

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Adminis- tration, Department of Transportation

[Docket No. 10506; Amdts. 1-18; 91-80]

PART 1—DEFINITIONS AND ABBREVIATIONS

PART 91—GENERAL OPERATING AND FLIGHT RULES

Visual Aids Tables

The purpose of these amendments to Parts 1 and 91 of the Federal Aviation Regulations is to revise the inoperative component and visual aid tables in § 91.117 in accordance with recent changes in visual aids and to add abbreviations of these new aids to Part 1.

The U.S. Standard for Terminal Instrument Procedures (TERPS) contains criteria which are used to formulate, review, approve, and publish procedures for instrument approach and departure of aircraft to and from civil and military airports. TERPS was issued in September 1966, and has been adopted by the Departments of the Army, Navy, Air Force, and the U.S. Coast Guard. The second edition of TERPS, which was adopted on February 6, 1970, is set forth in FAA Handbook 8260.3A. Copies may be obtained (for a nominal fee) by written request to the Manager of Headquarters Operations, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20590. Copies of TERPS can be examined at any Regional or Area Office of the FAA.

One objective of TERPS is to reduce chart clutter and enhance graphic presentation of terminal procedures. Therefore, only the lowest landing minimums are published and portrayed in the instrument approach procedure charts. The lowest minimums are determined with all the components and visual aids of the instrument approach system operating. To reduce chart clutter, the standard adjustments of landing minimums for inoperative components or

aids, as prescribed in TERPS, are not portrayed on the charts, but are set out in tables in § 91.117 of the Federal Aviation Regulations.

Paragraph 343 of Handbook 8260.3A provides for reductions in visibility requirements for approach lighting systems that were not previously included in the standard lighting systems. Descriptions of lighting systems may be found in Appendix 5 of the TERPS Handbook. This amendment makes necessary revisions to the inoperative component and visual aid tables in § 91.117 to include these new lighting systems and the adjustments to landing minimums which must be made when the aid is inoperative or not useable.

The changes are as follows:

1. The short approach light system (SALS) is replaced by the simplified short approach light system with runway alignment indicator lights (SSALS) in the table in § 91.117(c)(1). Until such time as existing SALS installations are converted to SSALS, the definition of SALS will remain in Part 1 and the adjustment to landing minimums for an inoperative SALS will appear on the instrument approach procedure charts for airports where SALS is installed.

2. The medium intensity approach light system with runway alignment indicator lights (MALSR) is added to the table in § 91.117(c)(1).

3. The short approach light system (SALS) is deleted from the table in § 91.117(c)(3).

4. The simplified short approach light system (SSALS), SSALS, and MALSR are added to the table in § 91.117(c)(3).

5. SSALS and MALSR are added to the table in § 91.117(c)(4).

This amendment also adds the definitions of these visual aids to § 1.2 of Part 1.

The visibility reductions associated with these visual aids, and the visibility increases which must be made when they are inoperable or unuseable, have been discussed in meetings with industry and aviation associations in connection with the revision of TERPS. Several of the new lighting systems are already in use.

As a situation exists which demands

immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In consideration of the foregoing, Parts 1 and 91 of the Federal Aviation Regulations are amended, effective August 18, 1970, as follows:

1. By adding the following abbreviations to § 1.2 in their proper alphabetical order:

"RAIL" means runway alignment indicator light system.

"MALSR" means medium intensity approach light system with runway alignment indicator lights.

"SSALS" means simplified short approach light system.

"SSALS" means simplified short approach light system with runway alignment indicator lights.

2. By revising the table in § 91.117(c)(1) by striking out the abbreviation "SALS" in the last line and inserting the abbreviation "SSALS" in place thereof, and by adding a line to read as follows:

MALSR 50 feet $\frac{1}{4}$ ABC

3. By revising the table in § 91.117(c)(3) by striking out the abbreviations "ALS, SALS" in the first line and inserting the abbreviations "ALS, SSALS, MALSR" in place thereof, and by striking out the abbreviations "HIRL, MAL, REIL" in the second line and inserting the abbreviations "SSALS, MAL, HIRL, and REIL" in place thereof.

4. By revising the table in § 91.117(c)(4) by striking out the abbreviation "ALS" and inserting the abbreviations "ALS, SSALS, MALSR" in place thereof.

(Secs. 307, 313, 601, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354, 1421); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on August 11, 1970.

K. M. SMITH,
Acting Administrator.

(As published in the Federal Register
35 F.R. 13115 on Aug. 18, 1970)