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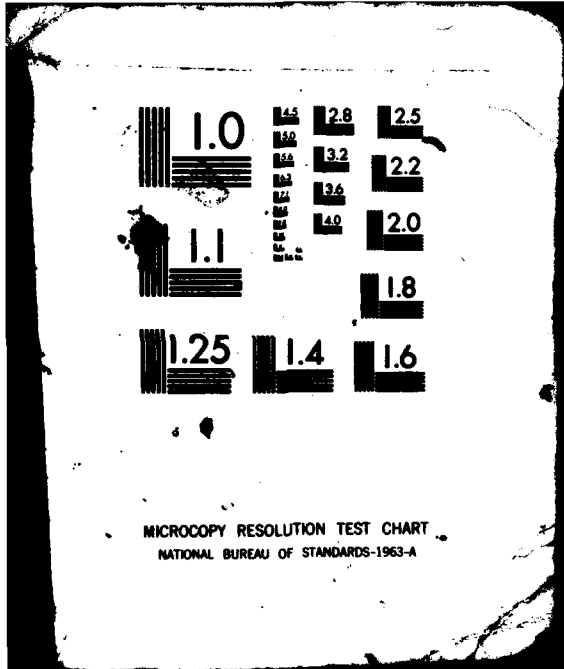
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IDENTIFICATION OF EXIT TAXIWAYS (RETROREFLECTIVE MARKERS ONLY). (U)
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DOT/FAA/CT-82/77

Identification of Exit Taxiways (Retroreflective Markers Only)

AD A117487

Larry W. Hackler

Prepared by
FAA Technical Center
Atlantic City Airport, N.J. 08405

June 1982

Interim Report

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Technical Report Documentation Page

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16. Abstract <p>This project is being performed in response to an SRDS request to perform a more extensive evaluation and inservice test of a method using surface retroreflective markers for identifying short-radius exit taxiways (low-speed exits). The markers were installed at the Atlantic City (Federal Aviation Administration Technical Center) Airport. The evaluation provided additional information to help insure that the system will be acceptable to users. This report describes the results and gives plans for conducting the inservice test.</p>			
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METRIC CONVERSION FACTORS

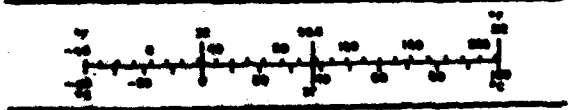
Approximate Conversions to Metric Measures

Symbol	What You Have	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
sq in	square inches	6.5	square centimeters	sq cm
sq ft	square feet	0.09	square meters	sq m
sq yd	square yards	0.8	square meters	sq m
sq mi	square miles	2.6	square kilometers	sq km
acre	acres	0.4	hectares	ha
MASS (Weight)				
oz	ounces	28	grams	g
lb	pounds	450	grams	g
ton	short tons (2000 lb)	900	kilograms	kg
VOLUME				
qt	quarts	1	liters	l
pt	pint	0.5	liters	l
cup	cup	0.25	liters	l
fl oz	fluid ounces	0.03	liters	l
gal	gallon	3.8	liters	l
cu ft	cubic feet	0.03	cubic meters	cu m
cu yd	cubic yards	0.76	cubic meters	cu m
TEMPERATURE (Temp)				
F	Fahrenheit temperature	5/9 (after subtracting 32)	C	Celsius temperature



Approximate Conversions from Metric Measures

Symbol	What You Have	Multiply by	To Find	Symbol
LENGTH				
cm	centimeters	0.39	inches	in
cm	centimeters	3.0	inches	in
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
sq cm	square centimeters	0.16	square inches	sq in
sq m	square meters	1.2	square yards	sq yd
sq km	square kilometers	0.4	square miles	sq mi
ha	hectares (10,000 m ²)	2.5	acres	acre
MASS (Weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
ton	metric tons (1000 kg)	1.1	short tons	ton
VOLUME				
l	liters	0.26	quarts	qt
l	liters	1.1	gallons	gal
cu m	cubic meters	35	cubic feet	cu ft
cu m	cubic meters	1.35	cubic yards	cu yd
TEMPERATURE (Temp)				
C	Celsius temperature	9/5 plus 32	F	Fahrenheit temperature



*1 in = 2.54 centimeters. For other exact conversions and more detailed tables, see NBS Mon. Publ. 200, Table of Units and Equivalents, Price \$2.25, 85 Collins St., C12, 10204.

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INTRODUCTION

PURPOSE.

The purpose of this project is to perform an evaluation to include an inservice test of a technique using surface retroreflective markers for identifying short-radius exit taxiways ("low-speed" exits). The markers are intended for use at night and under reduced visibility at airports that cannot afford centerline lights. They are also intended to be used at airports that require a backup for their centerline lights. A preliminary investigation of this concept was completed at the Federal Aviation Administration (FAA) Technical Center and reported in NAFEC Technical Center Letter Report, MA-80-24-LR, "Taxiway Turnoff Lights," February 1980.

This report describes the results of a more extensive evaluation at the Technical Center of the retroreflective markers used to identify short-radius exit taxiways. Also the report provides a brief description of the plans for inservice testing.

BACKGROUND.

The work described in this interim report was performed in response to AFS 9550-1, Request Number 200-79-10. It is being accomplished under Technical Program Document Number 08-493, Subprogram 081-502, Project 540, "Identification of Exit Taxiways (Retroreflective Markers Only)." The project manager and author of this report is Larry W. Hackler, ACT-410, and the program manager is Thomas H. Paprocki, ACT-410.

Taxiway lighting and marking has the function of providing guidance between the runway and the apron (reference 1). A critical function of this system is to enable the pilot to expeditiously exit from the runway to a taxiway.

Short-radius exit taxiways have always been difficult to identify at night and under low visibility conditions. This was confirmed by a review of reports contained in the Aviation Safety Reporting System from May 1, 1978, through March 31, 1981. Pilots have often exited runways onto closed taxiways, closed runways, or even unpaved areas. Near collisions have occurred because of difficulty pilots had in finding exit taxiways. When traffic is heavy or when weather conditions make operations difficult, confusion in identifying the exits can result in major problems for controllers and pilots. Methods used to help the pilot find the exit taxiway include double blue taxiway edge lights, large taxiway identification signs, and green centerline taxiway lights ("high-speed" exits). These methods have been expensive or ineffective, sometimes both. For an excellent history of the lighting and marking of exit taxiways, see reference 2. In 1966 the International Civil Aviation Organization Visual Aids Panel recommended extending the green taxiway centerline lights onto the runway. This recommendation has not been adopted by the United States for short radius exit taxiways because of concern over the possible confusion of "low-speed" and "high-speed" exits. The use of a green-green-yellow color pattern was recommended to differentiate between short- and long-radius exit taxiways in a Technical Center report (reference 3).

An attempt is being made to provide a method that is both effective and inexpensive (compared to other methods using lights) by use of retroreflective markers similar

to those used on highways. The retroreflective markers are placed on an arc leading from the runway centerline to the taxiway centerline. The retroreflective markers are a combination of green and yellow color to eliminate confusion with a long-radius exit taxiway. The pilot should be able to identify the retroreflectors approximately 500 feet before reaching the exit taxiway. Near to or at the exit, visual cues from the regular taxiway lighting will serve to provide the necessary maneuvering guidance.

EVALUATION.

The retroreflective markers were installed on runway 4/22 at the FAA Technical Center (Atlantic City Airport). Runway 22 exits identified were D (Delta) and B (Bravo) (22/D and 22/B). Runway 4 had only B exit identified (4/B). Exit taxiway for runway 4 used 12.5 foot (4 meter) spacing of retroreflectors along the curve while the remaining exits used 25 foot (8 meter) spacing (figure 1).

The first retroreflector for exit taxiway 4/B (runway 4 and taxiway B) was placed at the point where the taxiway centerline marking begins to curve from the runway centerline. Exit taxiways 22/B and 22/D did not have this first retroreflector installed.

Pilot comments and opinions were used to refine the system recommended in reference 3 before installation at another airport for inservice testing.

FAA Technical Center test pilot comments were obtained after making several approaches or high-speed taxi maneuvers to the exits. Questionnaires were also completed by itinerant general aviation, commuter, and air carrier pilots using the airport.

RESULTS

Observations of Airport Airside Branch (ACT-410) personnel indicate that, during reduced visibility (approximately 1/8 mile), it is necessary to extend the retroreflectors to the centerline to enable the pilot to identify the exit taxiway. Also, the effectiveness of the retroreflector spacing was much better at 12.5 feet (4 meters) than 25 feet (8 meters). Table 1 is a summary of the 27 pilot responses. Some of the questionnaires did not respond to the question on exit taxiways. Also some questionnaires contained responses applicable to more than one exit. Under the "All" EXIT USED CATEGORY, each questionnaire is counted only once even though the responses were applicable to more than one exit. The appendix is a copy of the questionnaire which includes questions on another related project.

TABLE 1. PILOT RESPONSES

<u>Exit Used</u>	<u>No Help</u>	<u>Some Help</u>	<u>Great Help</u>	<u>Spacing (ft)</u>	<u>First Retroreflector</u>	<u>Number of Responses</u>
All	4%	29%	67%	—	—	24
22/B	0%	20%	80%	25	Missing	10
22/D	0%	33%	58%	25	Missing	12
4/B	0%	0%	100%	12.5	Present	11

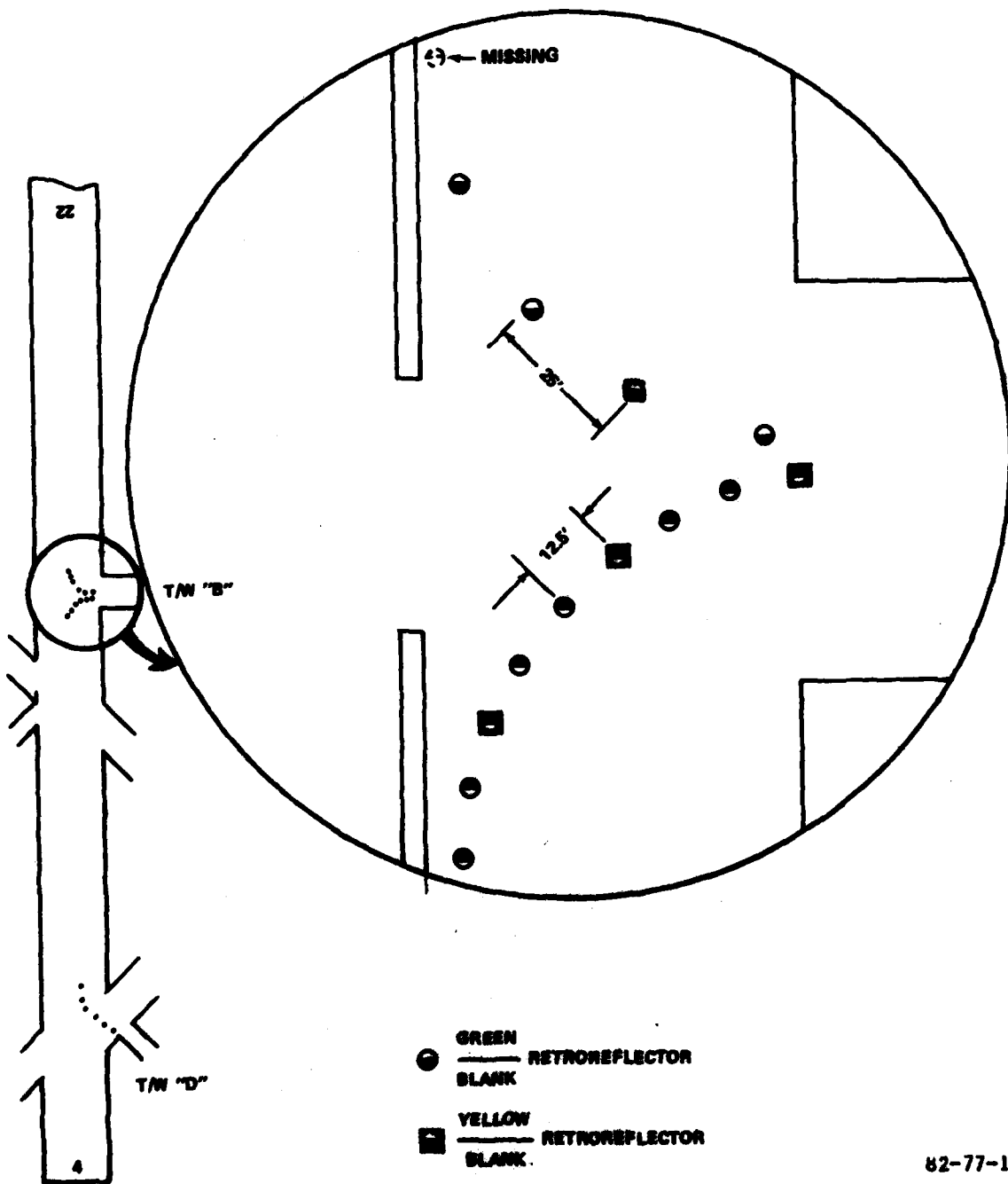


FIGURE 1. RETROREFLECTOR CONFIGURATION AT ACY

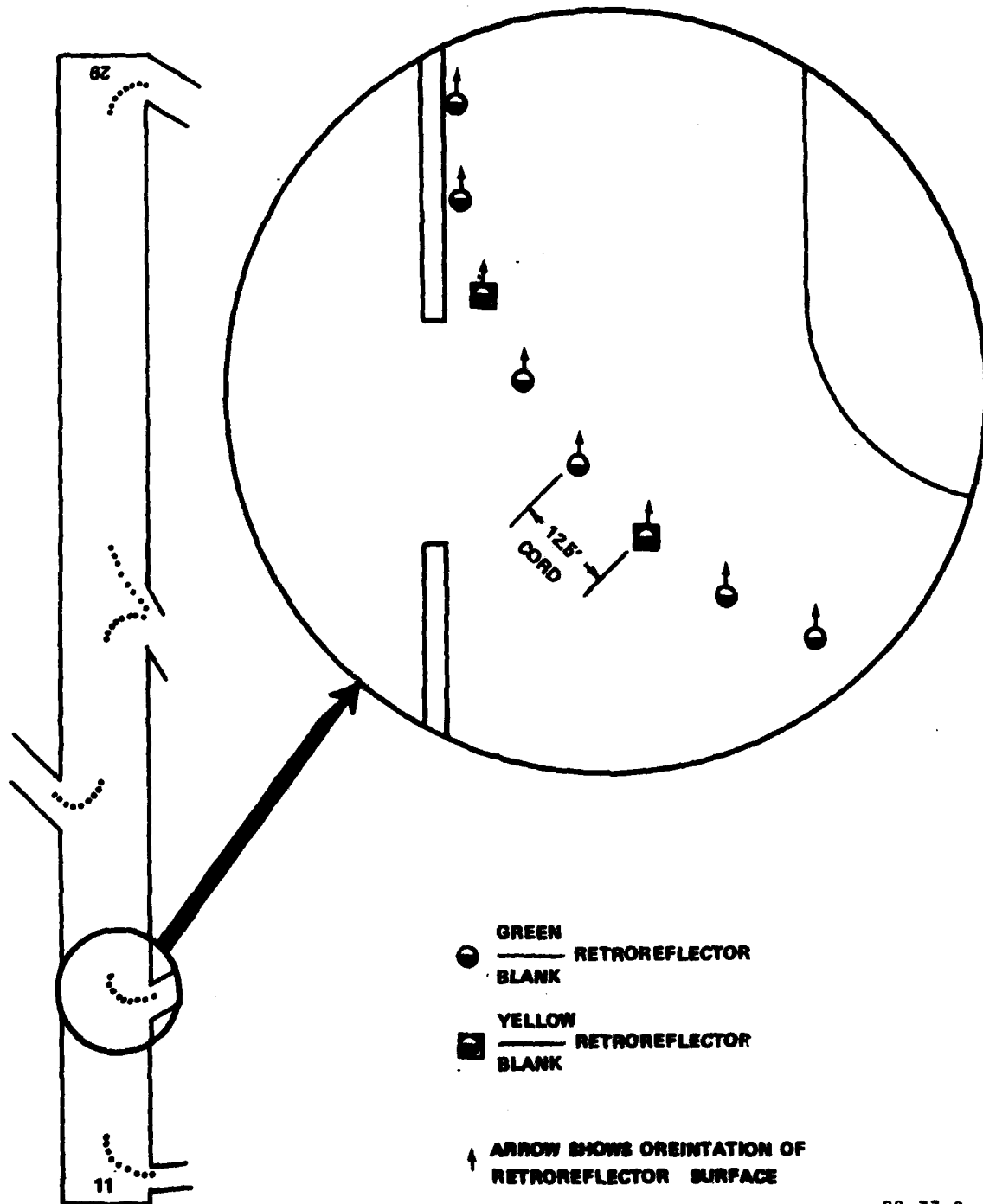
CONCLUSIONS

The unidirectional retroreflectors should be placed so that they have a cord interval of 12.5 feet (4 meters). The first retroreflector should be located on the arc where it is tangent to the runway centerline or where the taxiway centerline begins to curve from the runway centerline.

An inservice test is planned at Bader Field (Atlantic City) from early spring 1982 through late fall 1982. Approximately six exits will be marked with retroreflectors. Exit taxiways will include one 45-degree, two 90-degree, two 110-degree, and one 135-degree exit taxiway angles (figure 2).

REFERENCES

1. Douglas, C. A., Taxiway Guidance, Report No. DOT/FAA/RD-81/87, September 1981.
2. Douglas, C. A., Lighting and Marking of Exit Taxiways, FAA Report No. FAA-RD-78-94, August 25, 1978.
3. Hackler, L. W., Taxiway Turnoff Lights, FAA Report NA-80-24-LR, February 1980.



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FIGURE 2. PROPOSED RETROREFLECTOR CONFIGURATION AT ACY

APPENDIX

Attention: All Pilots

EVALUATION OF RETROREFLECTIVE RUNWAY PAVEMENT MARKERS

Runway 4/22, Atlantic City Airport (ACY)

Retroreflective runway pavement markers, similar to those used on highways, have been installed on runway 4/22 for evaluation by the FAA Technical Center's Airport Technology Division.

The evaluation is to determine whether the retroreflective markers provide improved visual guidance to aid the pilot and improve the safety of nighttime operations, particularly during reduced visibilities with rain, fog and wet runway conditions.

Taxiway Exit Markers. Installed on runway 4 as an aid in identifying the exit at taxiway Bravo and on runway 22 as an aid in identifying taxiways Bravo and Delta.

Runway Centerline and Touchdown Zone Markers. Installed on runway 4 (to duplicate the standard runway centerline and touchdown zone lighting configuration used for runways approved for Category II operations), as an aid for takeoff, approach, landing, and rollout on the runway.

Completion of the attached questionnaires would be gratefully appreciated. Please return to the box located on the Operations Desk.

Thank you for your cooperation.

EVALUATION OF RETROREFLECTIVE RUNWAY PAVEMENT MARKERS

Runway 4/22, Atlantic City Airport (ACY)

Type and Model Aircraft _____ Date _____

Location of Taxi/Landing Lights Used: _____ Wind _____

Nose _____ Wing _____ Both _____ Other _____ Pavement: Wet _____ Dry _____

Visibility:

< 1 Mile _____ 1 to 2 Miles _____ 2 to 3 Miles _____ > 3 Miles _____

Precipitation/Visibility Restrictions:

Rain _____ Snow _____ Fog _____ Haze or Smoke _____ None _____

Exit Taxiway Retroreflectors

Runway Used:

Taxiway Used to Exit Runway:

Rwy. 4 _____ Rwy. 22 _____ T/W Bravo _____ T/W Delta _____

How much help were the reflective markers in finding the exit taxiway?

No Help _____ Some Help _____ Great Help _____

Centerline and Touchdown Zone Retroreflectors

For the type aircraft and weather conditions experienced, please answer the following questions.

1. Please rate the effectiveness of the markers during the:

a. Approaches Excellent _____ Good _____ Fair _____ Poor _____

b. Flare & Touchdown Excellent _____ Good _____ Fair _____ Poor _____

c. Landing Rollout Excellent _____ Good _____ Fair _____ Poor _____

d. Takeoff Excellent _____ Good _____ Fair _____ Poor _____

Comments:

2. During crosswind conditions, were you able to decrab sufficiently early during the approach to illuminate the pavement markers?

a. Yes _____ No _____

Comments:

Continued on next page.

3. Did you find the red/white and all red coded centerline markers useful in determining distance remaining on the runway?

Comments:

4. How would you rate the landing lights on your aircraft as to:

- a. Illumination/
Brightness Excellent Good Fair Poor
- b. Aiming Excellent Good Fair Poor

5. Considering the weather conditions encountered, do you feel that the additional guidance provided by the retroreflective markers improved the safety of operations during:

- a. Takeoff? Yes No
- b. Approach? Yes No
- c. Flare & Touchdown Yes No
- d. Landing Rollout? Yes No

Comments:

Please include any additional comments or remarks:

Name _____
 (Optional)*
 Organization* _____

*Name and Organization will not be used when test results and comments are reported.

DATE
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