

Table 8-1. Secondary power supply requirements  
(see 8.1.3)

Runway	Lighting aids requiring power	Maximum switch-over time
Non-instrument	Visual approach slope indicators <sup>a</sup>	See
	Runway edge <sup>b</sup>	8.1.3 and
	Runway threshold <sup>b</sup>	8.1.6
	Runway end <sup>b</sup>	
	Obstacle <sup>a</sup>	
Non-precision approach	Approach lighting system	15 seconds
	Visual approach slope indicators <sup>a, d</sup>	15 seconds
	Runway edge <sup>d</sup>	15 seconds
	Runway threshold <sup>d</sup>	15 seconds
	Runway end	15 seconds
Precision approach category I	Obstacle <sup>a</sup>	15 seconds
	Approach lighting system	15 seconds
	Runway edge <sup>a</sup>	15 seconds
	Visual approach slope indicators <sup>a, d</sup>	15 seconds
	Runway threshold <sup>d</sup>	15 seconds
	Runway end	15 seconds
Precision approach category II/III	Essential taxiway <sup>a</sup>	15 seconds
	Obstacle <sup>a</sup>	15 seconds
	Approach lighting system	15 seconds
	Supplementary approach lighting barrettes	1 second
	Obstacle <sup>a</sup>	15 seconds
	Runway edge	15 seconds
	Runway threshold	1 second
	Runway end	1 second
	Runway centre line	1 second
Runway touchdown zone	1 second	
Runway meant for take-off in runway visual range conditions less than a value of 800 m.	All stop bars	1 second
	Essential taxiway <sup>a</sup>	15 seconds
	Obstacle <sup>a</sup>	15 seconds
	Runway edge	15 seconds <sup>c</sup>
	Runway end	1 second
	Runway centre line	1 second

a. Supplied with secondary power when their operation is essential to the safety of flight operation

b. See Chapter 5, 5.3.2 regarding the use of emergency lighting.

c. One second where no runway centre line lights are provided.

d. One second where approaches are over hazardous or precipitous terrain.