

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting – April 24 - 25, 2019

RECOMMENDATION DOCUMENT

FAA Control #19-01-330

Subject: Updating Terminal Procedure Publication (TPP) Inoperative Components or Visual Aids Table

Background/Discussion:

FAA Order 6750.24E Change 2, Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements, Appendix A. Abnormal Checklist, provides guidance that Approach Lighting System With Sequenced Flashing Lights (ALSF)-1 & 2 type systems being operated as a Simplified Short Approach Lighting System (SSALR) has no effect on visibility minima for ILS procedures. This is also the case when the sequenced flashing lights are inoperative.

This guidance is compatible with applicable 8260 standards, as well as the Aeronautical Information Manual, and the Instrument Procedures Handbook.

Component	Situation	CAT	Effect on Operation	Maintenance Required?	Notify Aircraft	Facility NOTAM	NOTAM (D)
Approach Lighting System (ALS)	Inoperative (entire system)	I	Increases visibility to three-fourths mile or RVR 4000. SA CAT I procedures not authorized.	No	Yes	Yes	“SA CAT I NA”
		II & III	CAT II: Denies operations. CAT III: No effect.	Yes	Yes	Yes	“CAT II NA”
	ALSF being operated as simplified (SSALR) (or ALSF sequenced flashing lights inoperative)	I	No effect.	No	Yes	No	No
		II & III	No effect.	Yes	Yes	Yes	No

FAA is regularly queried on the visibility effect of inoperative sequenced flashing lights. A simple modification to the inoperative components table representative of the above guidance would provide relief for this issue.

Recommendations:

Update the inoperative components or visual aids table to include the following statement:

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashings lights are inoperative, there is no effect on visibility for ILS lines of minima.

INOP COMPONENTS 18088

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE (For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashings lights are inoperative, there is no effect on visibility for ILS lines of minima.

Comments:

None

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Date: 2/11/2019

MEETING 19-01

Valerie Watson, FAA/AJV-A250, briefed the topic on behalf of the proponent Tony Lawson, FAA/AJV-A160. The proposal recommends an update to the Inoperative Components or Visual Aids Table published in the Terminal Procedure Publication (TPP). The change will explain that when Approach Lighting with Sequenced Flashing Lights (ALSF) 1 & 2 type systems are operated as a Simplified Short Approach Lighting System (SSALR), or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima. The proposal recommends that a note providing that clarification be added to the explanatory text preceding the table.

John Bordy, FAA/AFS-420, reported that he had already spoken with Matt Harmon, FAA/AFS-410, on this recommendation. He commented that his office has received questions on this issue and agreed that clarification is warranted. John said that AFS-400 would like to circulate the proposed change within Flight Standards before moving forward. Once he receives the approval for the final wording, he will forward that to Valerie Watson, FAA/AJV-A250, who can then process the Interagency Air Committee (IAC) specification change to update the Table.

STATUS: OPEN

ACTION: John Bordy, FAA/AFS-420, will circulate the proposed update to the Inoperative Components or Visual Aids Table within FAA/AFS-400 and provide input to Valerie Watson, FAA/AJV-A250.

ACTION: Valerie Watson, FAA/AJV-A250, will process an IAC specification change to update the Inoperative Components or Visual Aids Table after receiving the final FAA/AFS-400-approved wording.

MEETING 19-02

Valerie Watson, FAA/AJV-A250, stated that since the last ACM, the Interagency Air Committee (IAC) Specification change to update the [Inoperative Components or Visual Aids Table](#) was approved. The update adds the text “Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.” The text will be added to the explanatory text of the table in the TPP for the 5 December 2019 effective date. There was agreement that this item could be closed.

STATUS: CLOSED