
PAPUA NEW GUINEA

AIP SUPPLEMENT

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1/2007
31 MAY

File:

COMMISSIONING OF PAPI INSTALLATIONS

1 - PURPOSE

1.1 - This AIP Supplement is issued to advise the industry of the commissioning and operational use of PAPI installations at the following airports:-

- a) Mount Hagen;
- b) Madang;
- c) Nadzab.

2 - IMPLEMENTATION

2.1 Mount Hagen

The PAPI system (4 boxes) is installed at the end of Runway 12 and Runway 30. The system has 5 stages of brightness and will be operated by ATC from the Tower during ATC hours of operations.

The system is not fitted with VHF remote switching capability.

2.2 Madang

The PAPI system (4 boxes) is installed at the end of Runway 07 and Runway 25, with preferred Runway 07.

The system has 5 stages of brightness and will be operated by ATC from the Tower during ATC hours of operations.

During periods when the Tower is unmanned the system may be activated by VHF remote switching on Frequency 121.7 MHz using the following procedures;

1. Three short transmissions within 5 seconds duration will activate stage three (night operations) for preferred Runway 07.
2. Five short transmissions within 5 seconds duration will activate stage five (day operations) for preferred Runway 07.

3. **Seven** short transmissions **within 5 seconds** duration will activate stage three (night operations) for the non preferred Runway 25.

When activated the system will operate for up to 15 minutes. A repeat of the procedure will activate the system for another 15 minutes.

Note:

1. *Selection of Airfield lighting for night operations after the Tower closes down is switched from the local switch as per current arrangement. This process does not include the PAPI system.*
2. *The Strobe Lighting for both ends of the runways are not currently connected to the existing PAPI circuitry, hence this system will not be available until further advised by NOTAM.*
3. *PAALC (Pilot Actuated Airfield Lighting Control) selection of stage five (day operations) for non preferred runway is not available while the Technicians are looking at the possibility of making day selection for the non preferred runway.*
4. *PAALC Selection of stage 5 (day operations) for non preferred runway is not available.*

2.3 Nadzab

The PAPI system (4 boxes) is installed at the end of Runway 09 and Runway 27 with preferred Runway 09 and non preferred Runway 27.

The system has 5 stages of brightness and will be operated by ATC from the Tower during ATC hours of operations.

During periods when the Tower is unmanned the system may be activated by VHF remote switching on Frequency 124.7 MHz using the following procedures;

1. **Three** short transmissions **within 5 seconds** duration will activate stage three (night operations) for preferred Runway 09.
2. **Five** short transmissions **within 5 seconds** duration will activate stage five (day operations) for preferred Runway 09.
3. **Seven** short transmissions **within 5 seconds** duration will activate stage three (night operations) for the non preferred Runway 27.

When activated, the system will operate for up to 15 minutes. A repeat of the procedure will activate the system for another 15 minutes.

Note:

1. *Two PAALC systems operate simultaneously on the same frequency. The older PAALC (standard through out the country) only requires the first selection to switch on the General Airfield Lighting facilities, Runway lighting, Aerodrome Rotating beacon, IWI and etc. The maximum operating time for the procedure is sixty (60) minutes.*
2. *The new PAALC system directly controls the new PAPI system and will operate only for fifteen (15) minutes then has to be selected again if required.*
3. *Since the Strobe Lighting for the 09 end of runway is not connected to the existing PAPI circuitry a temporary arrangement is under test and will be available in the future.*
4. *PAALC selection of stage five (day operations) for non preferred runway is not available while the Technicians are looking at the possibility of making day selection for the non preferred runway available in the future.*

3 - CANCELLATION

3.1 - This AIP Supplement will remain current until the information is incorporated into the appropriate aeronautical information documents.

DISTRIBUTION: Normal

CURRENT AIP SUPPLEMENT: 1996: 2.
1997: 1, 2, 3, 4.
1999: 2
2001: 1, 2, 3.
2003: 1.
2004: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13.
2005: 1.
2006: 1, 2, 3.
2007: 1.