

AOP 06 -
Movement Area,
Lighting and
Communications
Inspections

undertake the inspection. The AOUS are responsible for initiating the inspection of the movement area.

Movement area inspections are carried out to ensure that:

- ATC is made aware of any unserviceabilities or obstructions that may affect the use of the aerodrome and to supply pilots with accurate aerodrome information essential to operation.
- Unserviceabilities or obstructions that are observed are to receive immediate attention from the appropriate department.

All deficiencies must be reported to ATC who will then advise relevant parties via, NOTAM, ATIS etc.

1.2.2 Frequency and reporting of Movement Area/Surface Inspections

Manoeuvring area inspections shall be completed as a minimum:

- At the onset of first light, and a further inspection before the onset of nightfall.

An annual inspection shall be carried out by a civil engineer in accordance with the movement area inspection schedule:

The inspection team shall position themselves across the paved area and physically walk the runway. Records of the inspection shall be held by the projects team.

Additional inspections shall be made:

- Following a rejected take-off (RTO);
- Following a bird strike, suspected strike on or adjacent to the manoeuvring area;
- When severe weather conditions prevail;
- On completion of work in progress;
- Completion of snow clearing operations;
- Subsequent to removal from the movement area of a disabled aircraft;
- At any time deemed necessary by the AOUS, ATC WM or SCOD, such as in the event that they observe that the runway state has changed, or birds have been observed which may affect movements.

The inspection under normal circumstances shall be carried out to ascertain whether or not:

- The runways, clearways, taxiways, apron and holding areas are free from obstructions, collections of loose stones, weeds etc.
- Temporary obstructions that exist on, or adjacent to, the runways or taxiways are properly marked or lighted.

- Bad ground is adequately marked.
- Runway indicator boards, traffic signs, boundary markers etc. are serviceable, in position and not obstructed by long grass, weeds etc.

1.2.3 Surface Inspections procedure

The person carrying out the inspection is required to drive slowly over the paved areas, halting as necessary when individual items require closer inspection on foot. Surface inspections are limited to those areas within the airport boundary. Depending on the surface state, inspection of grass areas may be undertaken by vehicle or on foot. Grass areas must not be driven over if the vehicle is likely to cause surface damage.

On completion of an inspection the time is to be logged in the AOU Daily Log. Particular attention should be paid to:

- Surface conditions – including the surface strip and RESA.
- Holding points.
- Painted and illuminated signs, deteriorating and poor paint.
- State of any grass especially around signs and lights and the possibility of grass affecting PAPI indications.
- ILS protected area.
- Weeds that cause surface damage.
- Manovering area and apron paint marking condition
- State of repairs, both tarmac and concrete, lifting of joint sealant.
- Presence of FOD and stones.
- Damage to and the serviceability of lights.
- State of reflective markers.
- Bad ground markers on works area.
- Lighting of works area.
- Poor drainage and drainage state, any areas of standing water.
- Any observed bird/wildlife concentrations.
- Clear of pollutants
- Any observed damage to fencing.

- Any obstructions (permanent or temporary) that exist on, or adjacent to, runways or taxiways, and whether they are correctly lit and marked.
- Monitoring the aerodrome and the vicinity of the aerodrome for any unauthorised obstacles and if necessary, reporting them to ATC and producing a NOTAM or AIP amendment as necessary. (full Safeguarding procedures can be found in AOP 28)
- General condition of all windsleeves.

2 SECTION 2 - Lighting Inspections

The aerodrome lighting should be inspected early morning and at dusk, subject to operational requirements. The inspection should cover the following:

- The serviceability of all runway, taxiway, stop bars, signage, guard and traffic lights. Approach lighting will be checked during morning inspection.
- A check that lighting is not obscured by long grass or other obstructions.
- Precision Approach Path Indicators (PAPI's) are to be as outlined above in consultation with ATC. AGL engineers shall check the vertical alignment of PAPI's on a weekly basis.
- All lighting inspections will be logged by the AGL Engineers and retained by them.

Only trained AGL Engineers shall carry out these inspections.

Responsibility for implementing lighting inspections rests with the Senior Airfield Ground Lighting Engineer SAGLE.

Additional inspections shall be requested by the ATC Watch Manager on duty as appropriate.

All obstacle lighting within the aerodrome boundary is included in lighting inspections. The AGL department shall correct all unserviceabilities.

In addition, there are obstacle lights which shall require to be checked (visibility permitting).

3 SECTION 3 - Aids to Navigation Inspections

To ensure the continued serviceability and operation within specified standards all equipment shall be subject to regular inspection as per the ATE Maintenance Schedule.

All maintenance is carried out by Air Traffic engineering staff who are assessed competent and in possession of a specific type rating for the equipment to be worked upon.

Requirements for each inspection are set out in the Maintenance Schedule, which is reviewed and re-issued annually by the Senior Air Traffic Engineer.

There are different levels of maintenance to be completed with varying depths and timescales. These will include Daily, Weekly, Monthly, Quarterly, Six Monthly and Annually.

Flight Inspection of the Runway 14 ILS/DME shall take place every 180 days, with a tolerance of -7 days and +20 days.

Flight Inspection of the Runway 32 ILS/DME shall take place every 180 days, with a tolerance of -7 days and +20 days.

Where inspection may, or will, interrupt or affect the operation of a Navaid or equipment, in use by ATC, the proposed inspection must be coordinated with ATC in advance. If the proposed inspection requires interruption or withdrawal from service of a Navaid, co-ordination shall be affected with as much prior notification as possible. This notice is required to permit ATC to promulgate any appropriate NOTAM.

Records are kept of all inspections; the SATE retains these on file.

The SATE shall monitor inspection records to detect any trends indicated by their results.

Recurring failure, or evidence of a progressive deterioration of any equipment, will result in the SATE determining whether rectification is economically viable, by use of either Leeds Bradford Airport and/or other resources. If rectification is not considered practicable the SATE will manage the process for replacing of the equipment with a compliant alternative