

## RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.	SALS—Short Approach Lighting System.
LIRL—Low Intensity Runway Lights.	SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
MIRL—Medium Intensity Runway Lights.	SSALS—Simplified Short Approach Lighting System.
HIRL—High Intensity Runway Lights.	SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
RAIL—Runway Alignment Indicator Lights.	SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.	ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
CL—Centerline Lights.	ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
TDZL—Touchdown Zone Lights.	ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
ODALS—Omni Directional Approach Lighting System.	SF—Sequenced Flashing Lights.
AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.	OLS—Optical Landing System.
MALS—Medium Intensity Approach Lighting System.	WAVE—OFF.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.	
MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.	
RLLS—Runway Lead-in Light System	

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint use airfields on which they are tenants.

## 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

SW, 30 JAN 2020 to 26 MAR 2020