

## Supplement E. List of FAA-Approved Equipment for Non-Federal Use

Please contact [Non-Federal-Program@faa.gov](mailto:Non-Federal-Program@faa.gov) to ensure you have the latest version of this list.

**Note:** The FAA makes no guarantees concerning the availability of the systems listed in this supplement, nor any recommendations. The proponent is solely responsible for making decisions with respect to procuring the most up to date equipment and those with available spares and replacement components/parts.

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## **WEATHER SYSTEMS**

### **Automated Weather Observation System (AWOS)**

[Click here](#) for the latest official listing of approved systems.

## **LIGHTING AIDS**

### **Airport Lighting Equipment**

Each month, the FAA updates its list of the following:

- Certified Lighting Equipment (CLE)
- Third-Party Certifiers
- CLE Manufacturers

You can view this list online by searching for the most recent version of AC 150/5345-53. Once you locate it, select the “Addendum” link in order to view the list.

The online address is [http://www.faa.gov/regulations\\_policies/advisory\\_circulars/](http://www.faa.gov/regulations_policies/advisory_circulars/)

**Note:** This AC covers certain lighting equipment, such as PAPIs, VASIs, ODALS, and REILs, but not MALSRs and ALSFs.<sup>1</sup> Lighting equipment covered under this AC is the responsibility of the Office of Airport Safety and Standards – Technical Operations does not inspect this equipment.

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<sup>1</sup> PAPI – Precision Approach Path Indicator VASI – Visual Approach Slope Indicator  
ODALS – Omni-Directional Approach Lighting System REIL – Runway End Identifier Light  
MALSR – Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights ALSF – Approach Lighting System with Sequenced Flashing Lights

### Approach Lighting System with Sequenced Flashing Lights (ALSF)

Some airports may have military-type Approach Lighting Systems (ALS), if the airports converted from military to civil use under a Base Realignment and Closure (BRAC).

<b>Cat I ALSF-1 (2,400 feet)</b>
New Bedford Panoramex
Heavy-Duty Substation
<b>Cat I ALSF-1 (3,000 feet)</b>
Westinghouse Substation
<b>Cat II/III ALSF-2 (2,400 feet)</b>
General Electric
Heavy-Duty Substation
<b>Cat II/III ALSF-2 (Dual mode, high intensity ALS)</b>
AIRFLO
Godfrey
<b>Cat II/III ALSF-2 (Dual mode, high intensity ALS) with FA-10724 RLMS (Remote Lamp Monitoring Subsystem)</b>
AIRFLO
Godfrey
<b>Cat II/III ALSF-2 (Dual mode, high intensity ALS) with New Bedford Panoramex RMS (Remote Monitoring Subsystem, FA-10724)</b>
New Bedford Panoramex

## Medium Intensity Approach Lighting System (MALS)

Some airports may have military-type Approach Lighting Systems (ALS), if the airports converted from military to civil use under a Base Realignment and Closure (BRAC).

MALS <sup>2</sup>
Astrionics DME (Formerly DME Corporation)
AVW Electronics Multi-electric
Godfrey
New Bedford Panoramex
SEPCO-Crouse Hinds

## MALS with Sequenced Flashing Lights (MALSF)

Some airports may have military-type Approach Lighting Systems (ALS), if the airports converted from military to civil use under a Base Realignment and Closure (BRAC).

MALSF <sup>2</sup>
Astrionics DME (Formerly DME Corporation)
AVW Electronics Multi-electric
Godfrey
GTE-Sylvania
Multi-Electric Mfg., Inc.
New Bedford Panoramex
SEPCO-Crouse Hinds

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<sup>2</sup> The source for some of this information is the [FSEP Desk Guide](#) for MALS, MALSF, and MALS. (Last visited 3/1/19.) The remaining information was drawn from the previous version of this Supplement.

## MALS with Runway Alignment Indicator Lights (MALSR)

Some airports may have military-type Approach Lighting Systems (ALS), if the airports converted from military to civil use under a Base Realignment and Closure (BRAC).

<b>MALSR<sup>2</sup></b>	
Astrionics DME (Formerly DME Corporation)	
	<i>G1-23-1000 no Remote Maintenance Monitoring (RMM)</i>
	<i>FA-11500 with Remote Maintenance Monitoring (RMM)</i>
	<i>FA-17900</i>
	<i>FA-17900 with New Bedford Panoramex control cabinet FA-21000</i>
AVW Electronics Multi-electric	
Godfrey	
	<i>FA-10267 with New Bedford Panoramex control cabinet FA-21000</i>
	<i>FA-10097 with New Bedford Panoramex control cabinet FA-21000</i>
	<i>FA-10098 with New Bedford Panoramex control cabinet FA-21000</i>
	<i>FA-10290 with New Bedford Panoramex control cabinet FA-21000</i>
GTE-Sylvania	
Honeywell/Hughey & Phillips, Inc.	
	<i>GEA20-2325 no Remote Maintenance Monitoring (RMM)</i>
Multi-Electric Mfg., Inc.	
	<i>FA-9994 no Remote Maintenance Monitoring (RMM); may include New Bedford Panoramex control cabinet FA-21000</i>
PATRIOT	
	<i>DME Corp. FA-11500/FA-17900 with New Bedford Panoramex control cabinet FA-21000</i>
SEPCO-Crouse Hinds	
Siemens Airfield Solutions	

## NAVIGATIONAL AIDS

The FAA approved the following Navigational Aids (NavAids) under 14 CFR Part 171 or otherwise determined they meet FAA specifications.

### Distance Measuring Equipment (DME)

DME	
Selex Systems Integration, Inc <sup>3</sup>	
	<i>Model 1118-0108 dual, low power</i>
	<i>Model 1118-0106 single</i>
	<i>Model 1118-0107 single with transfer control</i>
	<i>Model 1138 remote status and control unit</i>
	<i>Model FA-30600 single high/low power</i>
	<i>Model FA-30601 dual high/low power</i>
Thales ATM, Inc <sup>4</sup>	
	<i>Model 5960 low and high power</i>
	<i>Model 415 SE low power</i>
	<i>Model 596 B/C</i>

### Ground Based Augmentation System (GBAS)

GBAS	
Honeywell International, Inc.	
	<i>SLS-4000 Category I</i>

<sup>3</sup> Selex previously known as, in reverse chronological order, Alenia Marconi Systems, Inc.; Airport Systems, Inc. (ASI); and Airport Systems International, Inc. (ASII).

<sup>4</sup> Thales previously known as "Airsys ATM" and "Wilcox Electric."

## Instrument Landing System (ILS)

An ILS is comprised of a Localizer (LOC) and a Glideslope (GS). Those facilities may appear in this list identified as separate pieces of equipment.

<b>ILS – Category I</b>	
Selex Systems Integration, Inc <sup>3</sup>	
	<i>Model 1100 single and dual frequency glide slope (GS), single frequency localizer (LOC), single equipment GS and LOC</i>
	<i>Model 2100 single and dual frequency GS and LOC, single and dual equipment GS and LOC</i>
Thales ATM, Inc <sup>4</sup>	
	<i>Mark I single frequency, single equipment glide slope (GS) and localizer (LOC)</i>
	<i>Mark 10 single and dual frequency, single and dual equipment GS and LOC</i>
	<i>Mark 20A single and dual frequency GS and LOC, single and dual equipment GS and LOC</i>
	<i>Mark 20 dual frequency GS and LOC, dual equipment</i>
	<i>Mark 420 dual frequency LOC, dual equipment GS and LOC</i>

<b>ILS – Category II</b>	
Selex Systems Integration, Inc <sup>3</sup>	
	<i>Model 2100 dual equipment, dual frequency GS, dual equipment, dual frequency LOC</i>
Thales ATM, Inc <sup>4</sup>	
	<i>Mark II dual frequency, dual equipment GS and LOC</i>
	<i>Mark III dual frequency, dual equipment GS and LOC</i>
	<i>Mark 10 dual frequency, dual equipment GS and LOC</i>
	<i>Mark 20A single &amp; dual frequency GS, dual frequency LOC, dual equipment GS and LOC</i>
	<i>Mark 20 dual frequency GS and LOC, dual equipment</i>
	<i>Mark 420 dual frequency LOC, dual equipment GS and LOC</i>

<b>ILS – Category III</b>	
Selex Systems Integration, Inc <sup>3</sup>	
	<i>Model 2100 dual equipment, dual frequency GS, dual equipment, dual frequency LOC</i>
Thales ATM, Inc <sup>4</sup>	
	<i>Mark 20A single and dual frequency GS, dual frequency LOC, and dual equipment GS and LOC</i>
	<i>Mark 20 dual frequency GS and LOC, dual equipment</i>
	<i>Mark 420 dual frequency LOC, dual equipment GS and LOC</i>

<b>Localizer (LOC)</b>	
Thales ATM, Inc <sup>4</sup>	
	<i>Model FA-18401</i>
	<i>Model FA-10582</i>

<b>Glideslope (GS)</b>	
Thales ATM, Inc <sup>4</sup>	
	<i>Model FA-18411</i>
	<i>Model FA-10584</i>

## Marker

<b>Marker</b>	
Thales ATM, Inc <sup>4</sup>	
	<i>Model FA-10587</i>

## Non-Directional Beacon (NDB)

There are two tables for the NDB. The first one is a list of NDB systems and the second is a list of NDB components.

<b>NDB</b>	
Nautel Maine, Inc.	
	<i>Model VR-125 (125 watt transmitter) restricted –voice feature not allowed</i>
	<i>Model FA-9781 (400 watt transmitter)</i>
	<i>Model FA-9782 (50 watt transmitter)</i>
Scientific Radio Systems, Inc.	
	<i>Model FA-9590 LF/MF Transmitting System</i>
Southern Avionics Company	
	<i>SA-25</i>
	<i>SA-50</i>
	<i>SA-100</i>
Sparton Electronics Division, Sparton Corp.	
	<i>Model FA-9424 (or FA-9421) low-power station</i>

<b>NDB Components</b>	
Nautel Maine, Inc.	
	<i>Model FA-9782/1 (50 watt antenna tuning unit)</i>
	<i>Model FA-9893 LF/MF Monitor Alarm Receiver</i>
New Bedford Panoramex Corp.	
	<i>Antenna Resistance Meter</i>
Polestar Antenna Company, Ltd.	
	<i>Antenna Control Unit (type NACA3) for Nautel FA-9782</i>
	<i>Antenna Model PA35D for Nautel FA-9782</i>
Raven Ind., Inc.	
	<i>Model FA-8957 LF/MF Monitor Alarm Receiver</i>
Scientific Radio Systems, Inc.	
	<i>Model FA-9590 Antenna for FA-9590 LF/MF</i>
	<i>FA 9589 Transmitter for FA-9590 LF/MF</i>
	<i>FA 9589/1 Antenna Tuning Unit for FA-9590 LF/MF</i>
	<i>FA 9589/2 Remote Modem for FA-9590 LF/MF</i>
	<i>Model FA-9591 LF/MF Monitor Receiver System, SR-515</i>

### Runway Visual Range (RVR)

<b>RVR</b>	
Vaisala, Inc.	
	<i>Model FA-19200 PC-based</i>

### Very High Frequency Omnidirectional Range (VOR)

<b>VOR</b>	
Selex Systems Integration, Inc <sup>3</sup>	
	<i>Model 1150 conventional</i>
Thales ATM, Inc <sup>4</sup>	
	<i>Model 5850 conventional</i>