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Airport & Runway Lighting in the Chart Supplement ACM-CG 21-01-353

ACM-CG 21-01 Meeting

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NBAA, Access Committee

Chart Supplement Lighting Information

- Scattered in several locations:
 - RWY DATA
 - REMARKS
 - SERVICES
- Not consistent
- Not adequately described in the Chart Supplement Legend

KMFR

RUNWAY DATA

- Approach, runway, VGSI

SERVICES

- PCL

REMARKS

- VGSI limitations

MEDFORD

ROGUE VALLEY INTL — MEDFORD (MFR)(KMFR) 3 N UTC-8(-7DT) N42°22.50' W122°52.40' **KLAMATH FALLS**
 1335 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE MFR MON Airport H-3B, L-2I
 RWY 14-32: H8800X150 (ASPH-GRVD) S-75, D-200, 2S-175, IAP, AD
 2D-400 PCN 72 F/C/X/T HIRL CL

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. RVR-T
 0.4% up.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 50'. RVR-R 0.6% down.

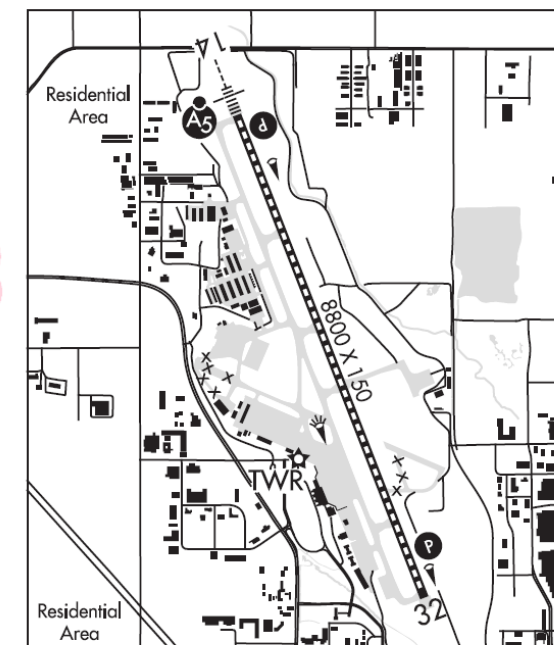
RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

RWY 32: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

SERVICE: S4 FUEL 100LL, JET A, A+ OX 3 LGT ACTVT MALSR Rwy
 14; REIL Rwy 32; TDZ Rwy 14; cntrln lgts Rwy 14-32; PAPI Rwy 14
 and Rwy 32; HIRL Rwy 14-32; twy lgts—CTAF.

AIRPORT REMARKS: Attended 1300-0800Z±. Aflid sfc condition
 unmonitored between 0800-1200Z±. For fuel after hrs call
 541-842-2254. Bird haz large flocks of migratory waterfowl in
 vicinity Nov-May. Terminal apron clsd to acft exc scheduled air carrier
 and flts with prior permission. PPR for unscheduled ops with more
 than 30 pax seats, call arpt ops 541-776-7228. Tran tie-downs and
 hangar avbl thru FBOs only. Cold temperature airport. Altitude
 correction required at or below -3C. TPA—2304(969) for propeller
 acft, 2804(1469) for turbo acft. PAPI Rwy 32 does not provide
 obstruction clnc byd 6.5 NM from thld. Ldg fee. Ldg fee applies to all corporate acft and all other acft with weight
 exceeding 12,500 lbs.



KPSP

- VGSI restrictions are published in the SERVICES section

PALM SPRINGS INTL (PSP)(KPSP) 2 E UTC-8(-7DT) N33°49.78' W116°30.40'

476 B TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE PSP

RWY 13R-31L: H10000X150 (ASPH-GRVD) 2S-175 PCN 64 F/B/W/T

HIRL

RWY 13R: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dsplcd 3000'. 1.0% down.

RWY 31L: REIL. PAPI(P4R)—GA 3.0° TCH 55'. Thld dsplcd 1500'. Rgt tfc. 0.7% up.

RWY 13L-31R: H4952X75 (ASPH) PCN 5 F/B/W/T MIRL

0.8% up NW

RWY 13L: REIL. PAPI(P4L)—GA 3.2° TCH 38'.

RWY 31R: REIL. PAPI(P4L)—GA 3.2° TCH 39'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L: TORA-4952 TODA-4952 ASDA-4952 LDA-4952

RWY 13R: TORA-10000 TODA-10000 ASDA-9857 LDA-6857

RWY 31L: TORA-10000 TODA-10000 ASDA-10000 LDA-8500

RWY 31R: TORA-4952 TODA-4952 ASDA-4952 LDA-4952

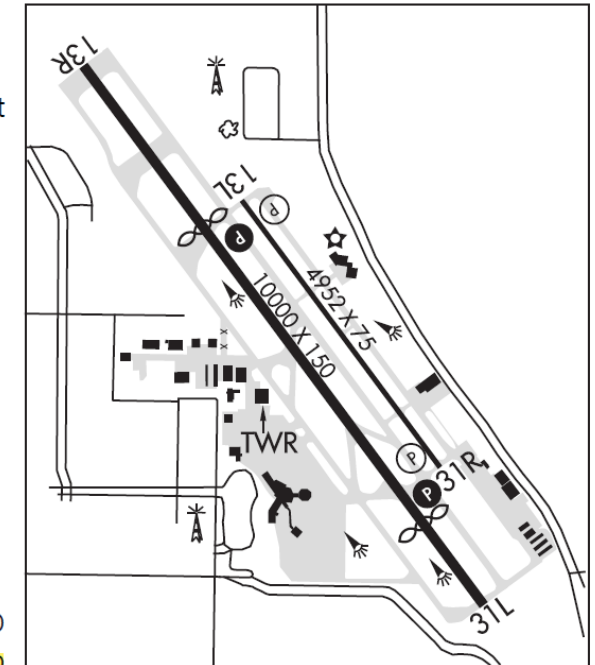
SERVICE: S4 FUEL 100LL, JET A OX4 LGT When TWR CLSD
ACTIVATE REIL RWY 13R and RWY 31L; PAPI RWY 13R and RWY 31L; HIRL RWY 13R-31L—CTAF. REIL RWY 13L and RWY 31R; PAPI RWY 13L and RWY 31R; MIRL RWY 13L-31R; TWY E not LGTD when TWR CLSD. **Rwy 31L PAPI unusable byd 4 NM from thld due to mountainous terrain. Rwy 31R PAPI unusbl byd 8 degs right of cntrln and byd 4 NM from thld due to mountainous terrain.** RWY 13R PAPI UNUSBL BYD 9 DEGS left of CNTRLN.

AIRPORT REMARKS: Attended continuously. Rwy 13R designated calm wind rwy. No formation lds or tkfs and no overhead maneuvers. Lengthy engine idling and run-ups on ramp area prohibited. Ctc arpt ops 760-318-3820 for noise mediation procedures. Access to/from FBO ramp via Twy G limited to acft with wingspan of less than 40'. Noise sensitive area all quadrants, exercise quiet flight procedures. For further information ctc duty supervisor 760-318-3820. TPA—1976(1500) large acft, 1476(1000) small acft. Rwy 13L-31R lgttd distance remaining markers on E side only. Rwy 13R-31L lgttd distance remaining markers on W side only. Do not mistake center twy (Twy C) as Rwy 13R-31L. U.S. Customs user fee arpt. Customs avbl 24 hrs, 4 hrs prior notification required call 760-318-3880 FAX 3883.

LOS ANGELES

H-4I, L-4I

IAP, AD



SERVICES

- Describes aircraft services, repairs, fueling, O2, etc.
- Is this really the appropriate place for pilot-controlled lighting information?
- Does not include VGSI limitations

23 SERVICE

S1: Minor airframe repairs.
 S2: Minor airframe and minor powerplant repairs.
 S3: Major airframe and minor powerplant repairs.
 S4: Major airframe and major powerplant repairs.

SERVICING—CIVIL

S5: Major airframe repairs.
 S6: Minor airframe and major powerplant repairs.
 S7: Major powerplant repairs.
 S8: Minor powerplant repairs.

CODE	FUEL
80	Grade 80 gasoline (Red)
100	Grade 100 gasoline (Green)
100LL	100LL gasoline (low lead) (Blue)
115	Grade 115 gasoline (115/145 military specification) (Purple)
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.
A++	Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C.
A++100	Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.

FUEL

CODE	FUEL
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.
B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C
J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
J5 (JP5)	(JP-5 military specification) Kerosene with FS-II, FP** minus 46°C.
J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##, FP** minus 47°C.
J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##, FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
J	(Jet Fuel Type Unknown)
MOGAS	Automobile gasoline which is to be used as aircraft fuel.
UL91	Unleaded Grade 91 gasoline
UL94	Unleaded Grade 94 gasoline

*(Fuel System Icing Inhibitor) ** (Freeze Point) # (Corrosion Inhibitors/Lubricity Improvers) ## (Static Dissipator Additive)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

OXYGEN—CIVIL

OX 1	High Pressure	OX 3	High Pressure—Replacement Bottles
OX 2	Low Pressure	OX 4	Low Pressure—Replacement Bottles

RUNWAY DATA

- States PCL will be listed in SERVICES section
- Silent on VGSI limitations

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL	APAP on left side of runway	PNIR	APAP on right side of runway
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PAPI—Precision Approach Path Indicator

P2L	2—identical light units placed on left side of runway	P4L	4—identical light units placed on left side of runway
P2R	2—identical light units placed on right side of runway	P4R	4—identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway
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SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L	2—box SAVASI on left side of runway	S2R	2—box SAVASI on right side of runway
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TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway
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VASI—Visual Approach Slope Indicator

V2L	2—box VASI on left side of runway	V6L	6—box VASI on left side of runway
V2R	2—box VASI on right side of runway	V6R	6—box VASI on right side of runway
V4L	4—box VASI on left side of runway	V12	12—box VASI on both sides of runway
V4R	4—box VASI on right side of runway	V16	16—box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the Service section, e.g., LGT ACTIVATE HIRL Rwy 07-25, MALSR Rwy 07, and VASI Rwy 07-122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be

REMARKS

- Ok... Could be appropriate here

②④ AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

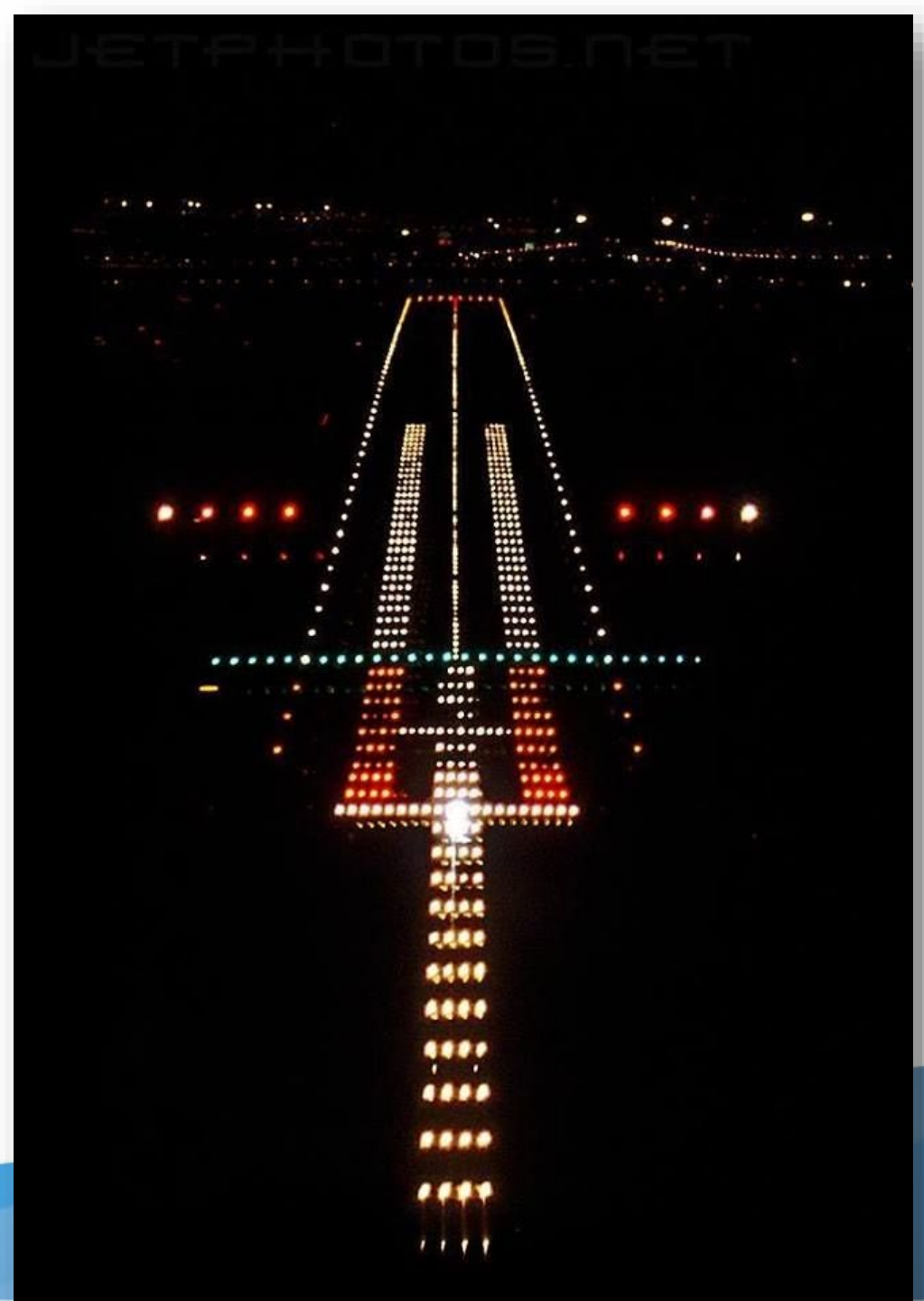
Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

Should information on something as critical as approach, runway, taxiway, and VGSI lighting be described in different sections of the Chart Supplement?



MFR LIGHTING Section

LIGHTING

B

RWY 14-32: HIRL CL

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 50; Does not provide obstruction clnc byd 6.5 NM from thld.

PCL: ACTVT MALSR Rwy14; REIL Rwy 32; TDZ Rwy 14; cntrln lgts Rwy 14-32; PAPI Rwy 14 and Rwy 32; HIRL Rwy 14-32; twy lgts—CTAF.

PSP LIGHTING Section

LIGHTING

B

RWY 13R-31L: HIRL

RWY 13R: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Unusbl byd 9 degs left of cntrln.

RWY 31L: REIL. PAPI(P4R)—GA 3.0° TCH 55' Rwy. Unusbl byd 8 degs right of cntrln and byd 4 NM from thld due to mountainous terrain.

RWY 13L-31R: MIRL

RWY 13L: REIL. PAPI(P4L)—GA 3.2° TCH 38'.

RWY 31R: REIL. PAPI(P4L)—GA 3.2° TCH 39'. Unusbl byd 8 degs right of cntrln and byd 4 NM from thld due to mountainous terrain

PCL: When TWR CLSD ACTIVATE REIL RWY 13R and RWY 31L; PAPI RWY 13R and RWY 31L; HIRL RWY 13R-31L—CTAF.

REIL RWY 13L and RWY 31R; PAPI RWY 13L and RWY 31R; MIRL RWY 13L-31R; TWY E not LGTD when TWR CLSD.

LED Lighting

19-01-333 LED Lighting at Airfields

- FAA will need a Chart Supplement entry to identify LED lighting at an airport
- The propose lighting section can be used to identify which lighting is provided by LED lights
 - “LED” acronym?
 - LED symbol?

Questions & Comments





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