



GHANA
CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR AC 14-004

AERODROME MAINTENANCE

GENERAL

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

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

PURPOSE

This Advisory Circular (AC) provides information and guidance to aerodrome operators on the conduct of aerodrome maintenance to meet requirements.

REFERENCE

The Advisory Circular relates specifically to Parts, 25, 26, 27 and 32 of the GCADs.

STATUS OF THIS AC

This is the first AC to be issued on this subject.

FOREWARD

This document provides guidance to Aerodrome Operators on aerodrome maintenance, including preventive maintenance. An Aerodrome Operator is responsible to report to the Aerodrome Safety and Standards Section of its maintenance program.

APPROVAL


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TABLE OF CONTENTS

Table of Contents

1. GENERAL	4
1.1. PAVEMENTS	4
1.2. REMOVAL OF CONTAMINANTS	6
1.3. RUNWAY PAVEMENT OVERLAYS	6
1.4. VISUAL AIDS	7

1. GENERAL

A maintenance program, including preventive maintenance, shall be established at an aerodrome to maintain facilities in a condition, which does not impair the safety, regularity or efficiency of air navigation.

Note: Preventive maintenance is programmed maintenance work done in order to prevent a failure or degradation of facilities.

Note: "Facilities" are intended to include such items as pavements, visual aids, fencing, drainage and electrical systems and buildings.

The design and application of the maintenance program shall observe Human Factors principles.

Note: Guidance material on Human Factors principles can be found in the ICAO Human Factors Training Manual (Doc 9683) and in the Airport Services Manual (Doc 9137), Part 8.

1.1. PAVEMENTS

The surfaces of all movement areas including pavements (runways, taxiways, and aprons) and (adjacent areas) shall be inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any loose objects/debris that might cause damage to or impair the operation of aircraft systems.

Note: See APPENDEX B paragraph 9.3 for inspections of movement areas.

Note: Guidance on carrying out daily inspections of the movement area is given in the ICAO Airport Services Manual, Part 8, Manual of Surface Movement Guidance and Control Systems (SMGCS) and the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual.

Note: Additional guidance on sweeping/cleaning of surfaces is contained in the ICAO Airport Services Manual, Part 9.

Note: Guidance on precautions to be taken in regard to the surface of shoulders is given in Attachment A, Section 8, and the ICAO Aerodrome Design Manual (Doc 9157), Part 2.

Note: Where the pavement is used by large aircraft or aircraft with tire pressures in the upper categories referred to in 2.6.6(c), particular attention should be given to the integrity of light fittings in the pavement and pavement joints.

The surface of a runway shall be maintained in a condition such as to preclude formation of harmful irregularities.

Note: Refer to Attachment A, Section 5.

A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified in the GCAA Part 27.

Note: The Airport Services Manual (Doc 9137), Part 2, contains further information on this subject, on improving surface friction characteristics of runways.

Runway surface friction characteristics for maintenance purpose shall be periodically measured with a continuous friction-measuring device using self-wetting features. The frequency of these measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway.

Note: Guidance on evaluating the friction characteristics of a runway is provided in Attachment A, Section 7. Additional guidance is included in the ICAO Airport Services Manual (Doc 9137), Part 2.

Note: The objective of 2.3 to 2.6 is to ensure that the surface friction characteristics for the entire runway remain at or above a minimum friction level specified by the State.

Note: Guidance for the determination of the required frequency is provided in Attachment A, Section 7 and in the Airport Services Manual (Doc 9137), Part 2, Appendix 5.

Corrective maintenance action shall be taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below the specified minimum friction level.

Note: A portion of runway in the order of 100 m long may be considered significant for maintenance or reporting action.

When there is reason to believe that the drainage characteristics of a runway, or portions thereof, are poor due to slopes or depressions, then the runway friction characteristics shall be assessed under natural or simulated conditions that are representative of local rain and corrective maintenance action shall be taken as necessary.

When turbine-engined airplanes use a taxiway, the surface of the taxiway shoulders shall be maintained so as to be free of any loose stones or other objects that could be ingested by the airplane engines.

Note: Guidance on this subject is given in the ICAO Aerodrome Design Manual (Doc 9157), Part 2.

1.2. REMOVAL OF CONTAMINANTS

Standing water, mud, dust, sand, oil, rubber deposits and other contaminants shall be removed from the surface of runways in use as rapidly and completely as possible to minimize accumulation.

Note: Removal of contaminants is given in the Aerodrome Services Manual (Doc 9137), Parts 2 and 9.

Note: Guidance on the use of chemicals for aerodrome pavements is given in the ICAO Airport Services Manual (Doc 9137), Part 2.

Chemicals, which may have harmful effects on aircraft or pavements, or chemicals which may have toxic effects on the aerodrome environment, shall not be used.

1.3. RUNWAY PAVEMENT OVERLAYS

Note: The following specifications are intended for runway pavement overlay projects when the runway is to be returned temporarily to an operational status before resurfacing is complete. This may necessitate a temporary ramp between the new and old runway surfaces. Guidance on overlaying pavements and assessing their operational status is given in the ICAO Aerodrome Design Manual (Doc 9157), Part 3.

The longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, shall be:

- a) 0.5 to 1.0 per cent for overlays up to and including 5 cm in thickness; and
- b) not more than 0.5 per cent for overlays more than 5 cm in thickness.

Overlaying shall proceed from one end of the runway toward the other end so that based on runway utilization most aircraft operations will experience a down ramp.

The entire width of the runway shall be overlaid during each work session.

Before a runway being overlaid is returned to a temporary operational status, a runway centreline marking conforming to the specifications in GCADs shall be provided. Additionally, the location of any temporary threshold shall be identified by a 3.6 m wide transverse stripe.

The overlay shall be constructed and maintained above the minimum friction level specified in 2.3.

1.4. VISUAL AIDS

Note: These specifications are intended to define the maintenance performance level objectives. They are not intended to define whether the lighting system is operationally out of service.

Note: The energy savings of light emitting diodes (LEDs) are due in large part to the fact that they do not produce the infra-red heat signature of incandescent lamps.

Note: Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting. Annex 15 protocols provide an appropriate means of notifying aerodrome users of EVS when lighting systems are converted to LED.

A light shall be deemed to be unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the GCADs. For light units where the designed main beam average intensity is above the value shown in GCADs, the 50 per cent value shall be related to that design value.

A system of preventive maintenance of visual aids shall be employed to ensure lighting and marking system reliability.

Note: Guidance on preventive maintenance of visual aids is given in the ICAO Airport Services Manual (Doc 9137), Part 9.

The system of preventive maintenance employed for a precision approach runway category II or III shall include at least the following checks:

- a) visual inspection and in-field measurement of the intensity, beam spread and orientation of lights included in the approach and runway lighting systems;
- b) control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and
- c) control of the correct functioning of light intensity settings used by air traffic control.

In-field measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III shall be undertaken by measuring all lights, as far as

practicable, to ensure conformance with the applicable specification of Appendix L.

Measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III shall be undertaken using a mobile measuring unit of sufficient accuracy to analyze the characteristics of the individual lights.

The frequency of measurement of lights for a precision approach runway category II or III shall be based on traffic density, the local pollution level, the reliability of the installed lighting equipment and the continuous assessment of the results of the in-field measurements but in any event shall not be less than twice a year for in-pavement lights and not less than once a year for other lights.

The system of preventive maintenance employed for a precision approach runway category II or III shall have as its objective that, during any period of category II or III operations, all approach and runway lights are serviceable, and that in any event at least:

- a) 95 per cent of the lights are serviceable in each of the following particular significant elements:
 - i. precision approach category II and III lighting system, the inner 450 m;
 - ii. runway center line lights;
 - iii. runway threshold lights; and
 - iv. runway edge lights;
- b) 90 per cent of the lights are serviceable in the touchdown zone lights;
- c) 85 per cent of the lights are serviceable in the approach lighting system beyond 450 m; and
- d) 75 per cent of the lights are serviceable in the runway end lights.

In order to provide continuity of guidance, the allowable percentage of unserviceable lights shall not be permitted in such a way as to alter the basic pattern of the lighting system. Additionally, an unserviceable light shall not be permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted.

Note: With respect to barrettes, crossbars and runway edge lights, lights are considered to be adjacent if located consecutively and:

- laterally: in the same barrette or crossbar; or
- longitudinally: in the same row of edge lights or barrettes.

The system of preventive maintenance employed for a stop bar provided at a runway-holding position used in conjunction with a runway intended for operations in runway visual range conditions less than a value of 350 m shall have the following objectives:

- a) no more than two lights will remain unserviceable; and
- b) two adjacent lights will not remain unserviceable unless the light spacing is significantly less than that specified.

The system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 350 m shall have as its objective that no two adjacent taxiway centreline lights be unserviceable.

The system of preventive maintenance employed for a precision approach runway category I shall have as its objective that, during any period of category I operations, all approach and runway lights are serviceable, and that in any event at least 85 per cent of the lights are serviceable in each of the following:

- a) precision approach category I lighting system;
- b) runway threshold lights;
- c) runway edge lights; and
- d) runway end lights.

In order to provide continuity of guidance an unserviceable light shall not be permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified.

Note: In barrettes and crossbars, guidance is not lost by having two adjacent unserviceable lights.

The system of preventive maintenance employed for a runway meant for takeoff in runway visual range conditions less than a value of 550m shall have as its objective that, during any period of operations, all runway lights are serviceable and that in any event:

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- a) at least 95 per cent of the lights are serviceable in the runway center line lights (where provided) and in the runway edge lights; and
 - b) at least 75 per cent of the lights are serviceable in the runway end lights.
 - c) In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.

The system of preventive maintenance employed for a runway meant for takeoff in runway visual range conditions of a value of 550m or greater shall have as its objective that, during any period of operations, all runway lights are serviceable and that, in any event, at least 85 per cent of the lights are serviceable in the runway edge lights and runway end lights. In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light. During low visibility procedures, the designated authority shall restrict construction or maintenance activities in the proximity of aerodrome electrical systems.