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Obstacles and restricted-use areas: key figures

41 figures in 14 groups. Read the cue, say the figure, then check. Each group ends with a recap. Rules change: check the regulation in force.

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Shortest paved instrument runway that brings an aerodrome into EU scope

800 m

Together with open to public use and commercial air transport

Scope: recap

CUE	FIGURE	DETAIL
Shortest paved instrument runway that brings an aerodrome into EU scope	800 m	Together with open to public use and commercial air transport

Unbroken surface that gets a chequer, in both directions

4.5 m

At least this size in both dimensions

Unbroken object that gets bands

1.5 m to 4.5 m

One dimension over the first value, the other under the second

Lattice object that gets bands

over 1.5 m

A vertical or horizontal dimension

Width of each band on a marked object

1/7 or 30 m

Whichever is less, one seventh of the longest dimension or 30 m

Object that gets one colour, orange or red

under 1.5 m

Projection in both dimensions

Obstacle marking: recap

CUE	FIGURE	DETAIL
Unbroken surface that gets a chequer, in both directions	**4.5 m**	At least this size in both dimensions
Unbroken object that gets bands	**1.5 m to 4.5 m**	One dimension over the first value, the other under the second
Lattice object that gets bands	**over 1.5 m**	A vertical or horizontal dimension
Width of each band on a marked object	**1/7 or 30 m**	Whichever is less, one seventh of the longest dimension or 30 m
Object that gets one colour, orange or red	**under 1.5 m**	Projection in both dimensions

> **Chequers at 4.5 m. Bands between 1.5 m and 4.5 m. One colour under 1.5 m.**

Distance a marker must be recognisable from the air, in clear weather

1 000 m

Seen from the air

Distance a marker must be recognisable from the ground, in clear weather

300 m

Seen from the ground

Marker recognition: recap

CUE	FIGURE	DETAIL
Distance a marker must be recognisable from the air, in clear weather	**1 000 m**	Seen from the air
Distance a marker must be recognisable from the ground, in clear weather	**300 m**	Seen from the ground

> **1 000 m from the air. 300 m from the ground.**

Medium-intensity Type A and B obstacle lights

20 to 60 per minute

Type A flashes white, Type B flashes red

High-intensity Type A and B obstacle lights

40 to 60 per minute

Flashing white, by day and by night

Low-intensity Type C and D vehicle lights

60 to 90 per minute

Flashing yellow or blue for Type C, flashing yellow for follow-me Type D

Flash rates: recap

CUE	FIGURE	DETAIL
Medium-intensity Type A and B obstacle lights	**20 to 60 per minute**	Type A flashes white, Type B flashes red
High-intensity Type A and B obstacle lights	**40 to 60 per minute**	Flashing white, by day and by night
Low-intensity Type C and D vehicle lights	**60 to 90 per minute**	Flashing yellow or blue for Type C, flashing yellow for follow-me Type D

> **Medium 20 to 60. High 40 to 60. Follow-me 60 to 90, all per minute.**

Fixed object under this height, if it is not extensive

45 m

Low-intensity Type A or B lights

Fixed object from this height up to the next band

45 m to 150 m

Medium-intensity lights, above 45 m and below 150 m

Fixed object above this height

150 m

High-intensity Type A where a safety assessment finds it essential for recognition by day, or medium-intensity with levels

Height bands: recap

CUE	FIGURE	DETAIL
Fixed object under this height, if it is not extensive	**45 m**	Low-intensity Type A or B lights
Fixed object from this height up to the next band	**45 m to 150 m**	Medium-intensity lights, above 45 m and below 150 m
Fixed object above this height	**150 m**	High-intensity Type A where a safety assessment finds it essential for recognition by day, or medium-intensity with levels

Under 45 m: low. 45 to 150 m: medium. Above 150 m: high only if a safety assessment says so, or medium with levels.

Greatest vertical gap between levels of Type A lights

105 m

Medium-intensity Type A or high-intensity Type A

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Greatest vertical gap between levels of Types B and C

52 m

Medium-intensity Types B and C

Light levels: recap

CUE	FIGURE	DETAIL
Greatest vertical gap between levels of Type A lights	**105 m**	Medium-intensity Type A or high-intensity Type A
Greatest vertical gap between levels of Types B and C	**52 m**	Medium-intensity Types B and C

> **Type A levels: 105 m apart. Types B and C: 52 m apart.**

Radius around an aerodrome where white obstacle lights can dazzle pilots at night

about 10 000 m

White lights by day and twilight, red medium-intensity lights at night

Dual system: recap

CUE	FIGURE	DETAIL
Radius around an aerodrome where white obstacle lights can dazzle pilots at night	**about 10 000 m**	White lights by day and twilight, red medium-intensity lights at night

Share of the mast painted white, plus the blades and nacelle

2/3

The upper part of the mast

Wind turbines: recap

CUE	FIGURE	DETAIL
Share of the mast painted white, plus the blades and nacelle	2/3	The upper part of the mast

Smallest diameter of a wire marker sphere

60 cm

One colour each, alternating white with red or orange

Normal maximum spacing for 60 cm markers

30 m

Between markers, or from a marker to a tower

Normal maximum spacing for 80 cm markers

35 m

Between markers, or from a marker to a tower

Normal maximum spacing for markers of at least this size

40 m

Markers of at least 130 cm

Wire markers: recap

CUE	FIGURE	DETAIL
Smallest diameter of a wire marker sphere	**60 cm**	One colour each, alternating white with red or orange
Normal maximum spacing for 60 cm markers	**30 m**	Between markers, or from a marker to a tower
Normal maximum spacing for 80 cm markers	**35 m**	Between markers, or from a marker to a tower
Normal maximum spacing for markers of at least this size	**40 m**	Markers of at least 130 cm

> **60 cm: 30 m. 80 cm: 35 m. 130 cm or more: 40 m.**

Levels of high-intensity Type B lights on a tower, if markers cannot go on the wires

3 levels

Top, lowest point of the catenary, and midway between

Flash gap from the middle light to the top light

1/13

Part of one cycle

Flash gap from the top light to the bottom light

2/13

Part of one cycle

Flash gap from the bottom light to the middle light

10/13

Part of one cycle

Wire tower lights: recap

CUE	FIGURE	DETAIL
Levels of high-intensity Type B lights on a tower, if markers cannot go on the wires	**3 levels**	Top, lowest point of the catenary, and midway between
Flash gap from the middle light to the top light	**1/13**	Part of one cycle
Flash gap from the top light to the bottom light	**2/13**	Part of one cycle
Flash gap from the bottom light to the middle light	**10/13**	Part of one cycle

Three levels. Flashes at 1/13, 2/13 and 10/13 of the cycle.

Smallest unserviceability cone, by day

0.5 m tall

Red, orange or yellow, or one of those with white

Smallest unserviceability flag, by day

0.5 m square

Red, orange or yellow, or one of those with white

Smallest unserviceability marker board, by day

0.5 m high, 0.9 m long

Alternating vertical stripes of red and white, or orange and white

Unserviceability light, at night

10 cd

Steady red, never less than this intensity

Lights around a temporary unserviceable area, at night or in low visibility

4 (3 if triangular)

The extremities of the area

Spacing of unserviceability lights around the perimeter

1 per 7.5 m

Of perimeter

Unserviceable areas: recap

CUE	FIGURE	DETAIL
Smallest unserviceability cone, by day	**0.5 m tall**	Red, orange or yellow, or one of those with white
Smallest unserviceability flag, by day	**0.5 m square**	Red, orange or yellow, or one of those with white
Smallest unserviceability marker board, by day	**0.5 m high, 0.9 m long**	Alternating vertical stripes of red and white, or orange and white
Unserviceability light, at night	**10 cd**	Steady red, never less than this intensity
Lights around a temporary unserviceable area, at night or in low visibility	**4 (3 if triangular)**	The extremities of the area
Spacing of unserviceability lights around the perimeter	**1 per 7.5 m**	Of perimeter

> **Cone 0.5 m tall. Flag 0.5 m square. Board 0.5 m high, 0.9 m long.**

Width of each line of a taxi side stripe marking

15 cm

Solid yellow lines

Gap between the two lines of a taxi side stripe marking

15 cm

Solid yellow lines

Taxi side stripes: recap

CUE	FIGURE	DETAIL
Width of each line of a taxi side stripe marking	**15 cm**	Solid yellow lines
Gap between the two lines of a taxi side stripe marking	**15 cm**	Solid yellow lines

> **Two lines, 15 cm wide, 15 cm apart.**

Greatest spacing between closed markings on a closed runway

300 m

A closed marking at each end of the closed part

Greatest spacing of unserviceability lights across a closed area entrance used at night

3 m

In addition to the closed markings

Angle of each arm of a taxiway closed marking to the centre line

45 degrees

The arms are at right angles to each other

Closed areas: recap

CUE	FIGURE	DETAIL
Greatest spacing between closed markings on a closed runway	**300 m**	A closed marking at each end of the closed part
Greatest spacing of unserviceability lights across a closed area entrance used at night	**3 m**	In addition to the closed markings
Angle of each arm of a taxiway closed marking to the centre line	**45 degrees**	The arms are at right angles to each other

> **Closed crosses: 300 m apart. Red lights across the entrance: 3 m apart.**

Paved pre-threshold length that gets chevrons

over 60 m

And not suitable for normal aircraft use

Smallest width of a chevron stroke

0.9 m

Overall stroke width

Angle of each chevron arm to the centre line

45 degrees

Chevron arms as drawn

Spacing of chevron apexes along the area

30 m

Apexes repeat along the whole area

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Pre-threshold chevrons: recap

CUE	FIGURE	DETAIL
Paved pre-threshold length that gets chevrons	**over 60 m**	And not suitable for normal aircraft use
Smallest width of a chevron stroke	**0.9 m**	Overall stroke width
Angle of each chevron arm to the centre line	**45 degrees**	Chevron arms as drawn
Spacing of chevron apexes along the area	**30 m**	Apexes repeat along the whole area

> **Over 60 m: chevrons. Apexes every 30 m. Arms at 45 degrees.**