

Australian Standard[®]

**Air navigation—Cables and their
supporting structures—Marking and
safety requirements**

**Part 1: Permanent marking of overhead
cables and their supporting structures
for other than planned low-level flying**

STANDARDS
Australia



This Australian Standard® was prepared by Committee EL-010, Overhead Lines. It was approved on behalf of the Council of Standards Australia on 26 February 2008. This Standard was published on 19 March 2008.

The following are represented on Committee EL-010:

- Australasian Railway Association
 - Australian Electrical and Electronic Manufacturers Association
 - Electricity Engineers Association (New Zealand)
 - Energy Networks Association
-

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PREFACE

This Standard was prepared by the Australian members of the Joint Standards Australia/Standards New Zealand Committee EL-010, Overhead Lines, to supersede AS 3891.1—1991. After consultation with stakeholders in both countries, Standards Australia and Standards New Zealand decided to develop this Standard as an Australian, rather than an Australian/New Zealand Standard.

The objective of this Standard is to specify requirements for permanent warning markers for use on overhead cables.

This Standard is part two of a two part Standard as follows:

AS 3891.1, *Air navigation—Cables and their supporting structures—Marking and safety requirements, Part 1: Permanent marking of overhead cables and their supporting structures for other than planned low-level flying* (this Standard).

AS 3891.2, *Air navigation—Cables and their supporting structures—Marking and safety requirements, Part 2: Marking of overhead cables for planned low-level flying operations*.

CONTENTS

	<i>Page</i>
1 SCOPE.....	4
2 REFERENCED DOCUMENTS.....	4
3 DEFINITIONS.....	4
4 DESIGN AND CONSTRUCTION OF MARKERS.....	5
5 CABLES REQUIRING MARKERS.....	7

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STANDARDS AUSTRALIA

Australian Standard

Air navigation—Cables and their supporting structures—Marking and safety requirements**Part 1: Permanent marking of overhead cables and their supporting structures for other than planned low-level flying****1 SCOPE**

This Standard specifies requirements for aircraft warning markers for use on overhead cables and their supporting structures. This Standard is not intended for the marking of overhead cables for visual warnings to pilots of aircraft involved in intentional and legal low-level operations. The relevant marking requirements for those operations can be found in Part 2 of this Standard.

This Standard does not prevent the marking of cables not specified in this Standard, considered by their owner to require marking, provided that the markings are consistent with the colours and devices detailed in this Standard.

2 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS

2001 Methods of test for textiles

2001.4.B01 Method 4.B01: Colourfastness tests—Determination of colourfastness to daylight of textile materials

2700 Colour standards for general purposes

Industry Standard

ICAO International Civil Aviation Organisation (ICAO) standards and recommended practices

Annex 14: Aerodromes

3 DEFINITIONS

For the purpose of this Standard the definitions below apply.

3.1 Aircraft warning marker

A marker installed on an overhead cable or its supporting structures for the purpose of warning aircraft pilots of the presence of a cable or structure.

3.2 Authorized landing areas, authorized alighting areas

Authorized landing areas (land based aircraft) and authorized alighting areas (seaplanes) are—

- (a) any landing or alighting place used by a licensed flying school as a base or satellite landing/alighting area;
- (b) any landing or alighting area used by regular public transport (RPT) flights; or