

- 11.7.4.7 A responsible person under *para 11.7.4.2* is one who has been instructed in, and is competent to display, the standard runway lighting with portable lights.
- 11.7.4.8 **Partial Runway Lighting Failure.** At a controlled aerodrome, in the event of failure of one electrical circuit on a runway equipped with interleaved circuitry lighting, pilots will be notified of a doubled spacing of runway edge lights; i.e. from 60M to 120M spacing. When such a failure occurs at night, pilots must apply the following requirements to an approach to land:
- a. In VMC:
No restriction.
 - b. In Less Than VMC:
The prevailing visibility must be equal to, or greater than, the published minimum for the instrument approach procedure being used for an aircraft's arrival multiplied by a factor of 1.5.

11.8 Suitability of Aerodromes

11.8.1 General

A pilot in command must plan the flight to comply with the following conditions for the use of an aerodrome, including an alternate aerodrome:

- a. an aircraft must not take off or land at a place not suitable for the purpose under Regulation 92(1) and, if engaged on an international flight, at a place not designated as an international aerodrome or international alternate aerodrome;
- b. unless otherwise approved an aircraft must not take off or land at an aerodrome at night unless the following lighting is operating:
 - (1) for a PVT, AWK or CHTR aircraft: runway edge lighting, threshold lighting, illuminated wind direction indicator, obstacle lighting (when specified in local procedures);
 - (2) for a RPT aircraft: the aerodrome lighting specified in (1) above plus taxiway lighting and apron floodlighting, all lighting to be electric;