

Quick Reference Light Usage

AAVA - FLEET OPERATIONS MANUAL

NORMAL PROCEDURES

EXTERIOR LIGHT USAGE (ALL AIRCRAFT)

1. GENERAL

This section provides the standard AAVA policy for the use of exterior aircraft lighting during all phases of ground and flight operations. These procedures ensure visibility, collision avoidance, and operational uniformity across the entire AAVA fleet.

The guidance in this section aligns with common airline industry practice and reflects the lighting logic illustrated in the AAVA *Light Usage Quick Reference* chart (Page 1)

LIGHT USAGE QUICK REF

.

2. PURPOSE

The objectives of standardized AAVA light usage are to:

- Enhance situational awareness for crew, ground personnel, and other aircraft.
- Ensure a consistent, realistic operating standard across all AAVA aircraft types.
- Reduce the risk of glare or distraction to other crews.
- Optimize the use of lighting during low-visibility, night, and high-density operations.

These procedures apply to **all phases of ground and flight operations** unless safety considerations dictate otherwise.

3. SCOPE

This procedure applies to the following exterior light groups:

- **Landing Lights** (fixed, retractable if equipped)

- **Runway Turnoff Lights**
- **Taxi Lights**
- **Logo Lights**
- **Strobe Lights**
- **Anti-Collision (Beacon) Lights**
- **Position (Navigation) Lights**
- **Wing Inspection Lights**
- **Wheel Well Lights** (when installed)

The Quick Reference chart should be used for detailed task-specific confirmation (Page 1)

LIGHT USAGE QUICK REF

4. OPERATING PHILOSOPHY

AAVA lighting standards follow these principles:

- **Position Lights** ON at all times when aircraft is powered.
- **Anti-Collision (Beacon)** ON before engine start; OFF only after engine shutdown.
- **Strobes** ON when entering an active runway; OFF after clearing all runways.
- **Taxi/Turnoff/Landing Lights** used to enhance forward visibility or signal aircraft movement.
- **Logo Lights** ON during night operations or low visibility when aircraft is moving.
- **Wing & Wheel Well Lights** used for inspection or ground crew coordination only.

Lighting should not distract other crews or create unnecessary glare.

5. LIGHT USAGE BY PHASE OF OPERATION

5.1 Pre-Taxi (Power On, At Stand)

- **Position Lights** ... ON
- **Beacon** ... ON prior to pushback/engine start
- **Logo Lights** ... As required (typically ON at night)
- **Wing/Wheel Well Lights** ... As needed for exterior checks or crew coordination

5.2 Taxi (Day)

(Based on the DAY row of the Quick Reference chart, Page 1)

- **Taxi Light** ... ON
- **Turnoff Lights** ... OFF
- **Landing Lights** ... OFF
- **Strobe** ... OFF
- **Beacon** ... ON

- **Position Lights** ... ON
- **Wing/Logo Lights** ... As required

5.3 Taxi (Night)

(From NIGHT row in chart)

- **Taxi Light** ... ON
- **Turnoff Lights** ... AS REQUIRED
- **Landing Lights (fixed/retractable)** ... AS REQUIRED to aid visibility
- **Logo Lights** ... ON
- **Beacon** ... ON
- **Position Lights** ... ON
- **Wing/Wheel Well Lights** ... ON after landing or for inspection only

5.4 Runway Crossing

(Per RWY CROSSING row)

- **Landing Lights** ... ON
- **Turnoff Lights** ... ON
- **Taxi Light** ... ON
- **Strobes** ... ON
- **Position/Beacon** ... ON

5.5 Line-Up and Wait

- **Landing Lights** ... OFF
- **Strobes** ... ON
- **Taxi/Turnoff Lights** ... ON
- **Beacon** ... ON
- **Position Lights** ... ON

5.6 Takeoff

(From TAKEOFF / LANDING row)

- **Landing Lights** ... ON
- **Strobes** ... ON
- **Turnoff Lights** ... ON
- **Taxi Light** ... OFF (per most aircraft SOPs)
- **Logo Lights** ... ON as required
- **Anti-Collision** ... ON
- **Position Lights** ... ON

5.7 Climb (Flaps Retracted to FL100)

(From FLAPS UP TO FL100 row)

- **Landing Lights ... ON**
- **Turnoff Lights ... ON**
- **Logo Lights ... AS REQUIRED**
- **Strobe/Beacon/Position ... ON**
- **Wing Inspection Lights ... OFF**

5.8 Above FL100

(From FL100 & ABOVE row)

- **Landing Lights ... OFF**
- **Turnoff Lights ... OFF**
- **Taxi Light ... OFF**
- **Strobe ... ON**
- **Beacon ... ON**
- **Position Lights ... ON**
- **Logo Lights ... OFF (unless required by visibility)**

5.9 Approach / Landing

- **Landing Lights ... ON**
- **Turnoff Lights ... ON**
- **Strobe ... ON**
- **Logo Lights ... ON (night/IMC)**
- **Beacon/Position ... ON**

5.10 After Landing

- **Landing Lights ... OFF**
- **Turnoff Lights ... ON**
- **Taxi Light ... ON**
- **Strobes ... OFF after fully clear of all runways**
- **Wing/Wheel Well Lights ... As required for walk-around or ground crew**

5.11 Parking / Shutdown

- **Taxi/Turnoff Lights ... OFF**
- **Logo Lights ... As required**
- **Strobe ... OFF**
- **Beacon ... OFF after engine shutdown**
- **Position Lights ... OFF when aircraft is fully secured**
- **Wing/Wheel Well Lights ... As required**

6. CAUTIONS & NOTES

(As shown in chart footnotes, Page 1)

LIGHT USAGE QUICK REF

C - Do not use landing or strobe lights on the ground if they are distracting to other pilots.

(NG) - Do not extend retractable landing lights when runway surfaces are contaminated or when clutter may cause damage.

N - If certain lights become distracting in adverse weather conditions, discontinue their use.

N' - Wheel Well Lights ON for crew change or exterior inspection only.

7. AAVA STANDARDIZATION NOTES

- Minor simulator variations between aircraft packages are acceptable as long as the above philosophy is followed.
- Any aircraft-specific differences should be aligned as closely as possible to this AAVA standard.
- Pilots should reference aircraft-specific FCOM/AFM sections for model-unique lighting panels or logic.

Revision #3

Created 2025-11-29 05:46:29 UTC by Randy Kaster

Updated 2025-12-05 14:00:39 UTC by Randy Kaster