraft is on or is entering and shall not contain arrows.	(c) (8) The inscription on a location sign should comprise the designation of the location taxiway, runway, or other pavement the aircraft is on or is entering, and should not contain arrows		Indhold i CS identisk
5.4.3.33 **Recommendation.—** *Where it is necessary to identify each of a series of intermediate holding positions on the same taxiway, the location sign should consist of the taxiway designation and a number*	(c) (9) Where it is necessary to identify each of a series of intermediate holding positions on the same taxiway, the location sign should consist of the taxiway designation and a progressive number.		Indhold i CS identisk
5.4.3.34 Where a location sign and direction signs are used in combination: a) all direction signs related to left turns shall be placed on the left side of the location sign b) the direction signs shall be placed such that the direction of the arrows departs increasingly c) an appropriate direction sign shall be placed next to the location sign where the direction d) adjacent direction signs shall be delineated by a vertical black line as shown in Figure 5-31.	(c) (10) Where a location sign and direction signs are used in combination: (c) (10) (i) all direction signs related to left turns should be placed on the left (c) (10) (ii) the direction signs should be placed such that the direction of the arrows (c) (10) (iii) an appropriate direction sign should be placed next to the location sign (c) (10) (iv) adjacent direction signs should be delineated by a vertical black line as shown in Figure N-6.		Indhold i CS identisk
5.4.3.35 A taxiway shall be identified by a designator comprising a letter, letters or a combination of a letter or letters followed by a number.	(c) (11) A taxiway should be identified by a designator comprising a letter, letters, or a combination of a letter or letters followed by a number.		Indhold i CS identisk
5.4.3.36 **Recommendation.—** *When designating taxiways, the use of the letters I, O or X and the use of words such as inner and outer should be avoided wherever possible to avoid confusion with the numerals 1, 0 and closed marking.*	(c) (12) When designating taxiways, the use of the letters I, O, or X, and the use of words such as 'inner' and 'outer' should be avoided wherever possible, to avoid confusion with the numerals 1, 0, and closed marking.		Indhold i CS identisk
5.4.3.37 The use of numbers alone on the manoeuvring area shall be reserved for the designation of runways.	(c) (13) The use of numbers alone on the manoeuvring area should be reserved for the designation of runways, or to indicate the location of aircraft stands.		Identisk stort set men dog lille tilføjelde i CS
5.4.4 VOR aerodrome checkpoint sign	**CS ADR-DSN.N.790 VOR aerodrome checkpoint sign**		Supp. Info GM1 ADR-DSN.N.790
Application 5.4.4.1 When a VOR aerodrome checkpoint is established, it shall be indicated by a VOR aerodrome checkpoint marking and sign *Note.— See 5.2.12 for VOR aerodrome checkpoint*	When a VOR aerodrome check-point is established, it should be indicated by a VOR aerodrome check-point marking and sign.		Indhold i CS identisk
Location 5.4.4.2 A VOR aerodrome checkpoint sign shall be located as near as possible to the checkpoint and so that the inscriptions are visible from the cockpit of an aircraft properly positioned	(a) Location: A VOR aerodrome check-point sign should be located as near as possible to the check-point and so that the inscriptions are visible from the cockpit of an aircraft properly positioned on the VOR aerodrome check-point marking		Indhold i CS identisk
Characteristics 5.4.4.3 A VOR aerodrome checkpoint sign shall consist of an inscription in black on a yellow background.	(b) Characteristics: (b) (1) A VOR aerodrome check-point sign should consist of an inscription in black on a yellow background		Indhold i CS identisk

Figure 5-33. VOR aerodrome checkpoint sign	Figure N-7. VOR aerodrome check-point sign		Figurene er identiske
5.4.4.4 **Recommendation.—** *The inscriptions on a VOR checkpoint sign should be in accordance with one of the alternatives shown in Figure 5-33 in which:* *VOR is an abbreviation identifying this as a VOR checkpoint;* *116.3 is an example of the radio frequency of the VOR concerned;* *147° is an example of the VOR bearing, to the nearest degree, which should be indicated at the VOR checkpoint; and* *4.3 NM is an example of the distance in nautical miles to a DME collocated with the VOR concerned* *Note.— Tolerances for the bearing value shown on the*	(b) (2) The inscriptions on a VOR check-point sign should be in accordance with one of the alternatives shown in Figure N-7 in which: VOR is an abbreviation identifying this as a VOR check- 116.3 is an example of the radio frequency 147° is an example of the VOR bearing, to 4.3 NM is an example of the distance in nautical		Indhold i CS identisk Tilhørende tabeller vedr. eksempler på ”inscriptions”er ligeledes identisk
5.4.5 Aerodrome identification sign			Tilsvarende tekst findes ikke i CS
Application 5.4.5.1 **Recommendation.—** *An aerodrome identification sign should*			Tilsvarende tekst findes ikke i CS
Location 5.4.5.2 **Recommendation.—** *The aerodrome identification sign should be placed on the aerodrome so as to be legible,in so far as is practicable, at all angles above the horizontal.*			Tilsvarende tekst findes ikke i CS
Characteristics 5.4.5.3 The aerodrome identification sign shall consist of the name of the aerodrome			Tilsvarende tekst findes ikke i CS
5.4.5.4 **Recommendation.—** *The colour selected for the sign should give adequate conspicuity when viewed against its background.*			Tilsvarende tekst findes ikke i CS
5.4.5.5 **Recommendation.—** *The characters should have a height of not less than 3 m.*			Tilsvarende tekst findes ikke i CS
5.4.6 Aircraft stand identification signs	**CS ADR-DSN.N.795 Aircraft stand identification signs**		Supp. Info GM1 ADR-DSN.N.795
Application 5.4.6.1 **Recommendation.—** *An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.*	(a) Application: An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.		Indhold i CS identisk
Location 5.4.6.2 **Recommendation.—** *An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.*	(b) Location: An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.		Indhold i CS identisk
Characteristics 5.4.6.3 **Recommendation.—** *An aircraft stand identification sign should consist of an inscription in black on a yellow background.*	(c) Characteristics: An aircraft stand identification sign should consist of an inscription in black on a yellow background.		Indhold i CS identisk
5.4.7 Road-holding position sign	**CS ADR-DSN.N.800 Road-holding position sign**		Supp. Info GM1 ADR-DSN.N.800
5.4.7.1 A road-holding position sign shall be provided at all road entrances to a runway.	(a) Application: A road-holding position sign should be provided at all road entrances to a runway.		Indhold i CS identisk
Location 5.4.7.2 The road-holding position sign shall be located 1.5 m from one edge of the road (left or right as appropriate to the local traffic regulations) at the holding position.	(b) Location: The road-holding position sign should be located 1.5 m from one edge of the road (left or right as appropriate to the local road traffic regulations) at the holding position ((c) Where a road intersects a taxiway, a suitable sign may)		Indhold i CS identisk, dog er pkt. (c) ikke nævnt i SARP
Characteristics 5.4.7.3 A road-holding position sign shall consist of an inscription in white on a red background.	(d) Characteristics: (d) (1) A road-holding position sign at an intersection of a road with a runway should consist of an inscription in white on a red background.		Indhold i CS identisk
5.4.7.4 The inscription on a road-holding position sign shall be in the national language, be in conformity with the local traffic regulations and include the following:	(d) (2) The inscription on a road-holding position sign should be in the national language, be in conformity with the local road traffic regulations, and include the following:		Indhold i CS identisk

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

a) a requirement to stop; and b) where appropriate: 1) a requirement to obtain ATC clearance; and 2) location designator. *Note.— Examples of road-holding position*	(d) (2) (i) a requirement to stop; and (d) (2) (ii) where appropriate: (d) (2) (ii) (A) a requirement to obtain ATC clearance; (d) (2) (ii) (B) location designator.		
5.4.7.5 A road-holding position sign intended for night use shall be retroreflective or illuminated.	(d) (3) A road-holding position sign intended for night use should be retroreflective or illuminated. (d)(4) A road-holding position sign at the intersection of a road with		Indhold i CS identisk dog er pkt. (d)(4) ikke nævnt i SARP
5.5 Markers 5.5.1 General	**CHAPTER P — VISUAL AIDS FOR NAVIGATION (MARKERS)** **CS ADR-DSN.P.805 General**		Supp. Info CHAPTER P – VISUAL AIDS FOR NAVIGATION (MARKERS) GM1 ADR-DSN.P.805
Markers shall be frangible. Those located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft *Note 1.— Anchors or chains* *Note 2.— Guidance on frangibility*	Markers should be frangible. Those located near a runway or taxiway should be sufficiently low to preserve clearance for propellers, and for the engine pods of jet aircraft		Indhold i CS identisk
5.5.2 Unpaved runway edge markers	**CS ADR-DSN.P.810 Unpaved runway edge markers**		Supp. Info GM1 ADR-DSN.P.810
Application 5.5.2.1 **Recommendation.—** *Markers should be provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.*	(a) Applicability: Markers should be provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.		Indhold i CS identisk
Location 5.5.2.2 **Recommendation.—** *Where runway lights are provided, the markers should be incorporated*	(b) Characteristics: (b) (1) Where runway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of **……**		Indhold i CS identisk
Characteristics 5.5.2.3 **Recommendation.—** *The flat rectangular markers should have a minimum size of 1 m by 3 m*	(b) (2) The flat rectangular markers should have a minimum size of 1 m by 3 m,		Indhold identisk
5.5.3 Stopway edge markers	**CS ADR-DSN.P.815 Stopway edge markers**		Supp. Info GM1 ADR-DSN.P.815
Application 5.5.3.1 **Recommendation.—** *Stopway edge markers should be provided when the extent of a stopway* **……**	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated		Indhold i CS identisk
Characteristics 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers **……** *Note.— Markers consisting of small vertical*	(b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure **……**		Indhold i CS identisk
5.5.4 Edge markers for snow-covered runways	**CS ADR-DSN.P.820 Edge markers for snow-covered runways**		Supp. Info GM1 ADR-DSN.P.820
Application 5.5.4.1 **Recommendation.—** *Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated* *Note.— Runway lights could be used to indicate the*	(a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.820
Location 5.5.4.2 **Recommendation.—** *Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m*	(b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m,		Indhold i CS identisk
Characteristics 5.5.4.3 **Recommendation.—** *Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers.*			Tilsvarende tekst findes ikke i CS
5.5.5 Taxiway edge markers	**CS ADR-DSN.P.825 Taxiway edge markers**		Supp. Info GM1 ADR-DSN.P.825
Application 5.5.5.1 **Recommendation.—** *Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2*	(a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line markers are not provided.		Tilsvarende tekst dog mere generelt i CS
Location 5.5.5.2 **Recommendation.—** *Taxiway edge markers should be installed at least at the same locations as would the taxiway edge*	(b) Location: Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights, had they been used.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825

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lights had they been used.			
Characteristics 5.5.5.3 A taxiway edge marker shall be retroreflective blue.	(c) Characteristics: (c) (1) A taxiway edge marker should be retroreflective blue.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.5.4 **Recommendation.—** *The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm2*	(c) (2) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm2		Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.5.5 Taxiway edge markers shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	(c) (3) Taxiway edge markers should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.P.825
5.5.6 Taxiway centre line markers	**CS ADR-DSN.P.830 Taxiway centre line markers**		Supp. Info GM1 ADR-DSN.P.830
Application 5.5.6.1 **Recommendation.—** *Taxiway centre line markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway edge markers are not provided.* --- 5.5.6.2 **Recommendation.—** *Taxiway centre line markers should be provided on a taxiway where the code number is 3 or 4 and taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.*	(a) Applicability: (a) (1) Taxiway centre line markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway edge markers are not provided. (a)(2) Taxiway centre line markers should be provided on a taxiway where taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.		Tilsvarende tekst i CS dvs. (a) (1) samt (a) (2)skelner ikke specifikt mellem Kat. 1 g 2 baner samt Kat. 3 og 4 baner og er hermed mere generelt end SARP
Location 5.5.6.3 **Recommendation.—** *Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used.* *Note.— See 5.3.17.12 for the spacing of taxiway centre*	(b) Location (b) (1) Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used.		Indhold i CS identisk
5.5.6.4 **Recommendation.—** *Taxiway centre line markers should normally be located on the taxiway centre line marking except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.*	(b) (2) Taxiway centre line markers should be located on the taxiway centre line marking except that they may be offset by not more than 0.3 m where it is not practicable to locate them on the marking.		Indhold i CS identisk
Characteristics 5.5.6.5 A taxiway centre line marker shall be retroreflective green.	(c) Characteristics: (c) (1) A taxiway centre line marker should be retroreflective green.		Indhold i CS identisk
5.5.6.6 **Recommendation.—** *The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 20 cm2*	(c) (2) The marked surface as viewed by the pilot should be a rectangle, and should have a minimum viewing area of 20 cm2.		Indhold i CS identisk
5.5.6.7 Taxiway centre line markers shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.	(c) (3) Taxiway centre line markers should be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves		Indhold i CS identisk
5.5.7 Unpaved taxiway edge markers	**CS ADR-DSN.P.835 Unpaved taxiway edge markers**		Supp. Info GM1 ADR-DSN.P.835
Application 5.5.7.1 **Recommendation.—** *Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.*	(a) Applicability: Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.		Indhold i CS identisk
Location 5.5.7.2 **Recommendation.—** *Where taxiway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of conical shape should be placed so as to delimit the taxiway clearly.*	(b) Characteristics: (b) (1) Where taxiway lights are provided, the markers should be incorporated in the light fixtures. (b) (2) Where there are no lights, suitable markers should be placed so as to clearly delineate the taxiway.		Indhold i CS identisk
5.5.8 Boundary markers			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Application 5.5.8.1 Boundary markers shall be provided at an aerodrome where the landing area has no runway.			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet

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Location 5.5.8.2 Boundary markers shall be spaced along the boundary of the landing area at intervals of not more than 200 m, if the type shown in Figure 5-34 is used, or approximately 90 m, if the conical type is used with a marker at any corner.			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Characteristics 5.5.8.3 **Recommendation.—** *Boundary markers should be of a form similar to that shown in Figure 5-34, or in the form of a cone not less than 50 cm high and not less than 75 cm in diameter at the base. The markers should be coloured to contrast with the background against which they will be seen. A single colour, orange or red, or two contrasting colours, orange and white or alternatively red and white, should be used, except where such colours merge with the background*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Figure 5-34. Boundary markers			Tilsvarende figur findes ikke i CS/GM1 eller AMC/GM materialet
CHAPTER 6. VISUAL AIDS FOR DENOTING OBSTACLES **6.1 Objects to be marked and/or lighted**	**CHAPTER Q — VISUAL AIDS FOR DENOTING OBSTACLES** **CS ADR-DSN.Q.840 Objects to be marked and/or lighted** (a) The specifications below apply only to the area under control of the aerodrome operator.		Supp. Info CHAPTER Q – VISUAL AIDS FOR DENOTING OBSTACLES GM1 ADR-DSN.Q.840
Note.— The marking and/or lighting of obstacles is			Supp. Info GM1 ADR-DSN.Q.840
6.1.1 Objects within the lateral boundaries of the obstacle limitation surfaces**.....**			Tilsvarende tekst findes ikke i CS/GM eller AMC/GM materialet
6.1.1.2 Elevated aeronautical ground lights within the movement area shall be marked so as to be conspicuous by day. Obstacle lights shall not be installed on elevated ground lights or signs in the movement area.	(f) Elevated aeronautical ground lights within the movement area should be marked so as to be conspicuous by day. Obstacle lights should not be installed on elevated ground lights or signs in the movement area		
6.1.1.3 All obstacles within the distance specified in Table 3-1, column 11 or 12, from the centre line of a taxiway, an apron taxiway or aircraft stand taxilane shall be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.	(g) All obstacles within the distance specified in Table D-1, from the centre line of a taxiway, an apron taxiway, or aircraft stand taxilane should be marked and if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.		Indhold i CS identisk
6.1.1.4 **Recommendation.—** *A fixed obstacle that extends above a take-off climb surface within 3 000 m of the inner edge of the take-off climb surface should be marked and, if the runway is used at night, lighted, except that:* *a) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;* *b) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A,* *c) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by* *d) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study*	(b) A fixed obstacle that extends above a take-off climb, approach or transitional surface within 3 000 m of the inner edge of the take-off climb or approach surface should be marked and if the runway is used at night, lighted, except that: (b) (1) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle; (b) (2) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by (b) (3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day if medium (b) (4) the lighting may be omitted where the obstacle is a lighthouse and an safety assessment indicates the lighthouse		Indhold i CS identisk
6.1.1.5 **Recommendation.—** *A fixed object, other than an obstacle, adjacent to a take-off climb surface should be marked and, if the runway is used at night, lighted, if such marking and lighting is considered* *a) the object is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level* *b) the object is lighted by high-intensity obstacle lights by day.*	(c) A fixed object, other than an obstacle, adjacent to a take-off climb, approach or transitional surface should be marked and if the runway is used at night, lighted, if such marking and lighting is considered (c) (1) the object is lighted by medium-intensity obstacle lights, Type A, by day, and its height above the level of (c) (2) the object is lighted by high-intensity obstacle lights by day if medium intensity lights are deemed insufficient.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.Q.845
6.1.1.6 A fixed obstacle that extends above an approach surface within 3 000 m of the inner edge or a) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle; b) the marking may be omitted when the obstacle is lighted by			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet CS tillader tilsyneladende ikke "Obstacle" over approach fladen indenfor 3000 m fra indre kant.

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medium-intensity obstacle lights, Type A, c) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and d) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates			
6.1.1.7 **Recommendation.**— *A fixed obstacle that extends above a horizontal surface should be marked and, if the aerodrome is used at night, lighted, except that:* *a) such marking and lighting may be omitted when:* *1) the obstacle is shielded by another fixed obstacle; or* *2) for a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or* *3) an aeronautical study shows the obstacle not to be of operational significance;* *b) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;* *c) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and* *d) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient*	(d) A fixed obstacle above a horizontal surface should be marked and if the aerodrome is used at night, lighted, except that: (d) (1) such marking and lighting may be omitted when: (d) (1) (i) the obstacle is shielded by another fixed obstacle; or (d) (1) (ii) for a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or (d) (1) (iii) an safety assessment shows the obstacle is not of operational significance. (d) (2) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day, and its height above the level of the surrounding ground does not exceed 150 m; (d) (3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day if medium intensity lights are deemed insufficient.		Indhold i CS identisk
6.1.1.8 A fixed object that extends above an obstacle protection surface shall be marked and, if the runway is used at night, lighted. *Note.— See 5.3.5 for information on the obstacle protection surface*	(e) A fixed object that extends above an obstacle protection surface should be marked and, if the runway is used at night, lighted.		Indhold i CS identisk
6.1.1.9 **Recommendation.**— *Other objects inside the obstacle limitation surfaces should be marked and/or*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.1.1.10 **Recommendation.**— *Overhead wires, cables, etc., crossing a river, waterway, valley or highway*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.1.2 Objects outside the lateral boundaries of the obstacle limitation surfaces			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.1.2.1 **Recommendation.**— *Obstacles in accordance with 4.3.2 should*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.1.2.2 **Recommendation.**— *Other objects outside the obstacle limitation surfaces should be marked*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.1.2.3 **Recommendation.**— *Overhead wires, cables, etc., crossing a river, waterway, valley*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2 Marking and/or lighting of objects	**CS ADR-DSN.Q.845 Marking of objects** (a)The specifications below apply only to the area under control of the aerodrome operator		Supp. Info GM1 ADR-DSN.Q.845
6.2.1 General 6.2.1.1 The presence of objects which must be lighted, as specified in 6.1, shall be indicated by low-, medium- or highintensity obstacle lights, or a combination of such lights.	**CS ADR-DSN.Q.850 (ikke kronologisk)** (b) Use of obstacle lights: (b) (1) The presence of objects which should be lighted, should be indicated by low-, medium- or high-intensity obstacle lights, or a combination of such lights.		Indhold i CS identisk Supp. Info GM1 ADR-DSN.Q.850

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

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6.2.1.2 Low-intensity obstacle lights, Types A B, C and D, medium-intensity obstacle lights, Types A, B and C, highintensity obstacle lights Type A and B, shall be in accordance with the specifications in Table 6-1 and Appendix 1.	(d)(2) Low-intensity obstacle lights, Types A and B, should be in accordance with the specifications in Table Q-2.		SARP 6.2.1.2 er kun delvist beskrevet i CS (d)(2)
6.2.1.3 The number and arrangement of low-, medium-			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2 Mobile objects			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.2.1 All mobile objects to be marked shall**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking by colour 6.2.2.2 **Recommendation.—** *When mobile objects are*			SARP "Recommendation" findes ikke i CS/GM eller AMC/GM materialet
Marking by flags 6.2.2.3 Flags used to mark mobile objects shall**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2.4 Flags used to mark mobile objects shall not be less than 0.9 m on each side			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Table 6-1. Characteristics of obstacle lights	Table Q-2. Characteristics of obstacle lights		De to tabeller I SARP henholdvis CS er kun delvist identiske idet kun de 6 første kolonner er ens, kommentarunder tabellerne er heller ikke identisk formentlig fordi EASA har anvendt en tidligere udgave af Annex 14 dvs. editon 5 hvor der efterfølgende er kommen en edition 6.
Table 6-2. Light distribution for low-intensity obstacle lights			Tilsvarende table finds ikke i CS
Table 6-3. Light distribution for medium- and high-intensity obstacle lights according to benchmark intensities of Table 6-1			Tilsvarende table finds ikke i CS
Lighting 6.2.2.5 Low-intensity obstacle lights, Type C, shall be displayed on vehicles and other mobile objects excluding aircraft *Note.— See Annex 2 for lights to be displayed by aircraft.*			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.2.6 Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency**.....**	**CS ADR-DSN.Q.850 (ikke kronologisk)** (d) (3) Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security should be flashing-blue and those displayed**.....**		Indhold i CS identisk
6.2.2.7 Low-intensity obstacle lights, Type D, shall be displayed on follow-me vehicles.	**CS ADR-DSN.Q.850 (ikke kronologisk)** (d) (4) Low-intensity obstacle lights, Type D, displayed on follow-me vehicles should be flashing-yellow**.....**		Indhold i CS identisk
6.2.2.8 Low-intensity obstacle lights on objects with limited mobility such as aerobridges shall be fixed-red, and as a minimum be in accordance with the**.....**	**CS ADR-DSN.Q.850 (ikke kronologisk)** (d) (6) Low-intensity obstacle lights on objects with limited mobility such as aerobridges, should be fixed-red. The intensity of the lights should be sufficient		Indhold i CS identisk
6.2.3 Fixed objects *Note.— The fixed objects of wind turbines are addressed separately in 6.2.4*	**CS ADR-DSN.Q.845 Marking of objects**		Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.3.1 All fixed objects to be marked shall, whenever	(b) All fixed objects to be marked should whenever practicable, be coloured but if this is not practicable, markers or flags should be		Indhold i CS identisk

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practicable, be coloured, but if this is not practicable**.....**	displayed on or above them		
Marking by colour 6.2.3.2 **Recommendation.—** *An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces and its projection on any vertical plane equals or exceeds 4.5 m in*	(c) Use of colours (c) (1) An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces, and its projection on any vertical plane equals or exceeds 4.5 m		Indhold i CS identisk
6.2.3.3 **Recommendation.—** *An object should be coloured to show alternating contrasting bands if:* *a) it has essentially unbroken surfaces and has one dimension, horizontal or vertical, greater than 1.5 m, and the other dimension, horizontal or vertical, less than 4.5 m; or* *b) it is of skeletal type with either a vertical or a horizontal dimension greater than 1.5 m.*	(c) (2) An object should be coloured to show alternating contrasting bands if: (c) (2) (i) it has essentially unbroken surfaces, and has one dimension, horizontal or vertical, greater than 1.5 m, and the (c) (2) (ii) it is of skeletal type with either a vertical or a horizontal dimension greater than 1.5 m. (c) (3) The bands should be perpendicular to the longest dimension and have a width approximately 1/7 of the longest dimension or 30 m,		Indhold i CS identisk
Note.— Table 6-4 shows a formula for determining			Supp. Info GM1 ADR-DSN.Q.845
6.2.3.4 **Recommendation.—** *An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m.*	(c) (4) An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m. Orange or red should be used		Indhold i CS identisk
Note.— Against some backgrounds it may be found necessary to use a different colour from			Supp. Info GM1 ADR-DSN.Q.845
Marking by flags 6.2.3.5 Flags used to mark fixed objects shall be displayed**.....**	(e) Use of flags (e) (1) Flags used to mark objects should be displayed around, on top of, or around the highest edge of, the object. When flags**.....**		Indhold i CS identisk
6.2.3.6 Flags used to mark fixed objects shall not be less than 0.6 m on each side	(e) (2) Flags used to mark fixed objects should not be less than 0.6 m square		Indhold i CS identisk
Figure 6-2. Examples of marking and lighting of tall structures	Figure Q-2. Examples of lighting and marking of tall structures		Figurene er identiske
6.2.3.7 **Recommendation.—** *Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other***.....**	(e) (3) Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other white**.....**		Indhold i CS identisk
Marking by markers 6.2.3.8 Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the generaldefinition of the object and shall be recognizable in clear weather from a distance of at least 1 000 m for	(d) Use of markers: (d) (1) Markers displayed on or adjacent to objects should be located in conspicuous positions so as to retain the general definition of the object and should be recognisable in clear weather from a distance of at least 1 000 m		Indhold i CS identisk
6.2.3.9 **Recommendation.—** *A marker should be of one colour. When installed, white and red***.....**	(d)(4) A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately		Indhold i CS identisk
Lighting 6.2.3.10 In the case of an object to be lighted, one or more low-, medium- or high-intensity obstacle lights shall be located as close as practicable to the top of the object.	**CS ADR-DSN.Q.850 Lighting of objects** (c) (1) One or more low-, medium- or high-intensity obstacle lights should be located as close as practicable to the top of the object. The top lights should be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle limitation surface.		Indhold i CS identisk
Note.— Recommendations on how a combination			Supp. Info GM1 ADR-DSN.Q.850
6.2.3.11 **Recommendation.—** *In the case of chimney or other structure of like function, the top lights should be placed sufficiently below the top so as to minimize contamination by smoke, etc. (See Figure 6-2).*	(c) (2) In the case of chimney or other structure of like function, the top lights should be placed sufficiently below the top so as to minimise contamination by smoke, etc. (see Figures Q-2 and Q-3).		Indhold i CS identisk
6.2.3.12 In the case of a tower or antenna structure indicated by high-intensity obstacle lights by day with an appurtenance, such as a rod or an antenna, greater than 12 m	(c) (3) In the case of a tower or antenna structure indicated by high-intensity obstacle lights by day with an appurtenance, such as a rod or an antenna, greater than 12 m where		Indhold i CS identisk
6.2.3.13 In the case of an extensive object or of a group of closely spaced objects to be lighted that are: a) penetrating a horizontal obstacle limitation surface (OLS) or located outside an OLS, the top lights shall be	(c) (4) In the case of an extensive object or of a group of closely spaced objects, top lights should be displayed at least on the points or edges of the objects highest in relation to the obstacle limitation surface so as to indicate the general definition and the extent of the objects. If two or		SARP tekst i store træk identisk med CS

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b) penetrating a sloping OLS, the top lights shall be so arranged as to at least indicate the points or edges of the objecthighest in relation to the OLS, and so as to indicate the general**.....**	more edges are of the same height, the edge nearest the landing area should be marked		
6.2.3.14 **Recommendation.—** *When the obstacle limitation surface concerned is sloping and the highest point above the OLS is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object*	(c) (5) When the obstacle limitation surface concerned is sloping and the highest point above the obstacle limitation surface is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object.		Indhold i CS identisk
6.2.3.15 Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and a) low-intensity lights are used, they b) medium-intensity lights are used, they			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.16 High-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object shall flash simultaneously	**CS ADR-DSN.Q.850 (ikke kronologisk)** (f) (3) High-intensity obstacle lights, Type A, located on an object should flash simultaneously		Indhold i CS identisk
6.2.3.17 **Recommendation.—** *The installation setting angles for high-intensity obstacle lights, Type A, should be in accordance with Table 6-5.*			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
*Note.— High-intensity obstacle lights are intended for day use as well as night use. Care is needed***.....**			Supp. Info GM1 ADR-DSN.Q.850
6.2.3.18 **Recommendation.—** *Where, in the opinion of the appropriate authority, the use of high-intensity obstacle*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Lighting of objects with a height less than 45 m above ground level 6.2.3.19 **Recommendation.—** *Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.*	**CS ADR-DSN.Q.850 (ikke kronologisk)** (b) (2) Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.		Indhold i CS identisk
6.2.3.20 **Recommendation.—** *Where the use of low-intensity obstacle lights, Type A or B, would be*	(b) (3) Where the use of low-intensity obstacle lights, Type A or B would be inadequate		Indhold i CS identisk
6.2.3.21 **Recommendation.—** *Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with 6.2.3.22*	(b) (4) Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with subparagraph (7) below.		Indhold i CS identisk
6.2.3.22 **Recommendation.—** *Medium-intensity obstacle lights, Type A, B or C, should be used where the object is an extensive one. Medium-intensity obstacle lights, Types A and C, should be used alone* --- 6.2.3.23 **Recommendation.—** *Medium-intensity obstacle lights, Type A, B or C, should be used. Medium-intensity obstacle lights, Types A and C, should be used alone*	(b) (5) Medium-intensity obstacle lights, Type A, B, or C, should be used where the object is an extensive one or its height above the level of the surrounding ground is greater than 45 m.		Indhold i CS identisk
Note.— A group of buildings is regarded as an extensive object.		.	Supp. Info GM1 ADR-DSN.Q.850
Lighting of objects with a height 45 m to a height less than 150 m above ground level			
6.2.3.24 Where an object is indicated by medium-intensity obstacle lights**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.25 Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.26 Where an object is indicated by medium-intensity obstacle lights, Type C, and the top of the **.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.27 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet

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Lighting of objects with a height 150 m or more above ground level 6.2.3.28 **Recommendation.—** *High-intensity obstacle lights, Type A, should*	**CS ADR-DSN.Q.850 (ikke kronologisk)** (b)(6) High-intensity obstacle lights, Type A, should be used to indicate the presence of an object if its height above the level of the surrounding ground		Indhold i CS identisk
6.2.3.29 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m	(c)(9) Where high-intensity obstacle lights, Type A, are used, they should be spaced at uniform intervals not exceeding 105 m		Indhold i CS identisk
6.2.3.30 **Recommendation.—** *Where, in the opinion of the appropriate*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.3.31 Where an object is indicated by medium-intensity obstacle lights, Type A	**CS ADR-DSN.Q.850 (ikke kronologisk)** (c) (6) Where an object is indicated by medium-intensity obstacle lights, Type A,		Indhold i CS identisk
6.2.3.32 Where an object is indicated by medium-intensity obstacle lights, Type B, 6.2.3.33 Where an object is indicated by medium-intensity obstacle lights, Type C,	(c) (7) Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m		Indhold i CS identisk
6.2.3.33 Where an object is indicated by medium-intensity obstacle lights, Type C,	(c)(8) Where an object is indicated by medium-intensity obstacle lights, Type C,		Indhold i CS identisk
6.2.4 Wind turbines ***Markings*** 6.2.4.1 A wind turbine shall**.....** *Note.— see 4.3.1 and 4.3.2*			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.4.2 **Recommendation.—** *The rotor blades, nacelle*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Lighting 6.2.4.3 **Recommendation.—** *When lighting is deemed* *a) to identify the perimeter* *b) respecting the maximum spacing* *c) so that, where flashing lights are used* *d) so that, within a wind farm, any wind turbines*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.4.4 **Recommendation.—** *The obstacle lights should be installed***.....**			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5 Overhead wires, cables, etc., and supporting towers**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
Marking 6.2.5.1 **Recommendation.—** *The wires***.....**			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Marking by colours 6.2.5.2 **Recommendation.—** *The supporting towers***.....**			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Marking by markers 6.2.5.3 Markers displayed on or adjacent to objects**.....**			Tilsvarende tekst findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5.4 **Recommendation.—** *A marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.*	**CS ADR-DSN.Q.845 Marking of objects** (d)(2) Marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.		Indhold i CS identisk
6.2.5.5 **Recommendation.—** *The spacing between two consecutive markers or between a marker and a supporting tower should be appropriate to the diameter of the marker, but in no case should the spacing exceed:* *a) 30 m where the marker diameter is 60 cm progressively increasing with the diameter of the*	(d)(3) The spacing between two consecutive markers, or between a marker and a supporting tower should be appropriate to the diameter of the marker. The spacing should normally not exceed:		Indhold i CS identisk

b) 35 m where the marker diameter is 80 cm and further progressively increasing to a maximum of *c) 40 m where the marker diameter is of at least 130 cm. Where multiple wires, cables, etc., are involved***.....**	(d)(3) (i) 30 m where the marker diameter is 60 cm, increasing progressively with increase of the marker diameter to: (d)(3) (i) (A) 35 m where the marker diameter is 80 cm; and (d)(3) (i) (B) further progressive increases to a maximum of 40 m where the marker diameter is of at least 130 cm.		
6.2.5.6 **Recommendation.—** *A marker should be of one colour***.....**	(d)(4) A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately		Indhold i CS identisk
6.2.5.7 **Recommendation.—** *When it has been determined***.....**			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
Lighting 6.2.5.8 **Recommendation.—** *High-intensity obstacle* *a) an aeronautical study indicates such lights* *b) it has not been found practicable to install markers*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5.9 Where high-intensity obstacle lights, Type B, are used, they shall be located at three levels: — at the top of the tower; — at the lowest level of the catenary of the wires or cables; and — at approximately midway between these two levels. *Note.— In some cases, this may require locating the lights off the tower.*	**CS ADR-DSN.Q.850 Lighting of objects** (a) The specifications below apply only to the area under control of the aerodrome operator (c)(10) Where high-intensity obstacle lights, Type B, are used, they should be located at three levels: (c)(10) (i) at the top of the tower; (c)(10) (ii) at the lowest level of the catenary of the wires or cables; and (c)(10) (iii) at approximately midway between these two levels. (7) When a dual obstacle lighting system is provided, the system should be composed of high-intensity obstacle lights, Type A, or B, or medium- (c)(12) The number and arrangement of low-, medium- or high-intens (d)(1) Low-intensity obstacle lights on fixed objects (d)(7) Low-intensity obstacle lights on objects with limited mobility (e) Medium-intensity obstacle lights — Characteristics (e)(1) Medium-intensity obstacle lights, Type A, (e) (2) Medium-intensity obstacle lights, Types A, B (e) (3) Medium-intensity obstacle lights, Types A and B (f) High-intensity obstacle lights — Characteristics (f) (1) High-intensity obstacle lights, Types A and B, (f) (2) High-intensity obstacle lights, Types A and B,		Indhold i CS identisk Bemærk at alle punkter under (7) herunder (c)(12),(d)(1),(d)(7),(e),((e)(1),(e)(2),(e)(3),(f),(f)(1),(f)(2) ikke er specificeret i SARP
6.2.5.10 **Recommendation.—** *High-intensity obstacle lights, Type B, indicating the presence of a tower* Flash interval between Ratio of cycle time *middle and top light 1/13* *top and bottom light 2/13* *bottom and middle light 10/13.* *Note.— High intensity obstacle lights are intended for day use as well as night use.*	(f)(4) High-intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc., should flash sequentially; first the middle light, second the top light, and last the bottom light. The intervals between flashes of the lights should approximate the following ratios: **Flash interval between Ratio of cycle time** Middle and top light 1:13 Top and bottom light 2:13 Bottom and middle light 10:13		Indhold i CS identisk
6.2.5.11 **Recommendation.—** *Where, in the opinion of the appropriate authority*			SARP "Recommendation" findes ikke i CS/GM1 eller AMC/GM materialet
6.2.5.12 ***Recommendation.—*** *The installation setting angles for high-intensity obstacle lights, Type B, should be in accordance with Table 6-5.*	(c)(11) The installation setting angles for high-intensity obstacle lights, Types A and B, should be in accordance with Table Q-1.		Identisk bortset fra at type A ikke er nævnt I SARP
Table 6-5. Installation setting angles for high-intensity obstacle lights	Table Q-1. Installation setting angles for high-intensity obstacle lights		De to tabeller i henholdsvis SARP og CS er identiske.
CHAPTER 7. VISUAL AIDS FOR DENOTING	**CHAPTER R — VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS**		Supp. Info GM1 ADR-DSN.R.855

Udarbejdet af O. P.

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RESTRICTED USE AREAS **7.1 Closed runways and taxiways, or parts thereof**	**CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof**		
Application 7.1.1 A closed marking shall be displayed on a runway or taxiway or portion thereof which is permanently closed to the use of all aircraft.	(a) Applicability of closed marking: (a) (1) A closed marking should be displayed on a runway, or taxiway, or portion thereof which is permanently closed to the use of all aircraft.		Indhold i CS identisk
7.1.2 **Recommendation.—** *A closed marking should be displayed on a temporarily closed runway or taxiway orportion thereof, except that such marking*	(a) (2) A closed marking should be displayed on a temporarily closed runway, or taxiway, or portion thereof, except that such marking may be omitted		Indhold i CS identisk
Location 7.1.3 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**.....**	(b) Location of closed markings: On a runway, a closed marking should be placed at each end of the runway, or portion thereof, declared closed**.....**		Indhold i CS identisk
Characteristics 7.1.4 The closed marking shall be of the form and proportions as detailed in Figure 7-1, Illustration a), when displayed on a runway, and shall be of the form and proportions as detailed**.....** *Note.— When an area is temporarily closed, frangible*	(c) Characteristics of closed markings: (c) (1) The closed marking should be of the form and proportions as detailed in Figure R-1, Illustration (a), when displayed on a runway, and should be of the form and proportions as detailed		Indhold i CS identisk
7.1.5 When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated	(c) (2) When a runway, or taxiway, or portion thereof is permanently closed, all normal runway and taxiway markings should be obliterated		Indhold i CS identisk
7.1.6 Lighting on a closed runway or taxiway or portion thereof shall not be operated, except as required for maintenance purposes	(d) Lighting on a closed runway, or taxiway, or portion thereof should not be operated, except as required for maintenance purposes		Indhold i CS identisk
7.1.7 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	(e) 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		Indhold i CS identisk
Figure 7-1. Closed runway and taxiway markings	Figure R-1. Runway and taxiway closed markings		Figurene er identiske
7.2 Non-load-bearing surfaces	**CS ADR-DSN.R.860 Non-load-bearing surfaces**		Supp. Info GM1 ADR-DSN.R.860
Application 7.2.1 Shoulders for taxiways, runway turn pads, holding bays and aprons and other non-load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and**.....**	(a) Shoulders for taxiways, runway turn pads, holding bays and aprons, and other non-load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft**.....**		Indhold i CS identisk
Location 7.2.2 **Recommendation.—** *A taxi side stripe marking should be placed along the edge of the load-bearing pavement,with the outer edge of the marking*			SARP "Recommendation" findes ikke i CS
Characteristics 7.2.3 **Recommendation.—** *A taxi side stripe marking should consist of a pair of solid lines, each 15 cm* *Note.— Guidance on providing additional transverse*	(b) A taxi side stripe marking should consist of a pair of solid lines, each 15 cm wide and spaced 15 cm apart		Indhold i CS identisk
7.3 Pre-threshold area	**CS ADR-DSN.R.865 Pre-threshold area**		Supp. Info GM1 ADR-DSN.R.865
Application 7.3.1 **Recommendation.—** *When the surface before a threshold is paved and exceeds 60 m*	(a) Applicability of Pre-threshold area: When the surface before a threshold is paved and exceeds 60 m in length		Indhold i CS identisk
Location 7.3.2 **Recommendation.—** *A chevron marking should point in the direction of the runway and be placed as shown in Figure 7-2.*	(b) Location: A chevron marking should point in the direction of the runway and be placed as shown in Figure R-2.		Indhold i CS identisk
Characteristics 7.3.3 **Recommendation.—** *A chevron marking should be of conspicuous colour and contrast with the colour used for the runway markings; it should preferably be yellow. It should have an overall width of at least 0.9 m.*	(c) Characteristics: A chevron marking should be of conspicuous colour and contrast with the colour used for the runway markings; it should preferably be yellow and should have an overall width of at least 0.9 m.		Indhold i CS identisk
Figure 7-2. Pre-threshold marking	Figure R-2. Pre-threshold area marking		Figurene er identiske

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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7.4 Unserviceable areas	CS ADR-DSN.R.870 Unserviceable areas		Supp. Info GM1 ADR-DSN.R.870
Application 7.4.1 Unserviceability markers shall be displayed wherever any portion of a taxiway *Note.— Unserviceability markers and lights are used*	(a) Applicability of unserviceability markers and lights: Unserviceability markers should be displayed wherever any portion of a taxiway		Indhold i CS identisk
Location 7.4.2 Unserviceability markers and lights shall be placed at intervals sufficiently close so as to delineate the unserviceable area *Note.— Guidance on the location of unserviceability*	(b) Location: Unserviceability markers and lights should be placed at intervals sufficiently close so as to delineate the unserviceable area		Indhold i CS identisk
Characteristics of unserviceability markers 7.4.3 Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones or marker boards.	(c) Characteristics (c) (1) Unserviceability markers should consist of conspicuous upstanding devices such as flags, cones, or marker boards		Indhold i CS identisk
Characteristics of unserviceability lights 7.4.4 An unserviceability light shall consist of a red fixed light. The light shall have an intensity sufficient to ensure conspicuity considering the intensity of the a**.....**	(c) (2) An unserviceability light should consist of a red fixed light. The light should have intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against		Indhold i CS identisk
Characteristics of unserviceability cones 7.4.5 ***Recommendation.****— An unserviceability cone should be at least 0.5 m in height and red, orange or yellow or any one of these colours in combination with*	(c) (3) An unserviceability cone should be at least 0.5 m in height and red, orange, or yellow, or any one of these colours in combination with white.		Indhold i CS identisk
Characteristics of unserviceability flags 7.4.6 **Recommendation.—** *An unserviceability flag should be at least 0.5 m square and red, orange or yellow or any one of these colours in combination with*	(c) (4) An unserviceability flag should be at least 0.5 m square and red, orange, or yellow, or any one of these colours in combination with white		Indhold i CS identisk
Characteristics of unserviceability marker boards 7.4.7 **Recommendation.—** *An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with alternate red and white or orange and white vertical stripes.*	(c) (5) An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with alternate red and white, or orange and white vertical stripes		Indhold i CS identisk
CHAPTER 8. ELECTRICAL SYSTEMS **8.1 Electrical power supply systems for air navigation facilities** *Introductory Note.— The safety of operations at aerodromes depends*	**CS ADR-DSN.S.875 Electrical power supply systems for air navigation facilities**	**ADR.OPS.B.065 Visual aids and aerodrome electrical systems** The aerodrome operator shall have procedures to ensure that aerodrome visual aids	Supp. Info GM1 ADR-DSN.S.875
8.1.1 Adequate primary power supply shall be available at aerodromes for the safe functioning of air navigation facilities.	(a) Adequate primary power supply should be available at aerodromes for the safe functioning of air navigation facilities		Indhold i CS identisk
8.1.2 The design and provision of electrical power systems for aerodrome visual and radio navigation aids shall besuch that an equipment failure will not leave the pilot….. *Note.— The design and installation of the electrical*	(b) The design and provision of electrical power systems for aerodrome visual and radio navigation aids should be such that an equipment**.....**		Indhold i CS identisk
8.1.3 **Recommendation.—** *Electric power supply connections to those facilities for which secondary power is required should be so arranged*	(c) Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities**.....**		Indhold i CS identisk
8.1.4 **Recommendation.—** *The time interval between failure of the primary source of power and the complete restoration of the services required by 8.1.10* *Note.— A definition of switch*	(d) The time interval between failure of the primary source of power and the complete restoration of the services required by**.....**		Indhold i CS identisk
8.1.5 The provision of a definition of switch-over time shall not require the replacement of an existing secondarypower supply before 1 January 2010.			Tilsvarende tekst findes ikke i CS
Visual aids ***Application*** 8.1.6 For a precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 for the appropriate category of precision app	**CS ADR-DSN.S.880 Electrical power supply systems for visual aids** (a) For a precision approach runway, a secondary power supply capable of meeting the requirements of Table S-1		Indhold identisk Supp. Info GM1 ADR-DSN.S.880
8.1.7 For a runway meant for take-off in runway visual range conditions less than a value of 800 m, a secondary power supply	(b) For a runway meant for take-off in runway visual range conditions		Indhold i CS identisk

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capable of meeting**.....**	less than a value of 800 m, a secondary **.....**		
8.1.8 **Recommendation.—** *At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply capable*			SARP "Recommendation" findes ikke i CS
8.1.9 **Recommendation.—** *At an aerodrome where the primary runway is a non-instrument runway, a secondary power supply capable of meeting***.....**	(c) At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply		Indhold i CS identisk
8.1.10 **Recommendation.—** *The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply:* *a) the signalling lamp and the minimum lighting necessary* *Note.— The requirement* *b) all obstacle lights which, in the opinion of the* *c) approach, runway and taxiway lighting as* *d) meteorological equipment;* *e) essential security lighting, if provided* *f) essential equipment and facilities for* *g) floodlighting on a designated isolated* *h) illumination of apron areas over which* *Note.— Specifications for secondary power supply*	(d) The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply: (d) (1) the signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties; (d) (2) obstacle lights which are essential to ensure the safe operation of aircraft; (d) (3) approach, runway and taxiway lighting as specified in CS ADR-DSN.M.625 to CS ADR-DSN.M.745; (d) (4) meteorological equipment; (d) (5) essential equipment and facilities for the parking position if provided, in accordance with CS ADR-DSN.M.755(a); and (d) (6) illumination of apron areas over which passengers may walk.		Indhold i CS identisk
8.1.11 **Recommendation.—** *Requirements for a secondary power supply should* *Note.— Guidance on electrical systems is included*			SARP "Recommendation" findes ikke i CS
Table 8-1. Secondary power supply requirements *(see 8.1.4)*	**CS ADR-DSN.S.895 (Ikke kronologisk)** **Table S-1. Secondary power supply requirements**		Figurene er identiske
8.2.1 For a runway meant for use in runway visual range conditions less than a value of 550 m, *Note.— Guidance on means of providing*	**CS ADR-DSN.S.885 System design** (a) For a runway meant for use in runway visual range conditions less than a value of 550 m,		Indhold i CS identisk Supp. Info GM1 ADR-DSN.S.885
8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders**.....**	(b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies**.....**		Indhold i CS identisk
8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway	(c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting		Indhold i CS identisk
8.3 Monitoring *Note.— Guidance on this subject is given in the* Aerodrome	**CS ADR-DSN.S.890 Monitoring**		Supp. Info GM1 ADR-DSN.S.890
8.3.1 **Recommendation.—** *A system of monitoring should be employed to indicate the operational status of the lighting systems*	(a) A system of monitoring should be employed to indicate the operational status of the lighting systems		Indhold i CS identisk
8.3.2 Where lighting systems are used for aircraft control purposes, such systems shall be monitored**.....**	(b) Where lighting systems are used for aircraft control purposes, such systems should be monitored automatically		Indhold i CS identisk
8.3.3 **Recommendation.—** *Where a change in the operational status of lights has occurred*	(c) Where a change in the operational status of lights has occurred, an indication should be provided within two seconds		Indhold i CS identisk
8.3.4 **Recommendation.—** *For a runway meant for use in runway visual range conditions less than a value of 550 m,*	(d) For a runway meant for use in runway visual range conditions less than a value of 550 m, the		Indhold i CS identisk
8.3.5 **Recommendation.—** *For a runway meant for use in runway visual range conditions less than a value of 550 m,*	(e) For a runway meant for use in runway visual range conditions less than a value of 550 m, the lighting systems		Indhold i CS identisk
	CS ADR-DSN.S.895 Serviceability levels (a) A light should be deemed….. (b) A system of preventive ….. (c) The system of preventive….. (plus underpunkter) (d) The system of preventive…. (plus underpunkter) (e) The system of preventive…. (f) The system of preventive….. (plus underpunkter)		CS Ikke specificeret i SARP

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	(g) The system of preventive….. (plus underpunkter) (h) The system of preventive…..		
	CS ADR-DSN.T.900 Emergency access and service roads Emergency access roads should be equipped		CS Ikke specificeret i SARP
CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS **9.1 Aerodrome emergency planning**		**ADR.OPS.B.005 Aerodrome emergency planning** The aerodrome operator shall have and implement an aerodrome emergency plan that……	ADR "Scope" identisk Supp. Info GM4 ADR.OPS.B.005(a)
General *Introductory Note.— Aerodrome emergency planning* 9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate**……**			Supp. Info GM4 ADR.OPS.B.005(a)
9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity *Note 1.— Examples of emergencies* *Note 2.— Examples of public health*			Supp. Info GM4 ADR.OPS.B.005(a)
9.1.3 The plan shall coordinate the response or participation of all existing agencie *Note 1.— Examples of agencies are:* *— on the aerodrome: air traffic control* *— off the aerodrome: fire departments* *Note 2.— Public health services include*			Supp. Info GM1 ADR.OPS.B.005(b)
9.1.4 **Recommendation.—** *The plan should provide for cooperation***……**			Supp. Info GM1 ADR.OPS.B.005(b)
9.1.5 **Recommendation.—** *The aerodrome emergency plan document should include at least the following* *a) types of emergencies planned for* *b) agencies involved in the plan;* *c) responsibility and role of each agency, the* *d) information on names and telephone numbers* *e) a grid map of the aerodrome and its immediate*			Supp. Info GM2 ADR.OPS.B.005(b)
9.1.6 The plan shall observe Human Factors principles *Note.— Guidance material on Human*			Supp. Info GM2 ADR.OPS.B.005(b)
Emergency operations centre and command post 9.1.7 **Recommendation.—** *A fixed emergency operate*			Supp. Info GM3 ADR.OPS.B.005(b)
9.1.8 **Recommendation.—** *The emergency operations centre should be a part*			Supp. Info GM3 ADR.OPS.B.005(b)
9.1.9 **Recommendation.—** *The command post should be a facility***……**			Supp. Info GM3 ADR.OPS.B.005(b)
9.1.10 **Recommendation.—** *A person should be assigned***……**			Supp. Info GM3 ADR.OPS.B.005(b)
Communication system 9.1.11 **Recommendation.—** *Adequate communication systems linking***……**		**AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services** COMMUNICATION AND ALERTING SYSTEMS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
Aerodrome emergency exercise 9.1.12 The plan shall contain procedures for periodic *Note.— The plan includes all*			Supp. Info GM2 ADR.OPS.B.005(c)
9.1.13 The plan shall be tested by conducting a) a full-scale aerodrome emergency exercise b) a series of modular tests commencing in the and reviewed thereafter, or after an actual emergency *Note 1.— The purpose of a full-scale exercise* *Note 2.— Guidance material on airport emergency*			Supp. Info GM2 ADR.OPS.B.005(c)
Emergencies in difficult environments 9.1.14 The plan shall include the ready**……**			Supp. Info GM1 ADR.OPS.B.005(c)
9.1.15 **Recommendation.—** *At those aerodromes located close*			Supp. Info GM1 ADR.OPS.B.005(c)

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to water and/or swampy			
9.1.16 **Recommendation.—** *An assessment of the approach and departure areas* *Note.— Guidance material on assessing approach*			Supp. Info GM1 ADR-DSN.T.900
9.2 Rescue and fire fighting ***General*** *Introductory Note……..* *The most important factors bearing…..* *Requirements to combat building and fuel farm…..*		**ADR.OPS.B.010 Rescue and firefighting services** (a) The aerodrome operator shall ensure that……..	ADR "Scope" identisk Supp. Info GM1 ADR.OPS.B.010(a)(1)
Application 9.2.1 Rescue and fire fighting equipment and services shall be provided at an aerodrome *Note.— Public or private organizations, suitably*			Supp. Info GM1 ADR.OPS.B.010(a)(1)
9.2.2 Where an aerodrome is located close to water/swampy areas, or difficult terrain, and where *Note 1.— Special fire fighting equipment* *Note 2.— The objective is to plan and deploy* *Note 3.— Additional guidance is available*		**AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)** NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet Supp. Info GM1 ADR.OPS.B.005(c)
Level of protection to be provided 9.2.3 The level of protection provided *Note.— Either a take-off or a landing*			Supp. Info GM4 ADR.OPS.B.010(a)(2)
9.2.4 **Recommendation.—** *The level of protection provided*		**AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(1)** RFFS LEVEL OF PROTECTION	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.5 The aerodrome category shall be determined from Table 9-1 *Note.— To categorize the aeroplanes using*		**AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(2)** RFFS LEVEL OF PROTECTION	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.6 If, after selecting the category appropriate *Note 1.— See guidance in the* Airport Services Manual *Note 2.— Guidance on training of personnel*		**AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(2)** RFFS LEVEL OF PROTECTION	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.7 During anticipated periods of reduced activity, the level**……**		**AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)** RFFS LEVEL OF PROTECTION	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
Table 9-1. Aerodrome category for rescue and fire fighting		**AMC2 ADR.OPS.B.010 (a)(2) Tabel 1** RFFS LEVEL OF PROTECTION	Tabeller identiske i SARP og AMC/GM
Extinguishing agents 9.2.8 **Recommendation.—** *Both principal and complementary* *Note.— Descriptions of the agents*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.9 **Recommendation.—** *The principal extinguishing agent should be:* *a) a foam meeting the minimum performance level A; or* *b) a foam meeting the minimum performance level B; or* *c) a foam meeting the minimum performance level C; or* *d) a combination of these agents* *except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet a performance level B or C foam.*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (b)(1), (b)(2), (b)(3), (b)(4),** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
Note.— Information on the required physical properties and fire extinguishing performance criteria needed for a foam to achieve an acceptable performance level A, B or C		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.10 **Recommendation.—** *The complementary extinguishing agent should be a dry chemical powder suitable for extinguishing hydrocarbon fires* *Note 1.— When selecting dry chemical powders* *Note 2.— Alternate complementary agents*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet
9.2.11 The amounts of water for foam production and the		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)**	Aktuel SARP afsnit er i sin beskrivelse stort set identisk

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complementary agents**.....**		EXTINGUISHING AGENTS	med AMC/GM afsnittet
For the purpose of agent substitution, 1 kg of complementary agent shall be taken as equivalent to 1.0 L *Note 1.— The amounts of water specified for foam* *Note 2.— When any other complementary agent*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.12 **Recommendation.—** *At aerodromes where operations by aeroplanes* *Note.— Guidance on the determination of quantities of water*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet
9.2.13 From 1 January 2015, at aerodromes where operations by aeroplanes larger than the average *Note.— Guidance on the determination of quantities*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet
Table 9-2. Minimum usable amounts of extinguishing agents		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)** EXTINGUISHING AGENTS Table 1	Tabeller identiske I SARP og AMC/GM
9.2.14 The quantity of foam concentrates separately provided**.....**			
9.2.15 **Recommendation.—** *The amount of foam concentrate provided***.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (e)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.16 **Recommendation.—** *Supplementary water supplies, for***.....**			
9.2.17 **Recommendation.—** *When a combination of different performance***.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (f)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.18 The discharge rate of the foam solution shall not**.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (g)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.19 The complementary agents shall comply with the appropriate**.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (h)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.20 **Recommendation.—** *The discharge rate of complementary agents should be no less than the values shown in Table 9-2.*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (i)** EXTINGUISHING AGENTS	
9.2.21 **Recommendation.—** *Dry chemical powders should only***.....** *Note.— Guidance on the use of complementary agents*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.22 **Recommendation.—** *A reserve supply of foam concentrate***.....** *Note.— Foam concentrate carried on fire vehicles*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (j)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.23 **Recommendation.—** *A reserve supply of complementary***.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (k)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.24 **Recommendation.—** *Category 1 and 2 aerodromes that***.....**		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (L)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.25 **Recommendation.—** *Where a major delay in the replenishment***.....** *Note.— See the* Airport Services Manual *(Doc 9137)*		**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services (m)** EXTINGUISHING AGENTS	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
Rescue equipment 9.2.26 **Recommendation.—** *Rescue equipment commensurate***.....**		**AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services(a)(2)** NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT	Aktuel SARP afsnit er i sin beskrivelse i nogen grad identisk med AMC/GM afsnittet
Response time 9.2.27 The operational objective of the rescue and fire		**AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)(b)(c)**	Aktuel SARP afsnit er i sin beskrivelse stort set identisk

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fighting**.....** --- 9.2.28 **Recommendation.—** *The operational objective of the rescue**.....*** --- 9.2.29 **Recommendation.—** *The operational objective of the rescue**.....*** --- *Note 1.— Response time is considered* *Note 2.— Optimum visibility and surface conditions*		RESPONSE TIME	med AMC/GM afsnittet
9.2.30 **Recommendation.—** *To meet the operational objective as nearly* *Note.— Additional guidance is available in the* Airport		**AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services (d)** RESPONSE TIME	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.31 Any vehicles, other than the first responding vehicle**.....**			Aktuel SARP afsnit er vanskeligt at identificere i AMC/GM materialet
9.2.32 **Recommendation.—** *Any vehicles, other than the first responding**.....***		**AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services (c)** RESPONSE TIME	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.2.33 **Recommendation.—** *A system of preventive maintenance**.....***			Aktuel SARP afsnit er vanskeligt at identificere i AMC/GM materialet
Emergency access roads 9.2.34 **Recommendation.—** *Emergency access roads should be provided**.....*** *Note.— Aerodrome service roads may*			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads
9.2.35 **Recommendation.—** *Emergency access roads should**.....***			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads (g) (b)(6)
9.2.35 **Recommendation.—** *Emergency access roads should**.....***			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads (g) (b)(6)
9.2.36 **Recommendation.—** *When the surface of the road is indistinguishable**.....***			Supp. Info GM1 ADR-DSN.T.900 Emergency and service access roads (h)
Fire stations 9.2.37 **Recommendation.—** *All rescue and fire fighting vehicles should**.....***	**CS ADR-DSN.T.905 Fire stations** (a) All rescue and firefighting		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS afsnittet Supp. Info GM1 ADR-DSN.T.905
9.2.38 **Recommendation.—** *The fire station should be located so that**.....***	**CS ADR-DSN.T.905 Fire stations** (b) The fire station should be (c) The fire station, and any satellite		Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS afsnittet
Communication and alerting systems 9.2.39 **Recommendation.—** *A discrete communication system**.....***		**AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services (a)** COMMUNICATION AND ALERTING SYSTEMS	
9.2.40 **Recommendation.—** *An alerting system for rescue and fire fighting**.....***		**AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services(b)** COMMUNICATION AND ALERTING SYSTEMS	
Number of rescue and fire fighting vehicles 9.2.41 **Recommendation.—** *The minimum number of rescue and**.....*** Aerodrome category — Rescue and fire fighting vehicles 1 — 1 2 — 1 3 — 1 4 — 1 5 — 1 6 — 2 7 — 2 8 — 3 9 — 3		**AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services** NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT **Table 1**	Tabeller identiske I SARP og AMC/GM

Udarbejdet af O. P.

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

10 3 *Note.— Guidance on minimum characteristics of rescue and fire fighting*			
Personnel 9.2.42 All rescue and fire fighting personnel shall be properly**.....** *Note 1.— Guidance to assist the appropriate* *Note 2.— Fires associated with fuel discharged*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.2.43 The rescue and fire fighting personnel training**.....** *Note.— Guidance material to design training programmes*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.2.44 **Recommendation.—** *During flight operations, sufficient trained***.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet GM1 ADR.OPS.B.010(a)(3)
9.2.45 **Recommendation.—** *In determining the minimum number***.....** *Note.— Guidance on the use of a task resource analysis*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet
9.2.46 All responding rescue and fire fighting personnel shall be**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC/GM afsnittet Supp. Info GM1 ADR.OPS.B.010(a)(3)
9.3 Disabled aircraft removal *Note.— Guidance on removal of a disabled aircraft, including recovery equipment*			Supp. Info GM5 ADR.OPS.B.005(a) Aerodrome emergency planning DISABLED AIRCRAFT REMOVAL
9.3.1 **Recommendation.—** *A plan for the removal***.....**			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.3.2 **Recommendation.—** *The disabled aircraft removal plan* *a) a list of equipment and personnel on, or in the vicinity* *b) arrangements for the rapid receipt of aircraft recovery*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
	CS ADR-DSN.T.910 Equipment frangibility requirements Equipment and structures should be so		CS Ikke specificeret i SARP men dog i en Service airport manual
	CS ADR-DSN.T.915 Siting of equipment and installations on operational areas (a) Equipment and installations should be sited (b) Unless its function requires it.... (plus underpunkter) (c) Any equipment or installation..... (plus underpunkter) (d) Unless its function requires it to....(plus underpunkter) (e) Any equipment or installation.....(plus underpunkter) (f) Any equipment or installation (g) Any equipment or installation		CS Ikke specificeret i SARP men dog i en Service airport manual
9.4 Wildlife strike hazard reduction *Note.—The presence of wildlife (birds and animals) on and***.....**		**ADR.OPS.B.020 Wildlife strike hazard reduction** The aerodrome operator shall..... **AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction (a)(b)(c)(d)** GENERAL	ADR "Scope" identisk Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
9.4.1 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through a) the establishment of a national procedure for recording b) the collection of information from aircraft operators, aerodrome c) an ongoing evaluation of the wildlife hazard by *Note.— See Annex 15, Chapter 8.*		**AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction (a)(b)(c)(d)** GENERAL	Aktuel AMC afsnit har i sin beskrivelse i nogen grad samme mål som SARP'en specielt pkt. b) i SARP er rimelig "compliant" Aktuel GM3 afsnit har i sin beskrivelse i nogen grad samme mål som SARP'en specielt pkt. c) i SARP er rimelig "compliant" Supp. Info GM3 ADR.OPS.B.020

9.4.2 Wildlife strike reports shall be collected and forwarded**.....** *Note.— The IBIS is designed to collect and disseminate*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.4.3 Action shall be taken to decrease the risk to aircraft operations *Note.— Guidance on effective measures for establishing*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.4.4 The appropriate authority shall take action to eliminate or to prevent**.....**			Supp. Info GM2 ADR.OPS.B.020 Wildlife strike hazard reduction (d)(e)(f)
9.4.5 **Recommendation.—** *States should give due consideration*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5 Apron management service			NPA 2013-24
9.5.1 **Recommendation.—** *When warranted by the volume* *a) regulate movement with the objective of preventing* *b) regulate entry of aircraft into, and coordinate* *c) ensure safe and expeditious movement of vehicles*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.2 **Recommendation.—** *When the aerodrome control tower* *Note.— Guidance on an apron management*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.3 An apron management service shall be provided**.....**			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.4 Where low visibility procedures are in effect, **.....** *Note.— Guidance on related special procedures*			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.5 An emergency vehicle responding to an emergency**.....**			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.6 A vehicle operating on an apron shall: a) give way to an emergency vehicle; an aircraft b) give way to other vehicles in accordance			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.5.7 An aircraft stand shall be visually**.....**			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.6 Ground servicing of aircraft			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.6.1 Fire extinguishing equipment suitable**.....**			Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.6.2 When aircraft refuelling operations take a) the use of a sufficient number of exits b) a ready escape route from each of**.....**		**ADR.OPS.B.055 Fuel quality** The aerodrome operator shall verify that organisations involved in storing and dispensing of fuel to aircraft have procedures to ensure that aircraft are provided with uncontaminated fuel and of the correct specification…….	ADR "Scope" identisk Tekst vanskelig at identificere i CS/GM1 og AMC/GM materialet
9.7 Aerodrome vehicle operations *Note 1.— Guidance on aerodrome vehicle operations is contained in Attachment* *Note 2.— It is intended that roads located*		**ADR.OPS.B.025 Operation of vehicles** The aerodrome operator shall establish and implement…… **AMC1 ADR.OPS.B.025 Operation of vehicles** TRAINING PROGRAMME	ADR "Scope" identisk SARP tekst ikke udtrykt specifikt i AMC /GM materialet
9.7.1 A vehicle shall be operated: a) on a manoeuvring area only as authorized b) on an apron only as authorized by**.....**		**AMC2 ADR.OPS.B.025 Operation of vehicles** MOVEMENT AREA DRIVING TRAINING	SARP tekst ikke udtrykt specifikt i AMC/GM materialet

9.7.2 The driver of a vehicle on the movement a) the aerodrome control tower when b) the appropriate designated authority**.....**			SARP tekst ikke udtrykt specifikt i AMC/GM materialet Supp. Info GM1 ADR.OPS.B.025 Operation of vehicles
9.7.3 The driver of a vehicle on the movement**.....**			SARP tekst ikke udtrykt specifikt i AMC/GM materialet Supp. Info GM1 ADR.OPS.B.025 Operation of vehicles
9.7.4 The driver of a vehicle on the movement a) the aerodrome control tower b) the appropriate designated			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
9.7.5 The driver of a radio-equipped vehicle**.....**			SARP tekst ikke udtrykt specifikt i AMC/GM materialet
9.8 Surface movement guidance and control systems		**ADR.OPS.B.030 Surface movement guidance and control system** The aerodrome operator shall ensure that a surface movement guidance……..	ADR "Scope" identisk
Application 9.8.1 A surface movement guidance and control *Note.— Guidance on surface movement*		**AMC1 ADR.OPS.B.030 Surface movement guidance and control system** GENERAL	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
Characteristics 9.8.2 **Recommendation.—** *The design of an SMGCS* *a) the density of air traffic;* *b) the visibility conditions under which operations are intended;* *c) the need for pilot orientation;* *d) the complexity of the aerodrome layout; and* *e) movements of vehicles.*		**AMC1 ADR.OPS.B.030 Surface movement guidance and control** (a) A surface movement guidance and control system should take into account: (a) (1) the density of air traffic; (a) (2) the visibility conditions under which operations are (a) (3) the need for pilot orientation; (a) (4) the complexity of the aerodrome layout; and (a) (5) movements of vehicles	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.8.3 **Recommendation.—** *The visual aid components of an SMGCS*			
9.8.4 **Recommendation.—** *An SMGCS should be designed to assist***.....**		(b) The surface movement guidance and control system should be designed	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.8.5 **Recommendation.—** *The system should be designed***.....** *Note.— Guidance on control of stop bars through*			
9.8.6 Where an SMGCS is provided by selective switching a) taxiway routes which are indicated by illuminated b) the control circuits shall be so arranged that c) the taxiway centre line lights are activated ahead *Note 1.— See Sections 5.3.17 and 5.3.20* *Note 2.— Guidance on installation of stop bars*		(d) Where a surface movement (d) (1) taxiway routes which are indicated (d) (2) the control circuits should be	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.8.7 **Recommendation.—** *Surface movement radar for the***.....**		(b) Surface movement radar for the manoeuvring	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.8.8 **Recommendation.—** *Surface movement radar for the manoeuvring***.....** *Note.— Guidance on the use of surface movement*		(c) Surface movement radar for the manoeuvring area could	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet
9.9 Siting of equipment and installations on operational areas *Note 1.— Requirements for obstacle*			Supp. Info GM1 ADR-DSN.T.915
Note 2.— The design of light fixtures and		.	SARP note identisk med GM1(a) Supp. Info GM1 ADR-DSN.T.915
9.9.1 Unless its function requires it to be there a) on a runway strip, a runway end safety b) on a clearway if it would endanger an aircraft			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
9.9.2 Any equipment or installation required for air navigation a) on that portion of a runway strip within:			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

1) 75 m of the runway centre line where 2) 45 m of the runway centre line b) on a runway end safety area, a taxiway c) on a clearway and which would endanger shall be frangible and mounted			
9.9.3 **Recommendation.—** *Any equipment or installation***.....** *Note.— Guidance on the siting of navigation*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS/GM afsnittet Supp. Info GM1 ADR-DSN.T.915
9.9.4 Unless its function requires it to be there a) 60 m of the extended centre line where b) 45 m of the extended centre line			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
9.9.5 Any equipment or installation required for air navigation a) is situated on that portion of the strip within 77.5 m b) is situated within 240 m from the end of the strip 1) 60 m of the extended runway centre line 2) 45 m of the extended runway centre line c) penetrates the inner approach surface, shall be frangible and mounted**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
9.9.6 **Recommendation.—** *Any equipment or installation required for air navigation or for aircraft safety purposes which is an obstacle of operational significance in accordance with 4.2.4, 4.2.11, 4.2.20 or 4.2.27 should be frangible and mounted as low as possible.*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS/GM afsnittet Supp. Info GM1 ADR-DSN.T.915
9.10 Fencing	**CS ADR-DSN.T.920 Fencing** (a) The safety objective of fencing (b) Fencing should be sited as		CS identisk med SARP Supp. Info GM1 ADR-DSN.T.920
Application 9.10.1 A fence or other suitable barrier shall be provided**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS/GM afsnittet Supp. Info GM1 ADR-DSN.T.920
9.10.2 A fence or other suitable barrier shall be provided on**.....** *Note 1.— This is intended to include the barring* *Note 2.— Special measures may be required*	**CS ADR-DSN.T.920 Fencing** (c) Suitable means of protection such as fence or other suitable barrier should be provided on an aerodrome to prevent the entrance to the aerodrome: (1) by non-flying animals large enough to be a hazard to aircraft; and/or (2) by an unauthorised person. This includes the barring of sewers, ducts, tunnels, etc. where necessary to prevent access.		CS stort set samme indhold som SARP Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS/GM afsnittet Supp. Info GM1 ADR-DSN.T.920
9.10.3 Suitable means of protection shall be provided**.....**	**CS ADR-DSN.T.920 Fencing** (d) Suitable means of protection should be provided to deter the inadvertent or premeditated access of unauthorised persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.		CS identisk med SARP Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som CS/GM afsnittet Supp. Info GM1 ADR-DSN.T.920
Location 9.10.4 The fence or barrier shall be located**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 eller AMC/GM materialet
9.10.5 **Recommendation.—** *When greater security is thought***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 eller AMC/GM materialet
9.11 Security lighting **Recommendation.—** *At an aerodrome where it is deemed***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
CHAPTER 10. AERODROME MAINTENANCE **10.1 General**			
10.1.1 A maintenance programme, including preventive**.....** *Note 1.— Preventive maintenance is programmed*		**AMC1 ADR.OPS.C.005 General** MAINTENANCE PROGRAMME	Aktuel SARP afsnit er i sin beskrivelse stort set identisk med AMC/GM afsnittet

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

Note 2.— "Facilities" are intended to include			
10.1.2 **Recommendation.—** *The design and application of***.....** *Note.— Guidance material on Human Factors*			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som GM'en Supp. Info GM1 ADR.OPS.C.005
10.2 Pavements			
10.2.1 The surfaces of all movement areas including *Note 1.— See 2.9.3 for inspections* *Note 2.— Guidance on carrying out* *Note 3.— Additional guidance on sweeping* *Note 4.— Guidance on precautions to be taken* *Note 5.— Where the pavement is used by*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.2 The surface of a runway shall be maintained**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.3 A paved runway shall be maintained in a condition**.....** *Note.— The* Airport Services Manual *(Doc 9137*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.2.4 Runway surface friction characteristic *Note 1.— Guidance on evaluating the friction* *Note 2.— The objective of 10.2.3 to 10.2.6 is* *Note 3.— Guidance for the determination of*		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (d)** GENERAL	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en Supp. Info GM1 ADR.OPS.C.010(b)(3)
10.2.5 Corrective maintenance action shall be**.....** *Note.— A portion of runway in the order of 100 m long*		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (e)**	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.2.6 **Recommendation.—** *When there is reason***.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som GM'en Supp. Info GM1 ADR.OPS.C.010(b)(3)
10.2.7 **Recommendation.—** *When a taxiway is used***.....** *Note.— Guidance on this subject is given*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.3 Removal of contaminants			
10.3.1 Snow, slush, ice, standing water, mud**.....** *Note.— The above requirement does not*		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (a)**	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.2 **Recommendation.—** *Taxiways should be kept***.....**		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (b)**	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.3 **Recommendation.—** *Aprons should be kept* **.....**		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage (b)**	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme mål som AMC'en
10.3.4 **Recommendation.—** *Whenever the clearance***.....** *Note 1. — See Annex 15, Appendix 1, Part 3,* *Note 2. — The* Airport Services Manual		**ADR.OPS.B.035 Operations in winter conditions** The aerodrome operator shall ensure that means and procedures	ADR. udtrykker nogen udstrækning samme målsætning som 10.3.4 Ellers mest Annex 15 stof
10.3.5 **Recommendation.—** *Chemicals to remove* *Note.— Guidance on the use of chemicals*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.3.6 Chemicals which may have harmful effects**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.4 Runway pavement overlays *Note.— The following specifications are intended***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

10.4.1 The longitudinal slope of the temporary a) 0.5 to 1.0 per cent for overlays up to and b) not more than 0.5 per cent for overlays			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet
10.4.2 **Recommendation.—** *Overlaying should***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.3 **Recommendation.—** *The entire width of the***.....**			Det er ikke umoddlebart muligt at indintifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.4 Before a runway being overlaid is returned**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.4.5 **Recommendation.—** *The overlay should***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5 Visual aids *Note 1.— These specifications are intended* *Note 2.— The energy savings of light emitting* *Note 3.— Enhanced vision systems (EVS) technology*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.1 A light shall be deemed to be unserviceable**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1og AMC/GM materialet
10.5.2 A system of preventive maintenance**.....** *Note.— Guidance on preventive maintenance*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.3 **Recommendation.—** *The system of preventive* *a) visual inspection and in-field measurement* *b) control and measurement of the electrical* *c) control of the correct functioning*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.4 **Recommendation.—** *In-field measurement***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.5 **Recommendation.—** *Measurement of intensity***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.6 **Recommendation.—** *The frequency of measurement***.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.7 The system of preventive maintenance a) 95 per cent of the lights are serviceable 1) precision approach category II and III 2) runway centre line lights; 3) runway threshold lights; and 4) runway edge lights; b) 90 per cent of the lights are serviceable c) 85 per cent of the lights are serviceable d) 75 per cent of the lights are serviceable In order to provide continuity of guidance, the allowable**.....** *Note.— With respect to barrettes, crossbars* *— laterally: in the same barrette or crossbar; or* *longitudinally: in the same row of edge lights or barrettes*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.8 The system of preventive maintenance a) no more than two lights will remain unserviceable b) two adjacent lights will not remain unserviceable			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

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10.5.9 The system of preventive maintenance employed**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.10 The system of preventive maintenance employed a) precision approach category I lighting system; runway threshold lights; c) runway edge lights; and d) runway end lights In order to provide continuity of guidance *Note.— In barrettes and crossbars, guidance*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.11 The system of preventive maintenance employed a) at least 95 per cent of the lights are serviceable in the runway b) at least 75 per cent of the lights are serviceable in the runway end lights In order to provide continuity of guidance, an unserviceable**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.12 The system of preventive maintenance**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
10.5.13 **Recommendation.—** *During low visibility procedures the appropriate*			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
Her begynder SARP attachment			
APPENDIX 1. COLOURS FOR AERONAUTICAL GROUND LIGHTS, MARKINGS, SIGNS AND PANELS **1. General** *Introductory Note.— The following specifications* *It is not possible to establish specifications* *The chromaticities are expressed in terms*	**CHAPTER U — COLOURS FOR AERONAUTICAL GROUND LIGHTS, MARKINGS, SIGNS AND PANELS** **CS ADR-DSN.U.925 General** (a) The specifications in this Chapter (b) The chromaticities are expressed		Indhold identisk Supp. Info GM1 ADR-DSN.U.925
2. Colours for aeronautical ground lights 2.1 Chromaticities *Note.— Guidance on chromaticity changes resulting*	**CS ADR-DSN.U.930 Colours for aeronautical ground lights**		Tabeller ikke identiske i SARP og CS/GM materialet idet der i CS mangler værdier for LED lys dvs 2(f) i SARP mangler
2.1.2 **Recommendation.—** *Where dimming is not required, or where observers with defective colour vision must be able to determine the colour of the light, green signals should be within the following boundaries:* *Yellow boundary y = 0.726 – 0.726x* *White boundary x = 0.650y* *Blue boundary y = 0.390 – 0.171x*			Pkt. 2.1.2 i SARP er ikke medtaget som en CS, men derimod som GM1 materiale Supp. Info GM1 ADR-DSN.U.930
2.1.3 **Recommendation.—** *Where increased certainty of recognition is more important than maximum visual range, green signals should be within the following boundaries:* *Yellow boundary y = 0.726 – 0.726x* *White boundary x = 0.625y – 0.041* *Blue boundary y = 0.390 – 0.171x*	(b) Where increased certainty of recognition is more important than maximum visual range, green signals should be within the following boundaries (b) (1) Yellow boundary y = 0.726 – 0.726x (b) (2) White boundary x = 0.625y – 0.041 (b) (3) Blue boundary y = 0.390 – 0.171x		Tabeller identiske i SARP og CS/GM materialet.
2.2 Discrimination between lights	(c) Discrimination between lights		Indhold i CS identisk
2.2.1 **Recommendation.—** *If there is a requirement to discriminate***.....**	(c) (1) If there is a requirement to discriminate yellow		Indhold i CS identisk
2.2.2 **Recommendation.—** *If there is a requirement to discriminate yellow* *Note.— The limits of white have been based on the assumption that***.....**	(c) (2) If there is a requirement to discriminate yellow from**.....**		

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

2.2.3 **Recommendation.—** *The colour variable white is intended to be* *a) the x coordinate of the yellow is at least 0.050 greater than the* *b) the disposition of the lights will be such that the yellow lights are displayed*	(c) (3) The colour variable white is intended to be used only for lights (c) (3) (i) the x coordinate of the yellow is at least 0.050 greater (c) (3) (ii) the disposition of the lights should be such that the		Indhold i CS identisk
2.2.4 The colour of aeronautical ground lights shall be verified as being**.....**	(c) (4) The colour of aeronautical ground lights should be verified **.....**		Indhold i CS identisk
Note 1.— For the outermost isocandela curve, a measurement of colour coordinates	(c) (5) For the outermost isocandela curve, a measurement of colour**.....**		Indhold i CS identisk
Note 2.— Certain light units may have application so that they may be viewed and used	(c) (6) If certain light units have application so that they may **.....**		Indhold i CS identisk
2.2.5 In the case of visual approach slope indicators and other light units**.....**	(c) (7) In the case of visual approach slope indicators and other**.....**		Indhold i CS identisk
3. Colours for markings, signs and panels	**CS ADR-DSN.U.935 Colours for markings, signs and panels**		Supp. Info GM1 ADR-DSN.U.935
Note 1.— The specifications of surface colours given below apply only to freshly coloured surfaces	(a) The specifications of surface colours given below apply only to freshly**.....**		Indhold i CS identisk
Note 2.— Guidance on surface colours is contained in the CIE document entitled	(b) The specifications in paragraph (f) below for internally illuminated **.....**		Indhold i CS identisk
*Note 3.— The specifications recommended in 3.4 for transilluminated panels are interim in nature and are based***.....**			
3.1 The chromaticities and luminance factors of ordinary colours, colours of retroreflective a) angle of illumination: 45°; b) direction of view: perpendicular to surface; and c) illuminant: CIE standard illuminant D_{65}.	(c) The chromaticities and luminance factors of ordinary colours, colours (c) (1) angle of illumination: 45°; (c) (2) direction of view: perpendicular to surface; and (c) (3) illuminant: CIE standard illuminant D65.		Indhold i CS identisk
3.2 **Recommendation.—** *The chromaticity and luminance factors of ordinary colours for markings and external lyilluminated signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure A1-2):*	(d) The chromaticity and luminance factors of ordinary colours for markings and externally illuminated signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-2):		Tabeller identiske i SARP og CS/GM materialet.
Note.— The small separation between surface red and surface orange is not sufficient to ensure the distinction of these colours when seen separately.	The small separation between surface red and surface orange is not sufficient to ensure the distinction of these colours when seen separately		Indhold i CS identisk
3.3 **Recommendation.—** *The chromaticity and luminance factors of colours of retroreflective materials for markings, signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure A1-3):*	(e) The chromaticity and luminance factors of colours of retroreflective materials for markings, signs, and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-3):		Tabeller identiske i SARP og CS/GM materialet.
3.4 **Recommendation.—** *The chromaticity and luminance factors of colours for luminescent or transilluminated (internally illuminated) signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure A1-4):*	(f) The chromaticity and luminance factors of colours for luminescent or internally illuminated signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-4):		Tabeller identiske i SARP og CS/GM materialet.
Figure A1-1. Colours for aeronautical ground lights	Figure U-1. Colours for aeronautical ground lights		Figurene er identiske
Figure A1-2. Ordinary colours for markings and externally illuminated signs and panels	Figure U-2. Ordinary colours for markings and externally illuminated signs and panels		Figurene er identiske
Figure A1-3. Colours of retroreflective materials for markings, signs and panels	Figure U-3. Colours of retroreflective materials for markings, signs and panels		Figurene er identiske
Figure A1-4. Colours of luminescent or transilluminated (internally illuminated) signs and panels	Figure U-4. Colours of luminescent or internally illuminated signs and panels		Figurene er identiske
APPENDIX 2. AERONAUTICAL GROUND LIGHT CHARACTERISTICS	**CS ADR-DSN.U.940 Aeronautical ground light characteristics**		Supp. Info GM1 ADR-DSN.U.940
Figure A2-1. Isocandela diagram for approach centre line light and crossbars (white light)	Figure U-5. Isocandela diagram for approach centre line light and crossbars (white light)		Figurene er identiske

Udarbejdet af O. P.

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

Figure A2-2. Isocandela diagram for approach side row light (red light)	Figure U-6. Isocandela diagram for approach side row light (red light)		Figurene er identiske
Figure A2-3. Isocandela diagram for threshold light (green light)	Figure U-7. Isocandela diagram for threshold light (green light)		Figurene er identiske
Figure A2-4. Isocandela diagram for threshold wing bar light (green light)	Figure U-8. Isocandela diagram for threshold wing bar light (green light)		Figurene er identiske
Figure A2-5. Isocandela diagram for touchdown zone light (white light)	Figure U-9. Isocandela diagram for touchdown zone light (white light)		Figurene er identiske
Figure A2-6. Isocandela diagram for runway centre line light with 30 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light	Figure U-10. Isocandela diagram for runway centre line light with 30 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)		Figurene er identiske
Figure A2-7. Isocandela diagram for runway centre line light with 15 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)	Figure U-11. Isocandela diagram for runway centre line light with 15 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)		Figurene er identiske
Figure A2-8. Isocandela diagram for runway end light (red light)	Figure U-12. Isocandela diagram for runway end light (red light)		Figurene er identiske
Figure A2-9. Isocandela diagram for runway edge light where width of runway is 45 m (white light)	Figure U-13. Isocandela diagram for runway edge light where width of runway is 45 m (white light)		Figurene er identiske
Figure A2-10. Isocandela diagram for runway edge light where width of runway is 60 m (white light)	Figure U-14. Isocandela diagram for runway edge light where width of runway is 60 m (white light)		Figurene er identiske
Figure A2-11. Grid points to be used for the calculation of average intensity of approach and runway lights	Figure U-15. Grid points to be used for the calculation of average intensity of approach and runway lights		Figurene er identiske
Collective notes to Figures A2-1 to A2-11 1. The ellipses in each figure are symmetrical about the common 2. Figures A2-1 to A2-10 show the minimum allowable light intensities 3. No deviations are acceptable in the main beam pattern when the lighting 4. Average intensity ratio. The ratio between the average intensity within the ellipse	**Collective notes to Figures U-5 to U-15** (a) The ellipses in each Figure are symmetrical about the common (b) Figures U-5 to U-14 show the minimum allowable light intensities. (c) No deviations are acceptable in the main beam pattern (d) Average intensity ratio. The ratio between the average intensity within the ellipse		Tekst i SARP identisk med tekst i CS
Figure A2-1 Approach centre line and crossbars 1.5 to 2.0 (white light) Figure A2-2 Approach side row 0.5 to 1.0 (red light) Figure A2-3 Threshold 1.0 to 1.5 (green light) Figure A2-4 Threshold wing bar 1.0 to 1.5 (green light) Figure A2-5 Touchdown zone 0.5 to 1.0 (white light) Figure A2-6 Runway centre line (longitudinal spacing 30 m) 0.5 to 1.0 (white light) Figure A2-7 Runway centre line (longitudinal spacing 15 m) 0.5 to 1.0 for CAT III (white light) 0.25 to 0.5 for CAT I, II (white light) Figure A2-8 Runway end 0.25 to 0.5 (red light) Figure A2-9 Runway edge (45 m runway width) 1.0 (white light) Figure A2-10 Runway edge (60 m runway width) 1.0 (white light)	Figure U-5 Approach centre line and crossbars 1.5 to 2.0 Figure U-6 Approach side row 0.5 to 1.0 Figure U-7 Threshold 1.0 to 1.5 Figure U-8 Threshold wing bar 1.0 to 1.5 Figure U-9 Touchdown zone 0.5 to 1.0 Figure U-10 Runway centre line (longitudinal spacing 30 m) 0.5 to 1.0 Figure U-11 Runway centre line (longitudinal spacing 15 m) 0.5 to 1.0 for CAT III 0.25 to 0.5 for CAT I, II (white light) Figure U-12 Runway end 0.25 to 0.5 Figure U-13 Runway edge (45 m runway width) 1.0 Figure U-14 Runway edge (60 m runway width) 1.0	(white light) (red light) (green light) (green light) (white light) (white light) (white light) (red light) (white light) (white light)	Tabeller identiske i SARP og CS/GM materialet
5. The beam coverages in the figures provide the necessary guidance for approaches down to an RVR	(e) The beam coverages in the Figures provide the necessary guidance for approaches down to an RVR of the order of 150 m and take-offs down to an RVR of the order of 100 m.		Indhold i CS identisk
6. Horizontal angles are measured with respect to the vertical plane through the runway centre line	(f) Horizontal angles are measured with respect to the vertical plane through the runway		Indhold i CS identisk
7. Where, for approach centre line lights and crossbars and for approach side row lights, inset	(g) Where, for approach centre line lights and crossbars and for approach side row lights, inset lights		Indhold i CS identisk
8. The importance of adequate maintenance cannot be	(h) The importance of adequate maintenance cannot be		Indhold i CS identisk

Udarbejdet af O. P.

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

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(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

overemphasized. The average intensity should never fall to a**.....**	overemphasised. The average intensity should never fall to a value less than 50 %		
9. The light unit shall be installed so that the main beam is aligned within one-half degree of the specified requirement	(i) The light unit should be installed so that the main beam is aligned within one-half degree of the specified **.....**		Indhold i CS identisk
Figure A2-12. Isocandela diagram for taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B	Figure U-16. Isocandela diagram for taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B		Figurene er identiske
Figure A2-13. Isocandela diagram for taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m	Figure U-17. Isocandela diagram for taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m		Figurene er identiske
Figure A2-14. Isocandela diagram for taxiway centre line (7.5 m spacing), no-entry bar and stop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m	Figure U-18. Isocandela diagram for taxiway centre line (7.5 m spacing) and stop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m		Figurene er identiske
Figure A2-15. Isocandela diagram for taxiway centre line (30 m, 60 m spacing), no-entry bar and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater	Figure U-19. Isocandela diagram for taxiway centre line (30 m, 60 m spacing) and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater		Figurene er identiske
Figure A2-16. Isocandela diagram for taxiway centre line (7.5 m, 15 m, 30 m spacing), no-entry bar and stop bar lights in curved sections intended for use in runway visual range conditions of 350 m or greater	Figure U-20. Isocandela diagram for taxiway centre line (7.5 m, 15 m, 30 m spacing) and stop bar lights in curved sections intended for use in runway visual range conditions of 350 m or greater		Figurene er identiske
Figure A2-17. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required and where large offsets can occur	Figure U-21. Isocandela diagram for high-intensity taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in an advanced surface movement guidance, and control system where higher light intensities are required and where large offsets can occur.		Figurene er identiske
Figure A2-18. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar and stop bar lights in straight sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required	Figure U-22. Isocandela diagram for high-intensity taxiway centre line (15 m spacing) and stop bar lights in straight sections intended for use in an advanced surface movement guidance, and control system where higher light intensities are required		Figurene er identiske
Figure A2-19. Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing), no-entry bar and stop bar lights in curved sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required	Figure U-23. Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing) and stop bar lights in curved sections intended for use in an advanced surface movement guidance, and control system where higher light intensities are required		Figurene er identiske
Figure A2-20. Isocandela diagram for high-intensity runway guard lights, Configuration B	Figure U-24. Isocandela diagram for high-intensity runway guard lights, Configuration B		Figurene er identiske
Figure A2-21. Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights	Figure U-25. Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights		Figurene er identiske
Collective notes to Figures A2-12 to A2-21	**Collective notes to Figures U-16 to U-25:**		
1. The intensities specified in Figures A2-12 to A2-20 are in green**.....**	(a) The intensities specified in Figures U-16 to U-24 are **.....**		Indhold i CS identisk
2. Figures A2-12 to A2-20 show the minimum allowable light intensities**.....**	(b) Figures U-16 to U-24 show the minimum allowable light intensities**.....**		Indhold i CS identisk
3. No deviations are acceptable in the main beam or in the innermost beam**.....**	(c) No deviations are acceptable in the main beam or in the innermost beam as applicable, **.....**		Indhold i CS identisk
4. Horizontal angles are measured with respect to the vertical plane through the taxiway**.....**	(d) Horizontal angles are measured with respect to the vertical plane through the taxiway**.....**		Indhold i CS identisk
5. Vertical angles are measured from the longitudinal slope of the taxiway surface.	(e) Vertical angles are measured from the longitudinal slope of the taxiway surface.		Indhold i CS identisk

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

6. The importance of adequate maintenance cannot be overemphasized. The intensity**.....**	(f) The importance of adequate maintenance cannot be overemphasised. The intensity, **.....**		Indhold i CS identisk
7. The light unit shall be installed so that the main beam or the innermost beam, as applicable**.....**	(g) The light unit should be installed so that the main beam or the innermost beam as applicable **.....**		Indhold i CS identisk
Figure A2-22. Light intensity distribution of T-VASIS and AT-VASIS			T-VASIS figure findes ikke i CS/GM1 eller AMC/GM materialet
Figure A2-23. Light intensity distribution of PAPI and APAPI	Figure U-26. Light intensity distribution of PAPI and APAPI		Figurene er identiske
Figure A2-24. Isocandela diagram for each light in low-intensity runway guard lights, Configuration A	Figure U-27. Isocandela diagram for each light in low-intensity runway guard lights, Configuration A		Figurene er identiske
Figure A2-25. Isocandela diagram for each light in high-intensity runway guard lights, Configuration A	Figure U-28. Isocandela diagram for each light in high-intensity runway guard lights, Configuration A		Figurene er identiske
APPENDIX 3. MANDATORY INSTRUCTION MARKINGS AND INFORMATION MARKINGS *Note 1.— See Chapter 5, Sections 5.2.16 and 5.2.17, for specifications on the application* *Note 2.— This appendix details the form and propor*	**CS ADR-DSN.L.605 Mandatory instruction marking**		Supp. Info GM1 ADR-DSN.L.605
APP 3-2 Figur	Figure L-10A. Mandatory instruction marking inscription form and proportions		Figurene er identiske
APP 3-3 Figur	Figure L-10B. Mandatory instruction marking inscription form and proportions		Figurene er identiske
APP 3-4 Figur	Figure L-10C. Mandatory instruction marking inscription form and proportions		Figurene er identiske
APP 3-5 Figur	Figure L-10D. Mandatory instruction marking inscription form and proportions		Figurene er identiske
APP 3-6 Figur	Figure L-10E. Mandatory instruction marking inscription form and proportions		Figurene er identiske
APPENDIX 4. REQUIREMENTS CONCERNING DESIGN OF TAXIING GUIDANCE SIGNS *Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs*	**CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)** **CS ADR-DSN.N.775 General (Ikke kronologisk)**		Supp. Info GM1 ADR-DSN.N.775
1. Inscription heights shall conform to the following tabulation.	Table N-2. Minimum character height		Tabeller identiske i SARP og CS/GM materialet
Note.— Where a taxiway location sign is installed in conjunction with a runway designation sign (see 5.4.3.22 2. Arrow dimensions shall be as follows: *Legend height Stroke* 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 3. Stroke width for single letter shall be as follows: *Legend height Stroke* 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm 4. Sign luminance shall be as follows: a) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least: Red 30 cd/m2 Yellow 150 cd/m2 White 300 cd/m2 b) Where operations are conducted in accordance with 5.4.1.7 b) and c) and 5.4.1.8, average sign luminance shall be at least Red 10 cd/m2	(9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (10) Sign luminance should be as follows: (i) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance should be at least: Red 30 cd/m2 Yellow 150 cd/m2 White 300 cd/m2 (ii) Where operations are conducted in accordance with CS ADR-DSN.N.775(c)(5)(ii) and (c)(6), average sign luminance should be at		Indhold i CS identisk Tabeller identiske i SARP og CS/GM materialet

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(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Yellow 50 cd/m2 White 100 cd/m2 *Note.— In runway visual range conditions less than a value of 400 m, there will be some degradation in the performance of signs.* 5. The luminance ratio between red and white elements 7. The average value is the arithmetic average of the luminance *Note.— Guidance on measuring the average luminance* 8. The ratio between luminance values of adjacent grid points 9. The forms of characters, i.e. letters, numbers, arrows and symbols 10. The face height of signs shall be as follows: *Legend height Face height (min)* 200 mm 400 mm 300 mm 600 mm 400 mm 800 mm 11. The face width of signs shall be determined using Figure A4-3 except a) 1.94 m where the code number is 3 or 4; and b) 1.46 m where the code number is 1 or 2. *Note.— Additional guidance on determining the face width of a sign is* 12. Borders a) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7 b) The yellow border on a stand-alone location sign should be approximately 0.5 stroke width. 13. The colours of signs shall be in accordance with the appropriate specifications in Appendix 1.	least: Red 10 cd/m2 Yellow 50 cd/m2 White 100 cd/m2 (iii) In runway visual range conditions less than a value of 400 m, there should be some degradation in the performance of signs. (11) The luminance ratio between red and white elements (12) The average luminance of the sign is calculated by establishing (13) The average value is the arithmetic average of the luminance (14) The ratio between luminance values of adjacent grid points should not exceed 1.5:1. (15) The forms of characters, i.e. letters, numbers, arrows (16) The face height of signs should be as follows: Legend height Face height (min) 200 mm 400 mm 300 mm 600 mm 400 mm 800 mm (17) The face width of signs should be determined using Figure N-3 except that (i) 1.94 m where the code number is 3 or 4; and (ii) 1.46 m where the code number is 1 or 2. (18) Borders: (i) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7 of the stroke width. (ii) The yellow border on a stand-alone location sign should be approximately 0.5 stroke width. (19) The colours of signs should be in accordance with the appropriate specifications in CHAPTER U		
Figure A4-1. Grid points for calculating average luminance of a sign	Figure N-1. Grid points for calculating average luminance of a sign		Figurene er identiske
Figure A4-2. Forms of characters	Figure N-2A. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.)	Figure N-2B. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.)	Figure N-2C. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.)	Figure N-2D. Forms of characters for signs		Figurene er identiske
Figure A4-2. (cont.)	Figure N-2E. Forms of characters for signs		Figurene er identiske
Runway vacated sign	Figure N-2F. Runway vacated sign		Figurene er identiske
NO ENTRY sign	Figure N-2G. No entry sign		Figurene er identiske
Arrow, dot and dash	Figure N-2H. Forms of characters for signs		Figurene er identiske
Figure A4-3. Sign dimensions	Figure N-3. Sign dimensions		Figurene er identiske
Table A4-1. Letter and numeral widths and space between letters or numerals	Table N-3. Letter and numeral width and space between letters or numerals		Figurene er identiske
APPENDIX 5. AERONAUTICAL DATA QUALITY REQUIREMENTS		**AMC1 ADR.OPS.A.010 Data quality requirements** GENERAL REQUIREMENTS	
Table A5-1. Latitude and longitude		Table 1 – Latitude and longitude	Tabeller identiske i SARP og AMC/GM materialet
Table A5-2. Elevation/altitude/height		Table 2 – Elevation/Altitude/Height	Tabeller identiske i SARP og AMC/GM materialet
Table A5-3. Declination and magnetic variation		Table 3 – Declination and magnetic variation	Tilføjet til table i AMC'en vedr. VHF
Table A5-4. Bearing		Table 4 - Bearing	Tabeller identiske i SARP og AMC/GM materialet
Table A5-5. Length/distance/dimension		Table 5 – Length/distance/dimension	Tabeller identiske i SARP og AMC/GM materialet
APPENDIX 6. LOCATION OF LIGHTS ON OBSTACLES			Supp. Info GM1 ADR-DSN.Q.850

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(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant "non-compliens" = mørkebrun baggrund i kommentarfeltet)

Figure A6-1. Medium-intensity flashing-white obstacle lighting system, Type A		Figure GM-Q-1.Medium-intensity flashing-white obstacle lighting system, Type A	Figurene er identiske
Figure A6-2. Medium-intensity flashing-red obstacle lighting system, Type B		Figure GM-Q-2. Medium-intensity flashing-red obstacle lighting system, Type B	Figurene er identiske
Figure A6-3. Medium-intensity fixed-red obstacle lighting system, Type C		Figure GM-Q-3. Medium-intensity fixed-red obstacle lighting system, Type c	Figurene er identiske
Figure A6-4. Medium-intensity dual obstacle lighting system, Type A/Type B		Figure GM-Q-4. Medium-intensity dual obstacle lighting system, Type A/Type B	Figurene er identiske
Figure A6-5. Medium-intensity dual obstacle lighting system, Type A/Type C		Figure GM-Q-5. Medium-intensity dual obstacle lighting system, Type A/Type C	Figurene er identiske
Figure A6-6. High-intensity flashing-white obstacle lighting system, Type A		Figure GM-Q-6. High-intensity flashing-white obstacle lighting system, Type A	Figurene er identiske
Figure A6-7. High-/medium-intensity dual obstacle lighting system, Type A/Type B		Figure GM-Q-7. High-/medium-intensity dual obstacle lighting system, Type A/Type B	Figurene er identiske
Figure A6-8. High-/medium-intensity dual obstacle lighting system, Type A/Type C		Figure GM-Q-8. High-/medium-intensity dual obstacle lighting system, Type A/Type C	Figurene er identiske
ATTACHMENT A. GUIDANCE MATERIAL SUPPLEMENTARY TO ANNEX 14, VOLUME I			CHAPTER B — RUNWAYS
1. Number, siting and orientation of runways			Supp. Info GM1 ADR-DSN.B.015
Siting and orientation of runways 1.1 Many factors should be taken into account in the determination of the**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som GM1 ADR-DSN.B.015(a)
1.1.1 *Type of operation.* Attention should be paid in particular to whether the aerodrome**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som GM1 ADR-DSN.B.015(b)(5)
1.1.2 *Climatological conditions.* A study of the wind distribution should be made a) Wind statistics used for the calculation of the usability factor b) The maximum mean crosswind components given in Chapter 3, 3.1.3, refer 1) the wide variations which may exist, in handling characteristics and maximum permissible crosswind Components 2) prevalence and nature of gusts; 3) prevalence and nature of turbulence 4) the availability of a secondary runway; 5) the width of runways; 6) the runway surface conditions — water, snow and ice on the runway materially reduce the allowable crosswind component; and 7) the strength of the wind associated with the limiting crosswind component A study should also be made of the occurrence of poor visibility and/or low cloud base 1.1.3 *Topography of the aerodrome site, its approaches, and surroundings*, particularly: a) compliance with the obstacle limitation surfaces b) current and future land use. The orientation and layout should c) current and future runway lengths to be provided; d) construction costs; and e) possibility of installing suitable non-visual and visual aids for approach-to-land. 1.1.4 *Air traffic in the vicinity of the aerodrome*, particularly: a) proximity of other aerodromes or ATS routes; b) traffic density; and c) air traffic control and missed approach procedures			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som følgende: GM1 ADR-DSN.B.015(e) GM1 ADR-DSN.B.020(a) (a) (1) (a) (2) (a) (3) GM1 ADR-DSN.B.025(b)(6) (b)(6) (i)…….
Number of runways in each direction			SECTION 4 — CLEARWAYS, STOPWAYS AND RADIO ALTIMETER OPERATING AREA

1.2 The number of runways to be provided in each direction depends**……**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som GM1 ADR-DSN.B.015
2. Clearways and stopways			Supp. Info GM1 ADR-DSN.B.195 Clearways
2.1 The decision to provide a stopway and/or a clearway as an alternative to an increased length of runway will depend on the physical characteristics of the area beyond the runway**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (c).
2.2 The aeroplane performance operating limitations require a length which is enough to ensure**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (d).
2.3 On the other hand, if an engine fails after the decision speed is reached**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (e).
2.4 The decision speed is not a fixed speed for any aeroplane, but can be selected**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (f).
2.5 A variety of combinations of accelerate-stop distances required and take-off**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (g).
2.6 The most familiar case is where the decision speed is such that the take-off**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (h).
2.7 In case economic considerations preclude the provision of stopway and, **……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (i).
2.8 The minimum runway length and the maximum stopway or clearway length a) if a stopway is economically possible, the lengths to be provided b) if a stopway is not to be provided, the runway length is the landing			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (j) (j)(1) (j)(2)
2.9 In addition to the above consideration, the concept of clearways			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.195 (k)
2.10 The economy of a stopway can be entirely lost if, after each usage, it must be regraded			SARP tekst findes ikke i AMC/GM
3. Calculation of declared distances			Supp. Info GM1 ADR-DSN.B.035 Supp. Info GM1 ADR.OPS.A.005
3.1 The declared distances to be calculated for each runway direction comprise: the take-off run available**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(a)
3.2 Where a runway is not provided with a stopway or clearway and the threshold**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(1)
3.3 Where a runway is provided with a clearway (CWY), then the TODA**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(2)
3.4 Where a runway is provided with a stopway (SWY), then the**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(3)
3.5 Where a runway has a displaced threshold, then the LDA will**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(4)
3.6 Figures A-1 (B) through A-1 (D) illustrate a runway provided			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(b)(5)
3.7 A suggested format for providing information on declared distances**……**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR.OPS.A.005(c)
4. Slopes on a runway 4.1 Distance between slope changes			Supp. Info GM1 ADR-DSN.B.075
The following example illustrates how the distance between slope changes is to be determined (see Figure A-2):			SARP tekst identisk med GM1 ADR-DSN.B.075
D for a runway where the code number is 3 should be at least: 15 000 (|x – y| + |y – z|) m |x – y| being the absolute numerical value of x – y |y – z| being the absolute numerical value of y – z Assuming x = +0.01			SARP tekst identisk med GM1 ADR-DSN.B.075

y = –0.005 z = +0.005 then |x – y| = 0.015 |y – z| = 0.01 To comply with the specifications, D should be not less than: 15 000 (0.015 + 0.01) m, that is, 15 000 × 0.025 = 375 m			
4.2 Consideration of longitudinal and transverse slopes			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme indhold som GM1 ADR-DSN.B.060
Figure A-1. Illustration of declared distances			Supp. Info GM1 ADR-DSN.B.035 Actual length of the runway and declared distances Figure GM-B-1. Illustration of declared distances Figurene er identiske
Figure A-2. Profile on centre line of runway			Supp. Info GM1 ADR-DSN.B.075 Distance between slope changes on runways Figure GM-B-2. Profile on centre line of runway Figurene er identiske
4.3 Radio altimeter operating area In order to accommodate aeroplanes making auto-coupled approaches and automatic landings**.....**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.205 (a)
5. Runway surface evenness 5.1 In adopting tolerances for runway surface irregularities			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.090(a) GM3 ADR.OPS.C.010(b)(2)
5.2 Caution should also be exercised when inserting runway lights			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM1 ADR-DSN.B.090(b)
5.3 The operation of aircraft and differential settlement of surface foundations**.....**			Aktuel SARP afsnit er i sin beskrivelse stort set identisk med GM3 ADR.OPS.C.010(b)(2) (a)
Minimum acceptable length of irregularity (m)			Tabeller under GM1 ADR-DSN.B.090 (Tabel 1) er identiske med SARP materialet
Note that “surface irregularity” is defined herein to mean isolated surface elevation deviations that do not lie along a uniform slope through any given section of a runway. For the purposes of this concern, a “section of a runway”			Indhold i nogen udstrækning identisk Supp. Info GM3 ADR.OPS.C.010(b)(2) (b)
5.4 Figure A-3 illustrates a comparison of the surface roughness criteria			Henvisning findes også i AMC/GM dog mere indirekte
5.5 Deformation of the runway with time may also increase the possibility of the formation			SARP indhold identisk med GM3 ADR.OPS.C.010(b)(2) (c)
6. Assessing the surface friction characteristics of snow-, slush-, ice- and frost-covered paved surfaces		**AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage** GENERAL	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som AMC’en, men teksten i AMC er anderledes.
6.1 There is an operational need for reliable and uniform**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som AMC’en, men teksten i AMC er anderledes.
6.2 Any friction measuring device intended predict**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som AMC’en, men teksten i AMC er anderledes.
6.3 The friction conditions of a runway can be assessed in descriptive**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som AMC’en, men teksten i AMC er anderledes.

Udarbejdet af O. P.

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet)

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)
(Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

Figure A-3. Comparison of roughness criteria			Tilsvarende figur findes ikke i CS/GM eller AMC/GM materialet
6.4 The table below with associated descriptive terms was developed from friction**.....**			Tabeller er identisk, men teksten i SARP GM1 ADR.OPS.A.005 er ikke identisk
Measured coefficient μ *Estimated surface friction Code* 0.40 and above Good 5 0.39 to 0.36 Medium to good 4 0.35 to 0.30 Medium 3 0.29 to 0.26 Medium to poor 2 0.25 and below Poor 1			Tabeller i SARP og GM1 ADR.OPS.A.005 identisk
6.5 Relating braking action to friction measurements**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
6.6 It has been found necessary to provide assessed surface condition**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
6.7 The *Airport Services Manual* (Doc 9137), Part 2 provides guidance			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
7. Determination of surface friction characteristics for construction and maintenance purpose *Note.— The guidance in this section involves the functional*			Supp. Info GM1 ADR.OPS.C.010(b)(3)
7.1 The surface friction characteristics of a paved runway should be: a) assessed to verify the surface friction characteristics of new or resurfaced b) assessed periodically in order to determine the slipperiness of paved			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (a) (a) (1) (a) (2)
7.2 The condition of a runway pavement is generally assessed under dry conditions			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (b)
7.3 Friction tests of existing surface conditions are taken periodically in order**.....**			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (c)
7.4 Friction measurements of existing, new or resurfaced runways are**.....**			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (d)
7.5 When it is suspected that the surface friction characteristics of a runway may**.....**			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (e)
7.6 When conducting friction tests using a self-wetting continuous friction**.....**			SARP identisk med GM1 ADR.OPS.C.010(b)(3) (f)
7.7 Annex 14, Volume I, requires States to specify a minimum friction			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8. Drainage characteristics of the movement area and adjacent areas			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.1.1 Rapid drainage of surface water is a primary safety consideration a) natural drainage of the surface water from the top of the pavement b) dynamic drainage of the surface water trapped under			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.1.2 Both processes can be controlled through: a) design; b) construction; and			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.

c) maintenance. of the pavements in order to prevent accumulation			
8.2 Design of pavement			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.2.1 Surface drainage is a basic requirement and serves to minimize water depth on the**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.2.2 Dynamic drainage is achieved through built-in texture in the**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3 Construction of pavement**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.1 Through construction, the drainage characteristics a) slopes; b) texture: 1) microtexture; 2) macrotexture;			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.2 Slopes for the various parts of the movement area and adjacent**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.3 Texture in the literature is described as microtexture or macrotexture**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.4 Microtexture is the texture of the individual**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.5 Microtexture is a built-in quality of the pavement**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.6 A major problem with microtexture is that it can**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.7 Macrotexture is the texture among the individual**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1og AMC/GM materialet.
8.3.8 The primary purpose of grooving a runway**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.9 For measurement of macrotexture, simple**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
Runway classification based on texture information from ESDU 71026: *Classification Texture depths (mm)* A 0.10 – 0.14 B 0.15 – 0.24 C 0.25 – 0.50 D 0.51 – 1.00 E 1.01 – 2.54			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.10 Using this classification, the threshold value between microtexture**……**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.

8.3.11 For construction, design and maintenance, **.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.3.12 The ESDU scale groups runway surfaces**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4 Maintenance of drainage characteristics of pavement**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.1 Macrotexture does not change within a short timespan but**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.2 When groovings are used, the condition of the grooves**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
8.4.3 The pavement may be shot blasted in order to enhance**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
9. Strips 9.1 Shoulders			SECTION 2 — RUNWAY SHOULDERS GM1 ADR-DSN.B.125
9.1.1 The shoulder of a runway or stopway should be prepared**.....**			S ARP identisk med GM1 ADR-DSN.B.125 (d)
9.1.2 In some cases, the bearing strength of the natural ground in the strip may**.....**			SARP identisk med GM1 ADR-DSN.B.125 (d)(2)
9.1.3 Attention should also be paid when designing shoulders to prevent**.....**			SARP identisk med GM1 ADR-DSN.B.125 (e)
9.1.4 Where shoulders have been treated specially, either**.....**			SARP identisk med GM1 ADR-DSN.B.125 (f)
9.2 Objects on strips Within the general area of the strip adjacent to the runway, measures should**.....**			SARP identisk med GM1 ADR-DSN.B.165
9.3 Grading of a strip for precision approach runways Chapter 3, 3.4.8, recommends that the portion of a strip of an instrument runway within at least 75 m			SARP stort set identisk med GM1 ADR-DSN.B.175
Figure A-4. Graded portion of a strip including a precision approach runway where the code number is 3 or 4			Figure GM B-4. Figurene er identiske
10. Runway end safety areas			Supp. Info CHAPTER C – RUNWAY END SAFETY AREA GM1 ADR-DSN.C.210
10.1 Where a runway end safety area is provided in accordance with**.....**			SARP stort set identisk med GM1 ADR-DSN.C.210 (a)(1)
10.2 Where provision of a runway end safety area would be particularly prohibitive**.....**			SARP i nogen grad identisk med GM1 ADR-DSN.C.210 (b),(b)(2),(b)(2)(iii)
10.3 Research programmes, as well as evaluation of actual aircraft**.....**			SARP i nogen gradn identisk med GM1 ADR-DSN.C.210 (c)(2)
10.4 Demonstrated performance of an arresting system can be achieved by a validated design method --- 10.5 The design of an arresting system must consider multiple aircraft parameters, including but not limited to, allowable aircraft gear loads, gear configuration, tire contact pressure, aircraft centre of gravity			SARP i nogen grad identisk med GM1 ADR-DSN.C.210 (c)(4)
10.6 The information relating to the provision of a runway end safety area and the presence of an arresting system should be			Målsætning i nogen grad identisk GM1 ADR-DSN.C.210 (c)(5)

Udarbejdet af O. P.

(Tabeller = rød skrift) (Pictogrammer,diagrammer,figurer = grønt skrift)

(Indhold stort set det samme, men anden formulering eller måske slet ikke beskrevet i CS/AMC = lysebrun baggrund i kommentarfeltet) (Signifikant ”non-compliens” = mørkebrun baggrund i kommentarfeltet)

published in the AIP			
10.7 Additional information is contained in the *Aerodrome Design Manual* (Doc 9157), Part 1.			SARP identisk med GM1 ADR-DSN.C.210 (c)(7)
Figure A-5. Runway end safety area for a runway where the code number is 3 or 4			Tilsvarende figur findes ikke i CS/GM eller AMC/GM materialet
Location of threshold 11.1 General			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
11.1.1 The threshold is normally located at**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
11.1.2 In determining that no obstacles penetrate**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
11.2 Displaced threshold**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet
11.2.1 If an object extends above the approach surface and the object cannot be removed, consideration should**.....**			SARP identisk med GM1 ADR-DSN.B.030 (e)(1)
11.2.2 To meet the obstacle limitation objectives of Chapter 4, the threshold should ideally			SARP identisk med GM1 ADR-DSN.B.030 (e)(2)
11.2.3 However, displacement of the threshold from the runway extremity			SARP identisk med GM1 ADR-DSN.B.030 (e)(3)
11.2.4 Notwithstanding the consideration of landing distance available			SARP identisk med GM1 ADR-DSN.B.030 (e)(4)
11.2.5 In the event of a threshold being located according to the criteria			SARP identisk med GM1 ADR-DSN.B.030 (e)(5)
11.2.6 Depending on the length of the displacement, the RVR			SARP identisk med GM1 ADR-DSN.B.030 (e)(6)
11.2.7 Provisions in Annex 14, Volume I, regarding marking and lighting of displaced			Det er ikke umiddelbart muligt at indentifisere tilsvarende henvisning i CS/GM og AMC/GM materialet
12. Approach lighting systems 12.1 Types and characteristics			Supp. Info SECTION 1 — APPROACH LIGHTING SYSTEMS GM1 ADR-DSN.M.625
12.1.1 The specifications in this volume provide for the basic characteristics			SARP identisk med GM1 ADR-DSN.M.625 (a)(1)
12.1.2 The approach lighting configuration is to be provided irrespective of the location**.....**			SARP identisk med GM1 ADR-DSN.M.625 (a)(2)
12.1.3 Flight path envelopes to be used in designing the lighting are shown in Figure A-6.			SARP identisk med GM1 ADR-DSN.M.625 (a)(3)
Figure A-6. Flight path envelopes to be used for lighting design for category I, II and III operations			Supp. Info GM1 ADR-DSN.M.625 Figure GM-M-2. Flight path envelope examples for lighting design for category I, II and III operations - Centre line lights Figurene er identiske
Figure A-7. Simple approach lighting systems			Supp. Info CS ADR-DSN.M.626 Figure M-1. Simple approach lighting systems Figurene er identiske
Horizontal 12.2.1 The dimensional tolerances are shown in Figure A-8.			SARP identisk med CS ADR-DSN.M.626 (b)(1)
12.2.2 The centre line of an approach lighting system should be as coincident**.....**			SARP identisk med CS ADR-DSN.M.626 (b)(2)
12.2.3 The longitudinal spacing of the centre line lights should be			SARP identisk med CS ADR-DSN.M.626 (b)(3)

such that**.....**			
12.2.4 The crossbars and barrettes should be at right angles to the centre**.....**			SARP identisk med CS ADR-DSN.M.626 (b)(4)
12.2.5 When a crossbar has to be displaced from its standard position**.....**			SARP identisk med CS ADR-DSN.M.626 (b)(5)
12.2.6 When a crossbar in the system shown in Figure A-8 (A) is displaced**.....**			SARP identisk med CS ADR-DSN.M.626 (b)(6)
Vertical 12.2.7 The ideal arrangement is to mount all the approach lights in**.....**			SARP identisk med CS ADR-DSN.M.626 (c)(1)
12.2.8 Within a stopway or clearway, and within 150 m of the end of a runway			SARP identisk med CS ADR-DSN.M.626 (c)(1)
12.2.9 It is desirable that the lights be mounted so that, as fa**.....**r			SARP identisk med CS ADR-DSN.M.626 (c)(3)
12.2.10 In order to avoid giving a misleading impression			SARP identisk med CS ADR-DSN.M.626 (c)(4)
12.2.11 *Centre line.* The gradients of the centre line in any section**.....**			SARP identisk med CS ADR-DSN.M.626 (c)(4)(i)
12.2.12 *Crossbars.* The crossbar lights should be so arranged**.....**			SARP identisk med CS ADR-DSN.M.626 (c)(4)(ii)
12.3 Clearance of obstacles			SARP identisk med CS ADR-DSN.M.626 (d)
12.3.1 An area, hereinafter referred to as the light plane, has been**.....**			SARP identisk med CS ADR-DSN.M.626 (d)(1)
12.3.2 No objects are permitted to exist within the boundaries**.....**			SARP identisk med CS ADR-DSN.M.626 (d)(2)
12.3.3 It is recognized that some components of electronic landing**.....**			SARP identisk med CS ADR-DSN.M.626 (d)(3)
12.3.4 Where an ILS localizer is installed within the light plane boundaries**.....**			SARP identisk med CS ADR-DSN.M.626 (d)(4)
12.3.5 In locating an MLS azimuth antenna the guidance contained in Annex 10			SARP identisk med CS ADR-DSN.M.626 (d)(6)
12.3.6 Objects existing within the boundaries of the light plane, requiring**.....**			SARP identisk med CS ADR-DSN.M.626 (d)(7)
12.3.7 In some instances objects may exist which cannot be removed			SARP identisk med CS ADR-DSN.M.626 (d)(8)
Figure A-8. Precision approach category I lighting systems			Supp. Info CS ADR-DSN.M.630 Figurene er identiske
Figure A-9. Vertical installation tolerance			Supp. Info GM1 ADR-DSN.M.625 Figure GM-M-1. Vertical installation tolerances Figurene er identiske
12.4 Consideration of the effects of reduced lengths			SARP identisk med GM1 ADR-DSN.M.625 (e)
12.4.1 The need for an adequate approach lighting system to support precision**.....**			SARP identisk med GM1 ADR-DSN.M.625(e)(1)
12.4.2 However, there are some runway locations where it is impossible to provide the 900 m**.....**			SARP identisk med GM1 ADR-DSN.M.625(e)(2)
12.4.3 In such cases, every effort should be made to provide			SARP identisk med GM1 ADR-DSN.M.625(e)(3)
13. Priority of installation of visual approach slope indicator systems			SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS GM1 ADR-DSN.M.640
13.1 It has been found impracticable to develop guidance material a) frequency of use; b) seriousness of the hazard; c) presence of other visual and non-visual aids; d) type of aeroplanes using the runway; and e) frequency and type of adverse weather conditions under which			SARP identisk med GM1 ADR-DSN.M.640 (a), (a)(1) , (a)(2) , (a)(3) , (a)(4) , (a)(5)

Udarbejdet af O. P.

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the runway will be used.			
13.2 With respect to the seriousness of the hazard, a) inadequate visual guidance because of: 1) approaches over water or featureless terrain, or absence of sufficient extraneous light in the approach area by night; 2) deceptive surrounding terrain; b) serious hazard in approach; c) serious hazard if aeroplanes undershoot or overrun; and d) unusual turbulence			SARP identisk med GM1 ADR-DSN.M.640 (b), (b)(1) , (b)(2) , (b)(3) , (b)(4)
13.3 The presence of other visual or non-visual aids is a very**.....**			SARP identisk med GM1 ADR-DSN.M.640 (c)
13.4 Priority should be given to runways used by turbojet aeroplanes.			SARP identisk med GM1 ADR-DSN.M.640 (d)
14. Lighting of unserviceable areas Where a temporarily unserviceable area exists, it may be marked with fixed-red lights. These lights should mark the most potentially dangerous extremities of the area. A minimum of four such lights should be used, except where the area is triangular in shape where a minimum of three lights may be employed.			SARP identisk med GM1 ADR-DSN.R.870 (c), (d), (e), (f), (g), (h)
15. Rapid exit taxiway indicator lights			
15.1 Rapid exit taxiway indicator lights (RETILs) comprise a set of yellow unidirectional**.....**			SARP identisk med GM1 ADR-DSN.M.700 (d)(d)(1)
15.2 In low visibility conditions, RETILs provide useful situational awareness**.....**			(SARP identisk med GM1 ADR-DSN.M.700 (b)(b)(1)
15.3 Following a landing, runway occupancy time has a significant effect on achievable**.....**			SARP identisk med GM1 ADR-DSN.M.700 (d)(3)
16. Intensity control of approach and runway lights			Supp. Info CS ADR-DSN.M.615
16.1 The conspicuity of a light depends on the impression received of contrast between the light and its background. If a light is to be useful to a pilot by day when on approach, it**.....**			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som CS/GM'en, men teksten i CS/GM'en er anderledes. Supp. Info CS ADR-DSN.M.615
16.2 In fog the amount of light scattered is high. At night this scattered light increases the brightness --- 16.3 From the foregoing will be evident the importance of adjusting the intensity			Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som CS/GM'en, men teksten i CS/GM'en er anderledes. Supp. Info CS ADR-DSN.M.615
17. Signal area A signal area need be provided only when it is intended to use visual ground**.....**			Supp. Info CS ADR-DSN.K.505 Signal panels and signal area
18. Rescue and fire fighting services 18.1 Administration			
18.1.1 The rescue and fire fighting service at an aerodrome should be under the administrative control			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
18.1.2 In drawing up the detailed plan for the conduct of search and**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
18.1.3 Coordination between the rescue and fire fighting service at an aerodrome**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
18.1.4 A grid map of the aerodrome and its immediate vicinity should be provided**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.

18.1.5 Coordinated instructions should be drawn up detailing the responsibilities**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM1 og AMC/GM materialet.
18.2 Training The training curriculum should include initial a) airport familiarization; b) aircraft familiarization; c) rescue and fire fighting personnel safety; d) emergency communications systems on the aerodrome, including aircraft fire-related alarms; e) use of the fire hoses, nozzles, turrets and other appliances required for compliance with Chapter 9, 9.2; f) application of the types of extinguishing agents required for compliance with Chapter 9, 9.2; g) emergency aircraft evacuation assistance; h) fire fighting operations; i) adaptation and use of structural rescue and fire fighting equipment for aircraft rescue and fire fighting; j) dangerous goods; k) familiarization with fire fighters' duties under the aerodrome emergency plan; and l) protective clothing and respiratory protection			Stort set identisk bortset fra at der i GM1 ADR.OPS.B.010(a)(3) materialet er tilføjet vise punkter, herunder pkt. (l), (m), (o) samt (p)
18.3 Level of protection to be provided**.....**			Indhold i GM4 ADR.OPS.B.010(a)(2) materialet stort set identisk.
18.3.1 In accordance with Chapter 9, 9.2, aerodromes should be categorized			Indhold i GM4 ADR.OPS.B.010(a)(2) (a) materialet stort stort set identisk.
18.3.2 However, Chapter 9, 9.2.3, permits a lower level of protection			Indhold i GM4 ADR.OPS.B.010(a)(2) (b) materialet stort set identisk.
18.4 Rescue equipment for difficult environments 18.4.1 Suitable rescue equipment and services should be available at an aerodrome		**AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services** NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT (b) If the aerodrome is located near a water/swampy area, or other difficult environment	Indhold i AMC3 ADR.OPS.B.010(a)(2) materialet stort stort set identisk.
18.4.2 The rescue equipment should be carried on boats or other vehicles**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.3 At an aerodrome bordering the water, the boats or other vehicles**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.4 Boats or other vehicles should have as high a speed as practicable**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
18.4.5 The personnel designated to operate the equipment should be**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.

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18.5 Facilities 18.5.1 The provision of special telephone, two-way radio communication a) direct communication between the activating authority and the aerodrome fire station in order to ensure the prompt alerting and dispatch of rescue and fire fighting vehicles and personnel in the event of an aircraft accident or incident; b) direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency; c) emergency signals to ensure the immediate summoning of designated personnel not on standby duty; d) as necessary, summoning essential related services on or off the aerodrome; and e) maintaining communication by means of two-way radio with the rescue and fire fighting vehicles in attendance at an aircraft accident or incident		**AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services** COMMUNICATION AND ALERTING SYSTEMS The aerodrome operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and firefighting vehicles; (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower; (c) means are provided for communication between the rescue and firefighting service and the flight crew of an aircraft in emergency; (d) communication means are provided to ensure the immediate summoning of designated personnel not on standby duty; (e) communication means are provided to ensure two-way communication with the rescue and firefighting vehicles in attendance at an aircraft accident or incident. (f) communications during emergencies should be recorded; (g) communication means are provided between rescue and firefighting crew members; and	Aktuel SARP afsnit har i sin beskrivelse i nogen grad samme målsætning som AMC'en, men teksten i AMC1 ADR.OPS.B.010(a)(2) er anderledes.
18.5.2 The availability of ambulance and medical facilities for the removal**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
19. Operators of vehicles 19.1 The authorities responsible for the operation of vehicles on the movement a) the geography of the aerodrome; b) aerodrome signs, markings and lights; c) radiotelephone operating procedures; d) terms and phrases used in aerodrome control including the ICAO spelling alphabet; e) rules of air traffic services as they relate to ground operations; f) airport rules and procedures; and g) specialist functions as required, for example, in rescue and fire fighting.		**AMC2 ADR.OPS.B.025 Operation of vehicles** MOVEMENT AREA DRIVING TRAINING The training for driving on the movement area should include the following: (a) the geography of the aerodrome; (b) aerodrome signs, markings and lights; and (c) radiotelephone operating procedures if the duties require to drive on the manoeuvring area; (d) terms and phrases used in aerodrome control, including the ICAO spelling alphabet, if the duties require interaction with aerodrome control; (e) rules of air traffic services as they relate to ground operations; (f) aerodrome rules and procedures; (g) low visibility procedures; and (h) specialist functions as required, for example, in rescue and firefighting.	Indhold i AMC2 ADR.OPS.B.025 materialet stort identisk.
19.2 The operator should be able to demonstrate competency, as appropriate, in a) the operation or use of vehicle transmit/receive equipment; b) understanding and complying with air traffic control and local procedures; c) vehicle navigation on the aerodrome; and d) special skills required for the particular function. In addition, as required for any specialist function, the operator should be the holder			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
19.3 The above should be applied as is appropriate to the			Det er ikke umiddelbart muligt at indentifisere SARP teksen

function**.....**			i CS/GM og AMC/GM materialet.
19.4 If special procedures apply for operations in low visibility conditions**.....**			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
20. The ACN-PCN method of reporting pavement strength 20.1 Overload operations			Supp. Info GM2 ADR.OPS.C.010 (b) (1)
20.1.1 Overloading of pavements can result either from loads too large, or from a substantially a) for flexible pavements, occasional movements by aircraft with ACN not exceeding 10 per b) for rigid or composite pavements, in which a rigid pavement layer provides a primary c) if the pavement structure is unknown, the 5 per cent limitation should apply; and d) the annual number of overload movements should not exceed approximately 5 per cent			Indhold i GM2 ADR.OPS.C.010 (b) (1) (a), (a) (1) (a) (2), (a) (3), (a) (4) materialet stort identisk.
20.1.2 Such overload movements should not normally be permitted on pavements exhibiting			Indhold i GM2 ADR.OPS.C.010 (b) (1) (b) materialet stort identisk.
20.2 ACNs for several aircraft types For convenience, several aircraft types currently in use have been evaluated on rigid and flexible pavements			Det er ikke umiddelbart muligt at indentifisere SARP teksen i CS/GM og AMC/GM materialet.
Her slutter både SARP og Attachment			

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