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**ADVISORY \* CAUTIONARY \* NON-DIRECTIVE**

INFO CONTACT CERTIFICATION BRANCH, AAS-310 8.267-8741

DATE: November 23, 1992

NO.: 92-05

TO: AIRPORT CERTIFICATION-PROGRAM INSPECTORS

TOPIC: Semi-Flush Runway Edge Lights at Runway/Taxiway and Runway/Runway Intersections.

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AC 150\5340-24 "Runway and Taxiway Edge Lighting System", paragraph 3b states that the longitudinal spacing of runway lights should not exceed 200 feet for HIRLS. Where a runway is intersected by other runways or taxiways, a semi-flush light should be installed to maintain spacing. For MIRLS and LIRLS, a single elevated edge light should be installed on the runway side opposite the intersection to avoid gaps in excess of 400 feet where the matching of lights on opposite sides of the runway cannot be achieved.

The investigation following the accident which occurred at Detroit Metropolitan Airport on December 30, 1990, revealed that the absence of semi-flush edge lights for Runway 3C/21C in the vicinity of its intersection with Taxiway Oscar 4 may possibly have contributed to the incursion. The NTSB report states "If the lights had been embedded in the pavement at intervals of 200 feet, as recommended by the AC, the DC-9 pilots would probably have noticed them before the runway incursion and stopped taxiing. The Safety Board notes that the single runway light that the captain eventually observed prompted him to taxi to the left of the runway centerline during the incursion."

Since the DC-9 crew was cleared to taxi across a runway, it is questionable that the incursion would have been prevented if the missing semi flush lights had been installed and the crew had seen them. However, the NTSB has recommended that the FAA require all Part 139 airports to comply with the standards set forth in the advisory circular.

The FAA is evaluating the NTSB's recommendation to determine if its implementation is warranted. As a first step in this process we are asking certification inspectors to note any missing semi-flush light fixtures for HIRL systems and edge lights for MIRL or LIRL systems during their annual inspections in FY 1993. Additional details on the information to be noted will be forthcoming. In the interim please notify airport managers of the NTSB's concerns in this area.

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