

**AIP SUPPLEMENT
(SUP)**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

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For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.com

For **CONTENT** queries regarding this SUP, contact:
Email: casa.rfc@casa.gov.au

STANDARDISED STOP BAR PROCEDURES

1. INTRODUCTION

- 1.1 The International Civil Aviation Organization (ICAO) has identified runway incursions as one of its top five highest-risk aviation safety threats. The potential consequences of a runway incursion are severe, especially if that incursion ends in an aircraft collision. As air traffic operations increase, the risk of runway incursions is likely to increase unless safety defenses are implemented.
- 1.2 Runway incursion risks include a complex combination of factors that can only be addressed through a collaborative approach involving pilots, aircraft operators, air navigation service providers, airports and regulators.
- 1.3 The National Runway Safety Group (NRSRG) is a State Safety Programme (SSP) hazard-specific working group that facilitates State-level visibility and continuous improvement in safety performance, specific to runway safety in Australia. NRSRG members include airlines, airport operators, AusALPA, Australian Airports Association, Australian Transport Safety Bureau, Department of Defence, Airservices Australia, Department of Infrastructure and CASA.
- 1.4 The NRSRG established a Stop Bar Working Group (SBWG) in 2025 to develop standardised procedures for the operation of stop bars at Australia's major airports. SBWG members included Airservices Australia, AusALPA, Qantas, Virgin, Brisbane, Canberra, Melbourne, Perth, Sydney and Western Sydney airports and CASA.

2. CONTENT

- 2.1 ICAO and Australia have determined that runway incursions can take place in all visibility or weather conditions. The provision of stop bars at runway holding positions and their use at night and in visibility conditions greater than 550M runway visual range can form part of effective runway incursion prevention measures.
- 2.2 Under the flight operations regulations all runways are available for use at an aerodrome. In relation to controlled aerodromes, when ATC was present and stop bars were installed, the stop bars are operated at all times for all runways. Pilots are not permitted to cross an illuminated stop bar without a verbal clearance from ATC. Whilst this is an existing practice these standardised operating procedures are required to be published for the benefit of Australian and international pilots in the AIP.

3. REFERENCE

- 3.1 Amend the AIP as follows:

GEN 3.3 CONTROL OF VEHICULAR AND PEDESTRIAN MOVEMENT ON AERODROMES

Amend paragraph 6.4 as follows:

6.4 All persons, including drivers of vehicles, on the maneuvering area must stop and hold at all illuminated stop bars and may only proceed further when a verbal ATC clearance to enter or cross the runway has been received and the stop bar lights have been switched off. (See also *ENR 1.1 Section 2.3.6.*)

Amend paragraph 6.6 as follows:

6.6 All persons, including drivers of vehicles, in receipt of a clearance from ATC to enter a runway, must hold short of an intersecting runway except when an instruction "CROSS RUNWAY (number)" has been issued and the stop bar lights, where fitted, have been switched off. (See also *ENR 1.1 Section 2.3.6.*)

ENR 1.1 Section 2.3 Ground Movement

Insert new paragraph:

2.3.4 Stop Bar Procedures

2.3.4.1 At a controlled aerodrome all runways are considered available for unless aerodrome users are notified otherwise (*see section 2.3.5*). Where installed, stop bars are operated at all times to prevent entry onto a runway. Pilots must stop and hold at all illuminated stop bars and may only proceed when a verbal ATC clearance to enter or cross the runway has been received and the stop bar lights have been switched off.

2.3.5 Closed Runways Local Procedures

2.3.5.1 Closed runways are excluded from standardised stop bar procedures and are subject to local arrangements between the aerodrome operator, ATC and runway users (refer to AIC, NOTAM or the aerodrome operator).

2.3.6 Stop Bar Contingency Procedures

2.3.6.1 If stop bar lighting cannot be deselected, the activation of stop bar contingency procedures will be notified via voice or the ATIS. ATC may instruct pilots and drivers to cross an illuminated stop bar when stop bar contingency procedures are in force.

ENR 1.1 Section 2.4 Take-off

Delete Paragraphs 2.4.3 and 2.4.3.1 and renumber remaining paras.

4. CANCELLATION

- 4.1 This SUP will be cancelled when it is incorporated into AIP products, expected 19 March 2026.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.