



## FIJI AERONAUTICAL INFORMATION CIRCULAR

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OPS

# RUNWAY DISTANCE REMAINING SIGNS(RDRS)

## 1. Purpose

- 1.1 This Aeronautical Information Circular (AIC) is issued by the Civil Aviation Authority of Fiji (CAAF) in exercise of its functions under the Civil Aviation Authority of Fiji Act 1979 and the Air Navigation Regulations 1981. It provides guidance to aerodrome operators, aircraft operators, flight crews, and air navigation service providers on the introduction and implementation of Runway Distance Remaining Signs (RDRS) in Fiji's civil aviation system.
- 1.2 This AIC is advisory in nature. It does not create new regulatory obligations beyond those arising from ICAO Annex 14, Volume I, as adopted by Fiji. Aerodrome operators should read this AIC in conjunction with the applicable provisions of Annex 14, Volume I (as amended by Amendment 18), Aerodrome Design Manual (Doc 9157), Part 4 – Visual Aids and SD-Aerodromes Chapter 5.

## 2 Background

- 2.1 At its 234th Session on 28 March 2025, the ICAO Council adopted Amendment 18 to Annex 14, Volume I – Aerodrome Design and Operations. The amendment became effective on 4 August 2025 and applicable on 27 November 2025 for provisions related to aerodrome design, visual aids, and apron management service.
- 2.2 Among the most significant changes, Amendment 18 introduces a dedicated new section on Runway Distance Remaining Signs (paragraph 5.4.8 of Annex 14, Volume I), intended to improve pilot situational awareness and to help reduce runway excursion risk during take-off and landing.

- 2.2. CAAF has adopted the provisions of Amendment 18 and is supporting phased implementation across Fiji's aerodromes using a risk-based approach consistent with ICAO guidance.
- 2.3. Additional benefits associated with RDRS include a reduction in runway occupancy time (ROT), which contributes to improved airport capacity, reduced fuel consumption, and lower aircraft emissions.

### **3.0. Definition**

- 3.1 Runway Distance Remaining Sign (RDRS): A visual aid installed adjacent to a runway providing the flight crew with information, expressed in hundreds of metres, of the remaining distance to the runway end, in the direction of take-off or landing.

### **4.0. Purpose and Function of RDRS**

- 4.1 1 RDRS provide flight crews with supplementary visual cues about the runway length remaining. They are viewed in the direction of take-off or landing and display numerals representing hundreds of metres remaining to the runway end.
- 4.2 RDRS are supplementary aids. They do not replace declared distances published in the Aeronautical Information Publication (AIP), nor do they replace aircraft performance calculations or standard operating procedures.
- 4.3 RDRS are particularly valuable at aerodromes where situational awareness during the landing or take-off roll may be reduced, for example due to runway length, local weather conditions, or runway geometry.

## **5. ICAO Specifications-Annex 14 Amendment 18 (Para 5.4.8)**

### **5.1 Application**

- 5.1.1 RDRS are not mandatory at all aerodromes. Their provision is subject to an operational and safety assessment conducted by the aerodrome operator. When provided, they shall comply in full with the specifications

in Annex 14, Volume I, paragraph 5.4.8, Appendix 4, and the guidance in Attachment A, paragraph 23.

## **5.2 Location and Layout**

- 5.2.1 When provided, RDRS shall be installed on each side of the runway, adjacent to the runway edge, readable in the direction of take-off and landing.
- 5.2.2 Signs shall be located at 300-metre intervals, measured from the runway end. A positioning tolerance of  $\pm 30$  metres is permitted.
- 5.2.3 Signs shall be located such that the near side of the sign is not less than 3 metres from the runway edge.
- 5.2.4 The numeral displayed on each sign shall represent the distance remaining to the runway end in hundreds of metres (e.g., the sign located 900 m from the runway end shall display the numeral '9').

## **5.3 Physical Characteristics**

- 5.3.1 RDRS shall consist of white numerals on a black background, consistent with the colour coding for runway distance remaining signs prescribed in Annex 14, Volume I, Appendix 1.
- 5.3.2 Signs shall be frangible and positioned at a height that preserves clearance for propellers and jet engine pods of aircraft using the runway.
- 5.3.3 Signs shall be illuminated or retro-reflective, as applicable, in accordance with the conditions of use at the aerodrome (night, low visibility). The specific illumination requirements are set out in Annex 14, Volume I, Appendix 4.
- 5.3.4 The inscription shall consist of a single numeral only. No other lettering or markings shall be displayed on an RDRS.
- 5.3.5 Character and sign dimensions shall conform to the specifications in Annex 14, Volume I, Appendix 4. Signs shall be rectangular with the longer side horizontal.

## **5.4 Safety Assessment Criteria**

5.4.1 Aerodrome operators shall conduct a safety assessment to determine whether the provision of RDRS is warranted. Factors to be considered in that assessment include, but are not limited to:

- Runway length and usable declared distances (TORA, ASDA, LDA);
- Aerodrome elevation and climatological effects on aircraft performance;
- Aerodrome geometry, including intersections and displaced thresholds;
- Traffic levels, aircraft types, and complexity of operations;
- Availability or absence of a Runway End Safety Area (RESA);
- Runway surface friction characteristics;
- History of runway excursion incidents or relevant safety occurrences;
- Visibility conditions and prevalence of reduced-visibility operations; and
- Availability of alternative aids to runway awareness (e.g. runway centre line lights).

Note. — Guidance on the determination of whether RDRS should be provided, and on the design and siting of RDRS, is contained in the Aerodrome Design Manual (Doc 9157), Part 4 – Visual Aids.

## **6.0 AIP Notification Requirements**

6.1 Where RDRS are provided at a Fiji aerodrome, the aerodrome operator shall ensure that the following information is published in the relevant AIP AD 2 section:

- Confirmation that RDRS are available at the aerodrome;
- The runway(s) and direction(s) on which RDRS are installed;
- Any limitations or conditions affecting RDRS availability (e.g. night only, restricted to specific runways); and
- The interval spacing of the signs, where this differs from the standard 300-metre spacing.

- 6.2 Updates to the AIP shall be submitted to the CAAF Aeronautical Information Service (AIS) in accordance with established AIS procedures and applicable AIRAC cycles.
- 6.3 Where RDRS are temporarily unserviceable, this shall be notified by NOTAM as soon as practicable.

## **7.0 Operational Guidance for Flight Crews**

- 7.1 Flight crew should note the following when operating at aerodromes equipped with RDRS:
- Prior to flight, check the AIP and applicable NOTAMs to confirm whether RDRS are available on the intended runway and direction;
  - The numeral displayed on each sign represents hundreds of metres remaining to the runway end in the direction of travel (e.g. a sign reading '6' indicates 600 m remaining);
  - RDRS provide supplementary information only. They must be used in conjunction with — not as a substitute for — published declared distances, aircraft performance data, and applicable operator SOPs;
  - The absence of an RDRS ahead should not be interpreted as a confirmation of remaining distance; and
  - RDRS may not be installed on all runways or directions at an equipped aerodrome.
- 7.2 Aircraft operators are encouraged to include RDRS in pre-flight and in-flight crew briefings, and to address the interpretation and appropriate use of RDRS in relevant standard operating procedures.

## **8.0 Implementation Requirements and Timelines**

- 8.1 CAAF has adopted ICAO Annex 14 Amendment 18 and its provisions relating to RDRS became applicable within Fiji from 27 November 2025.
- 8.2 Aerodrome operators at aerodromes where RDRS have been installed shall review their installations for compliance with the specifications in

paragraph 5 of this AIC (reflecting Annex 14, para 5.4.8, Appendix 4, and Attachment A, para 23) no later than 30 October 2026.

- 8.3 For aerodromes where a safety assessment indicates that RDRS should be provided, initial installation shall be completed no later than 26 November 2026.
- 8.4 Aerodrome operators must retain records of safety assessments conducted under paragraph 5.4 of this AIC. These records shall be made available to CAAF on request.

**9.0 Summary of Key Requirements and Deadlines**

<b>Requirement</b>	<b>Responsible Party</b>	<b>Deadline</b>
Adopt ICAO Annex 14 Amendment 18 RDRS provisions	CAAF	27 November 2025 (complete)
Conduct safety assessment to determine need for RDRS	Aerodrome operators	No later than 30 October 2026
Review compliance of existing RDRS installations	Aerodrome operators (where RDRS already installed)	No later than 30 October 2026
Complete installation of RDRS where safety assessment supports provision	Aerodrome operators	No later than 26 November 2026
Publish RDRS information in AIP AD 2	Aerodrome operators (in coordination with AIS)	Upon installation or change
Brief flight crews on RDRS use and interpretation	Aircraft operators	Ongoing

## 10 References

- ICAO Annex 14, Volume I – Aerodrome Design and Operations, Amendment 18 (applicable 27 November 2025):
- Paragraph 5.4.8 – Runway distance remaining signs
- Appendix 4 – Signs and panels
- Appendix 1 – Colours for aeronautical ground lights, markings, signs and panels
- Attachment A, paragraph 23 – Guidance on runway distance remaining signs (RDRSs)
- ICAO Aerodrome Design Manual (Doc 9157), Part 4 – Visual Aids
- ICAO PANS-Aerodromes (Doc 9981), Amendment 5 (applicable 27 November 2025)
- Civil Aviation Authority of Fiji Act 1979
- Air Navigation Regulations 1981

## 11 ENQUIRIES

Any enquiries regarding this AIC should be directed to:

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