

- 7.97 If the aircraft is exactly on slope, the two outer lights are white and the two inner lights are red. If you are above the approach slope, the number of white lights increases: the light closest to the runway will show red if you are slightly high, and all the lights will be white if you are even further above the approach slope.
- 7.98 If you are low on slope, the number of red lights will increase: the outer light will show white if you are slightly low, but all the lights will be red if you are even further below the required slope. At the time of writing, PAPI has been installed at a small number of aerodromes in Australia. Since PAPI is cheaper to install and maintain than T-VASIS, it is expected that the number will increase.

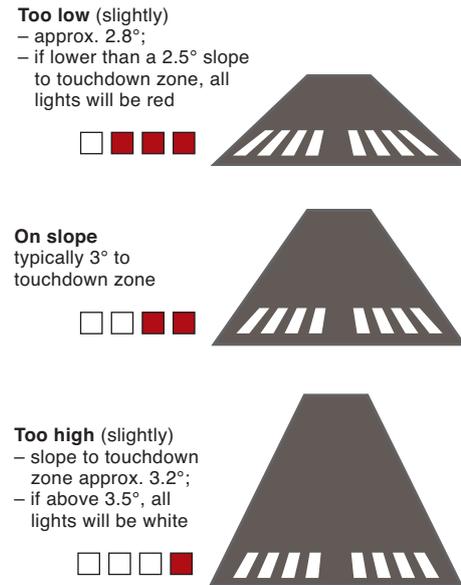


Figure 7-24 Slope guidance using PAPI.

Runway Lighting

- 7.99 Runway lighting (RL) is primarily intended to define the boundaries of the actual landing area, although some systems also provide additional information, such as runway centreline and distance remaining before the end of the runway.

Runway Edge Lights

- 7.100 Runway edge lights define the edges of runways. As a general rule, runway edge lights are white. However, on runways with a Category I or II ILS approach, amber lights replace white lights for the last 600 m. This forms a caution zone for landings in restricted visibility. When white edge lights are replaced by amber, the pilot knows there is only 600 m of runway left for stopping. Spacing between the runway edge lights is 60 m on any runway associated with an instrument approach, i.e. an instrument runway, and 90 m for non-instrument runways. These figures are worth remembering since counting the number of runway edge lights that are visible from the takeoff position is one way of determining runway visual range (RVR) for gauging compliance with the takeoff minima. For precision approach Category I and II lighting systems, the runway edge lights are omnidirectional on intensity stages 1, 2 and 3 in order to provide circling manoeuvre guidance. At stages 4, 5 and 6, the lights are unidirectional.

Runway End Lights

- 7.101 The runway end lights are red to landing aircraft stopping at the far end. To an aircraft on approach from the opposite direction, they may show as green (and act as normal threshold lighting) or they may be screened off completely.