

runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway.

**d. Runway Centerline Lighting**– Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway.

**e. Threshold Lights**– Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold.

**f. Runway End Identifier Lights (REIL)**– Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

**g. Visual Approach Slope Indicator (VASI)**– An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he/she is “on path” if he/she sees red/white, “above path” if white/white, and “below path” if red/red. Some airports serving large aircraft have three-bar VASIs which provide two visual glide paths to the same runway.

**h. Precision Approach Path Indicator (PAPI)**– An airport lighting facility, similar to VASI, providing vertical approach slope guidance to aircraft during approach to landing. PAPIs consist of a single row of either two or four lights, normally installed on the left side of the runway, and have an effective visual range of about 5 miles during the day and up to 20 miles at night. PAPIs radiate a directional pattern of high intensity red and white focused light beams which indicate that the pilot is “on path” if the pilot sees an equal number of white lights and red lights, with white to the left of the red; “above path” if the pilot sees more white than red lights; and “below path” if the pilot sees more red than white lights.

**i. Boundary Lights**– Lights defining the perimeter of an airport or landing area.

(Refer to AIM.)

**AIRPORT MARKING AIDS**– Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as:

- a. Visual.**

- b. Nonprecision instrument.**

- c. Precision instrument.**

(Refer to AIM.)

**AIRPORT REFERENCE POINT (ARP)**– The approximate geometric center of all usable runway surfaces.

**AIRPORT RESERVATION OFFICE**– Office responsible for monitoring the operation of slot controlled airports. It receives and processes requests for unscheduled operations at slot controlled airports.

**AIRPORT ROTATING BEACON**– A visual NAVAID operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport. At military airports, the beacons flash alternately white and green, but are differentiated from civil beacons by dualpeaked (two quick) white flashes between the green flashes.

(See INSTRUMENT FLIGHT RULES.)

(See SPECIAL VFR OPERATIONS.)

(See ICAO term AERODROME BEACON.)

(Refer to AIM.)

**AIRPORT STREAM FILTER (ASF)**– An on/off filter that allows the conflict notification function to be inhibited for arrival streams into single or multiple airports to prevent nuisance alerts.

**AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)**– Surveillance equipment specifically designed to detect aircraft, vehicular traffic, and other objects, on the surface of an airport, and to present the image on a tower display. Used to augment visual observation by tower personnel of aircraft and/or vehicular movements on runways and taxiways. There are three ASDE systems deployed in the NAS:

- a. ASDE-3**– a Surface Movement Radar.

**b. ASDE-X**– a system that uses an X-band Surface Movement Radar, multilateration, and ADS-B.

**c. Airport Surface Surveillance Capability (ASSC)**– A system that uses Surface Movement Radar, multilateration, and ADS-B.

**AIRPORT SURVEILLANCE RADAR**– Approach control radar used to detect and display an aircraft’s position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles.

**AIRPORT TAXI CHARTS**–

(See AERONAUTICAL CHART.)