



SIERRA LEONE CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR

SLCAA-AC-ANS014-Rev. 00

EFFECTIVE DATE: 31st AUGUST 2021

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

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Director General

Sierra Leone Civil Aviation Authority

1. GENERAL

The Sierra Leone Civil Aviation Authority's Advisory Circulars contains information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

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

Information considered directive in nature is described in this AC in terms such as "shall" and "must", indicating the actions are mandatory. Guidance information is described in terms such as "should" and "may" indicating the actions are desirable or permissive, but not mandatory

1.1 Purpose

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

1.2 Applicability

This Advisory Circular (AC) is applicable to Air Navigation Service Providers (ANSPs) providing Air traffic services in Sierra Leone.

1.3 Description of Changes

This AC is the first to be issued on this subject

1.4 References

- (a) SLCAR Part 11- Air Traffic Services
- (b) 9426 part 1
- (c) DOC 4444

1.5 Cancelled Documents

Not Applicable

2. BACKGROUND

Information on aerodrome conditions and the operational status of associated facilities are essential for Air traffic controllers and pilots. 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. 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. The indicators should be located at the ATS working position(s) where the information is needed. The alerting device should give a visual indication to the controller accompanied by an aural alarm of sufficient duration to attract his attention. 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. 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.

3. GUIDANCE

- 3.1 An approach control service which employs standard instrument arrival procedures requires information on:
- (a) The non-visual aids which define those procedures;
 - (b) 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;
 - (c) 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;
 - (d) 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.
- 3.2 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.
- 3.3 The ATS unit will need to be provided an indication of failure or malfunction of navigational aids and visual aids
- (a) Very-High Omni Directional Range
 - (b) Distance Measuring Equipment
 - (c) Non-Directional Beacon
 - (d) Localizer
 - (e) Glide Slope
 - (f) Precision Approach Path Indicator
- 3.4 ATS units shall be kept currently informed of the operational status of radio navigation services
- 3.5 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.
- 3.6 Essential information on aerodrome conditions is information necessary to safety in the operation of aircraft,
- (a) Construction or maintenance work on, or immediately adjacent to the movement area;
 - (b) Rough or broken surfaces on a runway, a taxiway or an apron, whether marked or not;
 - (c) Ice on a runway, a taxiway or an apron;
 - (d) Water on a runway, a taxiway or an apron;

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- (e) Drifts adjacent to a runway, a taxiway or an apron;
- (f) Other temporary hazards, including parked aircraft and birds on the ground or in the air;
- (g) Failure or irregular operation of part or all of the aerodrome lighting system;
- (h) Any other pertinent information.