



Runway Stop Bars

Sydney Airport has recently installed Runway Stop Bars at all Runway Hold points along Runway 07/25, Runway 16R/34L and Runway 16L/34R. These Stop Bars will come into service from mid May 2012.

Why Stop Bars?

Stop Bars have been installed to provide protection at runway/taxiway intersections and reduce the risk of runway incursions through:

- Enhanced visibility of Runway Hold Points
- Reinforcing the control of aircraft and vehicles in the vicinity of hold points
- Minimise the risk of aircraft or vehicle identification error
- Enhance safety during low visibility operations.

What is a Stop Bar?

Stop Bars are a series of unidirectional lights at right angles to the taxiway centreline. The lights are spaced 3 metres apart and located 0.3 metres before each Runway Hold Point. Stop Bars at Sydney Airport will also be complemented by existing yellow Runway Guard Lights, MAG Signs and Pattern A Runway Hold Point markings.

Stop Bars show red in the direction of approach to the runway. Stop Bars are in operation 24 hours, seven days a week and are controlled by Air Traffic Control (ATC). When the stop bar is extinguished, a set of green 'lead on' lights will illuminate. Lead on lights run from the Runway Hold Point to a point in line with the Runway edge line.

How will Stop Bars operate?

Pilots and vehicle operators are required to stop at the Runway Hold Point and obtain clearance from ATC prior to entering a runway. Clearance to enter the runway by ATC will be issued in the following sequence:

1. ATC will extinguish the red Stop Bar lights
2. Once the stop bar lights have been extinguished, ATC will issue the pilot or vehicle with the appropriate clearance.

Note: This should happen almost simultaneously.

Do Not cross the Runway Hold Point until you have received verbal clearance from ATC AND the Stop Bar has been extinguished.



Elevated Stop Bar.



Microwave sensor.

Category 1 Hold Points



In addition to stop bars located at all Runway Hold Points, Inset Stop Bars have also been installed at the Cat 1 Hold points indicated by Type B pattern markings on Taxiway Alpha and on Taxiway Tango (refer to location map).

*Type B
Pattern Marking*

Stop bars in these locations are selectively operated by ATC when the Cat 1 Hold point is in use for protection of the ILS.

Note for aircraft pushing back off the freight Apron Bays 1 and 2, current push back procedures as outlined within the Apron Operating Procedures should be followed.

What if the lights are extinguished but no clearance has been issued?

Extinguishing the Stop Bar is not an indication that clearance to enter the runway strip has been

granted. If the Stop Bar is extinguished and no verbal clearance has been issued by ATC:

- **DO NOT** cross the Hold Point
- Immediately contact ATC to check for clearance to enter the runway strip

What if ATC gives a clearance but the Stop Bar is still illuminated?

Pilots and vehicle operators must remain behind an illuminated stop bar until ATC switches it off. If you have been issued an instruction to proceed and the stop bar has not been switched off:

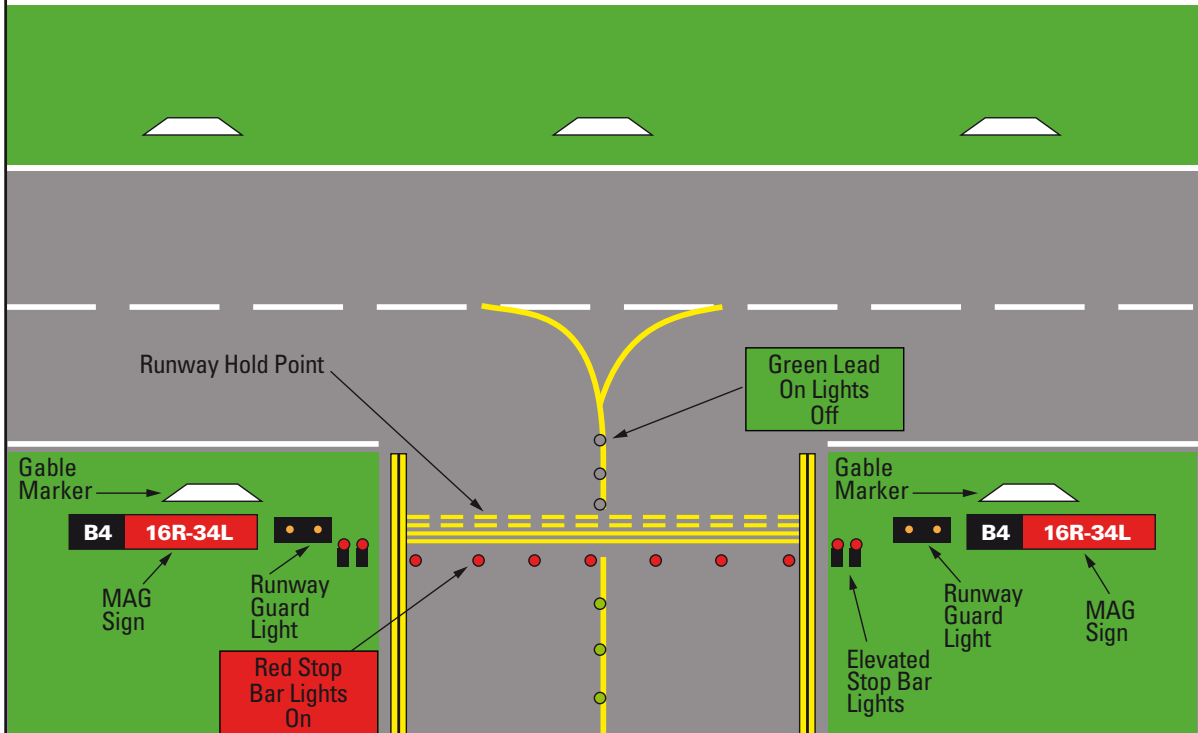
- **DO NOT** cross the illuminated stop bar
- Immediately query the instruction with ATC

Pilots and vehicle operators must observe the following:

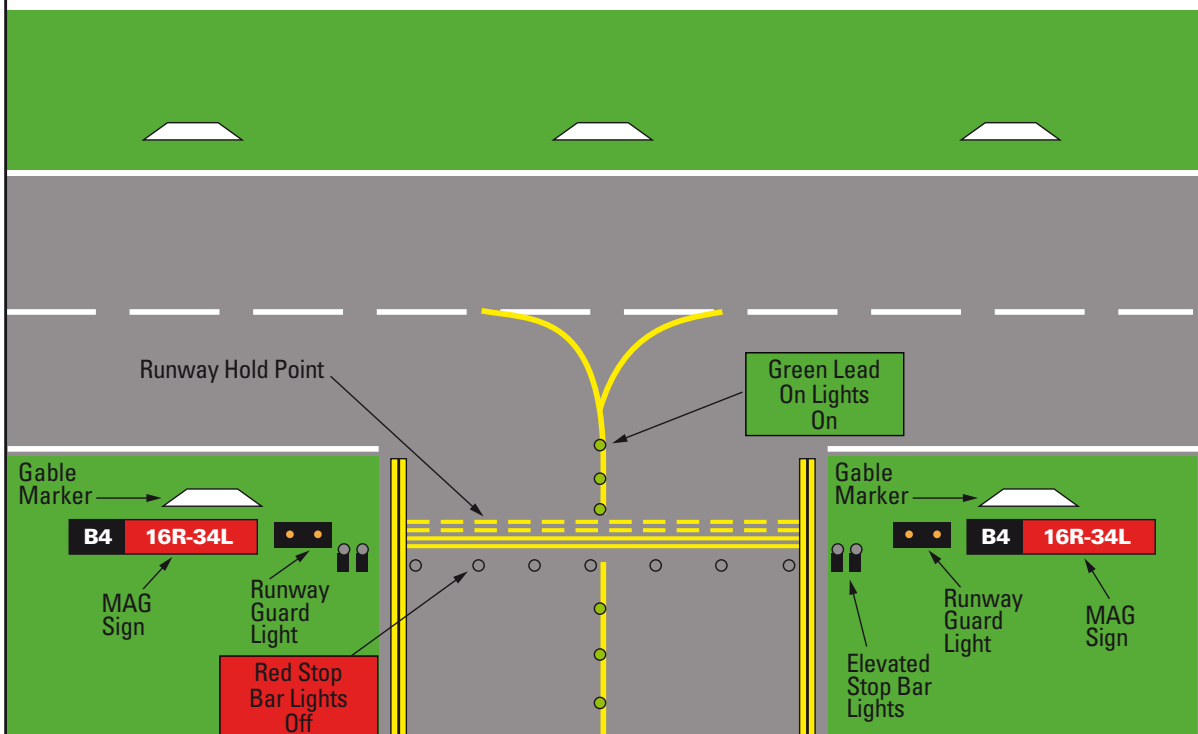
- **DO NOT** cross an illuminated stop bar
- Only proceed past a stop bar when ATC
 1. Provides the appropriate clearance
 2. The stop bar lights have been extinguished.

Note: when Stop Bars are extinguished, green 'lead on' lights will illuminate.

Red Stop Bar Lights Illuminated. Stop, Do NOT Cross!



Stop Bar Lights Extinguished, Green Lead On Lights Illuminated and Clearance Issued. Proceed through Hold Point.



Runway Stop Bar Locations

