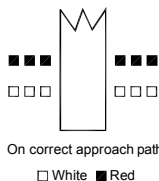


## VASI / PAPI

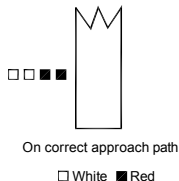
 **VASI** (VISUAL APPROACH SLOPE INDICATOR)



Visual Approach Slope Indicator with standard threshold clearance provided.

All lights WHITE - TOO HIGH  
 Far lights RED, near lights WHITE - ON GLIDE SLOPE  
 All lights RED - TOO LOW

 **PAPI** (PRECISION APPROACH PATH INDICATOR)



■ ■ ■ ■ TOO LOW  
 □ ■ ■ ■ SLIGHTLY LOW  
 □ □ ■ ■ ON CORRECT APPROACH PATH  
 □ □ □ ■ SLIGHTLY HIGH  
 □ □ □ □ TOO HIGH

PAPI display consists of a 4-light wing-bar on one side of the runway and adjacent to the touchdown point. A symmetrical PAPI display consists of a 4-light wing-bar on each side of the runway.

## LOAD CLASSIFICATION NUMBER

At some aerodromes the load-bearing strength of runways/taxiways is defined by Load Classification Numbers (LCN), The LCN has to be determined for the aircraft concerned and compared with the specific runway LCN. Normally the LCN of an aircraft should not exceed that of the runway on which a landing is intended. Exceptions may be allowed by the person responsible for the performance of flight operations.

## THE AIRCRAFT CLASSIFICATION NUMBER / PAVEMENT CLASSIFICATION NUMBER (ACN/PCN) SYSTEM

### ACN / PCN System

The ACN/PCN System provides a method of classifying pavement bearing strength for aircraft above 5700 kg Maximum Total Weight Authorized (MTWA). The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength. The PCN is a number expressing the bearing strength of a pavement for unrestricted operations. Using the ACN/PCN System means to compare the ACN with the PCN.

### Aircraft Classification Number (ACN)

The ACN is calculated taking into account the weight of the aircraft, the pavement type, and the sub-grade category. ACN values for GAF aircraft are given in the Flight Manuals for rigid and flexible pavements.