

RUNWAY NUMBERING

A runway number is taken from a bearing of the direction that it points. Numbers are rounded off to the nearest 10°. The numbers are marked at the end of every runway in large white numbers.

Example - A runway pointing to 18° magnetic would be numbered 02.

RUNWAY MARKINGS

Centerline

- White columns line the middle of the runway to mark the center.

Threshold

- White line running across the runway.

Displaced threshold

- Sometimes the threshold is unsafe for landing so it is moved up to a safe area.

TAXIWAY MARKINGS

Taxiway Centerline

- Yellow line used as a guide to keep the aircraft in the center of the taxiway

Hold Lines

- Yellow line running across the taxiway where aircraft must “hold short” until cleared for take-off

AERODROME MARKINGS

Unserviceable

- Marked with large white or yellow X's on both ends of a runway or taxiway. Red flags are also used to mark unserviceable areas that can be passable with caution.

WIND INDICATORS

Wind Sock

- Elongates as the wind increases.
- If the wind sock is straight out then the wind is 15Kts or more.
- If the wind sock is on a 30° down slope then the wind is 6Kts.
- If the sock is fluctuating then gusty conditions exist.

Tetrahedron

- Known as wind T, it is designed like an arrow whose small end points into the wind.

****Only tells wind direction, not wind speed**

Lights:

- Runway thresholds are marked with green lights.
- End of runways are marked with red lights
- Runways are lined with white lights.
- Taxiways are lined with blue lights.
- Obstructions, such as building and towers, are marked with red or white lights.

THE CIRCUIT

Upwind - the area opposite to downwind leg.

Crosswind - lies across the center of the landing area perpendicular to the downwind leg.

Downwind - flight path opposite to the direction of landing, which is parallel to and a distance off to the side of the runway.

Base - flight path perpendicular to the landing.

Final - flight path in the direction of landing.

NORDO at a Controlled Airport

NORDO

- no radio
- aircraft is not capable of communicating over the radio.

RONLY

- receive only
- similar to NORDO except the aircraft can receive messages. Tower may ask for confirmation through a visual sign (i.e. rock the wings).

The following are authorized light signals to aircraft on the ground:

Flashing Green Light	Cleared to taxi.
Steady Green Light	Cleared to take-off.
Flashing Red Light	Taxi clear of landing area in use.
Steady Red Light	Stop.
Flashing White Light	Return to starting point on airport.
Blinking Runway Lights	Vacate the runway immediately.

The following are authorized light signals to aircraft in the air:

Steady Green Light	Clear to land.
Steady Red Light or Red Flare	Do not land.
Flashing Green Light	Return for landing.
Alternating Red and Green Light (US)	Danger. Be on alert.
Flashing Red Light	Airport unsafe. Do not land.
Red Pyrotechnical Light	Do not land for the time being.

AIRWORTHINESS:

- a) It is the pilot's responsibility to ensure that Canadian registered aircraft are fit and safe prior to being flown
- b) **Flight Permit:** issued for experimental and specific purpose
- c) **Certification of Airworthiness:** the C of A signifies that the aircraft conforms to TC recognized design standards

- d) **Annual Airworthiness Info Report** : certifies that airworthiness information is correct. Does not require an inspection, flight test, or certification.

DOCUMENTATION:

The following are required to be aboard all aircraft:

- C - Crew Licenses and Medicals
 - Pilot License
 - Medical Certificate
 - Restricted Radio Operator's Certificate (unless NORDO)
- P - POH (Pilot Operating Handbook)
- R - Certificate of Registration (C of R)
- A - Certificate of Airworthiness (C of A)
- I - Liability Insurance
- L - Journey Log