



ALERT: STOP BARS

Stop bars are located across the taxiway at a point where it is desired that traffic stop. They consist of lights spaced at intervals of 3 m across the taxiway, showing red in the intended direction of the approach to the intersection or runway holding position. (ICAO, Annex 14 – Aerodromes)

Concern:

Runway incursions may take place in all visibility or weather conditions. The provision of stop bars at runway holding positions, and their use at night and in visibility conditions greater than 550 m/ 1800 ft (or less with exceptions) runway visual range (RVR) can form part of an effective runway incursion prevention plan. (ICAO, Annex 14 – Aerodromes)

ATC switching the red stop bar lights off does not constitute a clearance to enter or cross an active runway. Pilots and ground crew must be vigilant of this.

Recommendation

Pilots and Ground Vehicles:

Airport Operators:

<ul style="list-style-type: none"> Anytime stop bars are illuminated in red, you must hold short of the runway. If given a clearance to enter an active runway for any purpose, and the stop bars remain red, stop the aircraft. Advise ATC that the stop bars are red and wait for further clearance. An ATC clearance, in conjunction with extinguished red stop bars, is always required prior to entering an active runway. 	<ul style="list-style-type: none"> One or more stop bars, as appropriate, should be provided at a taxiway intersection or taxi-holding position when it is desired to supplement markings with lights. Where the normal stop bar lights might be obscured (from a pilot's view), or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft, then a pair of elevated lights should be added to each end of the stop bar. (TC, TP 312, Chapter 5)
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Remember: An illuminated RED STOP BAR means STOP!