

The Inop Table

When executing a published approach procedure, one piece of information we always need to have is the condition of the facilities supporting the procedure, including the runway lighting system. Obviously, if we're shooting an ILS but the glideslope is out of service, we're no longer worried about the full procedure's decision height (DH); we'll be shooting a localizer-only approach instead. The minima for the LOC-only procedure are published right along with the DH.

But the glideslope isn't the only ILS component we need, nor is an ILS the only procedure depending on other components. For purposes of determining whether we can land after executing an approach procedure, FAR 91.175 allows us to reference a runway's lighting system. As such, it's helpful to determine during our preflight research whether the destination's runway lighting system is operating.

If it's not, we still can shoot the approach and land there but we'll need to increase the procedure's specified minimum flight visibility. How much? That's what the inoperative table is for.

That's fairly straightforward. It gets tricky, however, when we need to file an alternate and the desired runway there has a lighting system Notam'd out of service. We still can file the airport as our alternate, but if we have to divert there, we'll need to apply the inoperative table. No one ever said this stuff was simple.

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, MLS, PAR and RNAV (LPV line of minima)

Inoperative Component or Aid ALSF 1 & 2, MALSR, & SSALR	Approach Category ABCD	Increase Visibility 1/4 mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR TDZL RCLS RVR	ABCD ABCD ABCD	To 4000 RVR To 2400 RVR* To 1/2 mile

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR and RNAV (LNAV/VNAV, LNAV and LP lines of minima)

Inoperative Visual Aid ALSF 1 & 2, MALSR, & SSALR SSALS, MALS, & ODALS	Approach Category ABCD ABC	Increase Visibility 1/2 mile 1/4 mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR MALS, SSALS, ODALS	C ABD ABC	1/2 mile 1/4 mile 1/4 mile

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A), (V), etc. A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A). Negative symbology, e.g., (A), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL
CL
TDZL
RUNWAY CENTERLINE LIGHTS

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

SHORT APPROACH LIGHTING SYSTEM

SALS/SALSF (High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS

THRESHOLD 36
SEQUENCED FLASHING LIGHTS
LENGTH 1500 FEET

APPROACH LIGHTING SYSTEM

ALSF-2

GREEN
WHITE
RED
SEQUENCED FLASHING LIGHTS
LENGTH 2400/3000 FEET

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

SSALR

GREEN
WHITE
SEQUENCED FLASHING LIGHTS
(High Intensity)
LENGTH 2400/3000 FEET

VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW

VASI 2
VASI 4
VASI 12

THRESHOLD 36

APPROACH LIGHTING SYSTEM

ALSF-1

RED
GREEN
WHITE
SEQUENCED FLASHING LIGHTS
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

GREEN
WHITE
SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY
LENGTH 1400 FEET

VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH A THRESHOLD CROSSING HEIGHT TO ACCOMMODATE LONG BODIED OR JUMBO AIRCRAFT.

VASI 6
VASI 16

THRESHOLD 36

APPROACH LIGHTING SYSTEM

ALSF-1

RED
GREEN
WHITE
SEQUENCED FLASHING LIGHTS
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

MALSR

SAME LIGHT CONFIGURATION AS SSALR.