

	Company Name የኢትዮጵያ ሲቪል አቪዬሽን ባለሥልጣን Ethiopian Civil Aviation Authority	Document No. ECAA-ANR-AC-029	
Document title Guidance on <i>information regarding aerodrome conditions and the operational status of associated facilities</i>		Issue No. 1	Page No. Page 1 of 4

The Air Navigation Regulation Directorate has issued this guidance material to be used by ANSP to prepare procedure manuals and other working documents for implementation of ICAO SARPS and National Regulations.

It is important to note that this guidance material improve the safety of air navigation services within Ethiopian air space .

The Director General of Ethiopian Civil Aviation Authority has here by approved this guidance material on September 18,2017 to be used as a guidance to air navigation services provider..

Approved by

Date September, 2017



Wosanyetsh Hunegnaw (Col.)
Director General





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1

Page No.

Page 2 of 4

1. PURPOSE

- *This guidance provides instruction for the development and review of the information on aerodrome conditions and the operational status of associated facilities*

2. REFERENCE

- 2.1 *Annex 11*
- 2.2 *9426 part 1*
- 2.3 *DOC. 4444*

3. General

- 3.1 *Information on aerodrome conditions and the operational status of associated facilities are essential for Air traffic controllers and pilots.*
- 3.2 *Air traffic controllers and pilots have stringent requirements regarding up-to-date information on the operational status of those non-visual and visual aids which are essential to the departure, approach and landing phases of flight.*
- 3.3 *The ATS unit will need to be provided an indication of failure or malfunction in a readily intelligible form and without delay. Displays in ATS units should preferably be by remote indicators rather than by actual monitors.*
- 3.4 *The indicators should be located at the ATS working position(s) where the information is needed.*
- 3.5 *The alerting device should give a visual indication to the controller accompanied by an aural alarm of sufficient duration to attract his attention.*
- 3.6 *Essential information on aerodrome conditions shall be given to every aircraft, except when it is known that the aircraft already has received all or part of the information from other sources.*
- 3.7 *Essential information shall be given in sufficient time for the aircraft to make proper use of it, and the hazards shall be identified as distinctly as possible.*



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*Guidance on information regarding aerodrome conditions
and the operational status of associated facilities*

Issue No.

1

Page No.

Page 3 of 4

4. GUIDANCE

4.1 *An approach control service which employs standard instrument arrival procedures requires information on:*

- *The non-visual aids which define those procedures;*
- *The operational status of non-visual aids used for initial and intermediate phases of instrument approach procedures for the aerodrome(s) for which it has responsibility;*
- *The operational status of visual and non-visual aids used for the final approach and landing phases of instrument approach procedures for the aerodrome(s) for which it has responsibility;*
- *The operational status of visual and non-visual aids used for initial track guidance at and immediately following take-off, and those navigation aids used for turning points for instrument departure procedures.*

4.2 *An aerodrome control tower requires information on the operational status of visual and non-visual aids used for approach, landing and take-off at the aerodrome with which it is concerned.*

4.3 *The ATS unit will need to be provided an indication of failure or malfunction of navigational aids and visual aids*

- ✓ *Very-High Omni Directional Range*
- ✓ *Distance Measuring Equipment*
- ✓ *Non-Directional Beacon*
- ✓ *Localizer*
- ✓ *Glide Slope*
- ✓ *Precision Approach Path Indicator*

4.4 *ATS units shall be kept currently informed of the operational status of radio navigation services*



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*Guidance on information regarding aerodrome conditions
and the operational status of associated facilities*

Issue No.

1

Page No.

Page 4 of 4

4.5 ATS units shall be kept currently informed of the visual aids essential for take-off, departure, approach and landing procedures within their area of responsibility and those radio navigation services and visual aids essential for surface movement.

4.6 Essential information on aerodrome conditions is information necessary to safety in the operation of aircraft,

- *Construction or maintenance work on, or immediately adjacent to the movement area;*
- *Rough or broken surfaces on a runway, a taxiway or an apron, whether marked or not;*
- *Ice on a runway, a taxiway or an apron;*
- *Water on a runway, a taxiway or an apron;*
- *Drifts adjacent to a runway, a taxiway or an apron;*
- *Other temporary hazards, including parked aircraft and birds on the ground or in the air;*
- *Failure or irregular operation of part or all of the aerodrome lighting system;*
- *Any other pertinent information.*