

## Runway Stop Bars - Sydney Airport (YSSY)

Sydney now has operational Runway Stop Bars at **ALL** Runway Hold points along Runway 07/25, Runway 16R/34L and Runway 16L/34R. Recently, there have been a number of aircraft that have crossed a lighted Stop Bar. This may be due to the fact that **all runways use Stop Bars even if the runway is not in use for take-offs or landings.**

### 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 Do the 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 **EVEN IF THE RUNWAY IS INACTIVE**. 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** even if the runway is inactive.

### 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).

Stop bars in these locations are selectively operated by ATC when the Cat 1 Hold point is in use for protection of the ILS. Sydney will introduce ILS Category II operations at the end of this year for RWY 34L and early next year for RWY 16R.

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.



Figure 1: Type B Pattern Marking

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

Extinguishing the Stop Bar by itself is not an indication that clearance to enter the runway 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

## 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.*



