

Table 6a

Failed or downgraded equipment – effect on landing minima:

| FAILED OR DOWNGRADED EQUIPMENT (note 1) | EFFECT ON LANDING MINIMA | | | | | |
|---|---|--|-----------|-----------|-----------|--|
| | CAT III B (No DH) | CAT III B | CAT III A | CAT II | CAT I | APV & NON PRECISION |
| ILS Standby Transmitter | Not Allowed | | | No Effect | | |
| ILS Standby Transmitter | Not Allowed | RVR 200m | No Effect | | | |
| Outer Marker | No effect if replaced by published equivalent position | | | | | Not Applicable |
| Outer Marker | No effect if replaced by published equivalent position | | | | | APV – not applicable NPA with FAF: no effect unless used as FAF. If the FAF cannot be identified (eg no method available for timing of descent), non-precision operations cannot be conducted |
| Middle Marker | No effect | | | | | No effect unless used as MAPt |
| Touchdown Zone RVR Assessment System | At least one RVR value must be available on the aerodrome | May be temporarily replaced with midpoint RVR if approved by the State of the aerodrome. RVR may be reported by human observation. | | | No effect | |
| RVR Assessment Systems | At least one RVR value must be available on the aerodrome | On runways equipped with 2 or more RVR Assessment Units, one may be inoperative | | | No effect | |
| Anemometer for R/W in use | No effect if other ground source available. | | | | | |
| Ceilometer | No effect | | | | | |

| FAILED OR DOWNGRADED EQUIPMENT | EFFECT ON LANDING MINIMA | | | | | |
|---|---|---|--|--------------------------------------|--|---------------------|
| | CAT III B (No DH) | CAT III B | CAT III A | CAT II | CAT I | APV & NON PRECISION |
| Approach lights | Not allowed for operations with DH > 50 ft. | | | Not allowed | Minima as for nil facilities | |
| Approach lights | No effect | Not allowed for operations with DH > 50 ft. | | Not allowed | Minima as for NALS (Appendix 1 new to JAR OPS 1.430) | |
| Approach lights except the last 210 m | No effect | | | Not allowed | Minima as for BALS (Appendix 1 new to JAR OPS 1.430) | |
| Approach lights except the last 420 m | No effect | | | | Minima as for IALS (Appendix 1 new to JAR OPS 1.430) | |
| Standby power for approach lights | No effect | | | | | No effect |
| Standby power for approach lights | No effect | | | | | |
| Edge lights | Day only; Night — not allowed | | | | | |
| Edge lights, threshold lights and runway end lights | No effect | | Day - No effect Night - Min RVR 550 m | Day - no effect; Night – Not allowed | | |

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|--------------------------------|--------------------------|-----------|-----------|--------|-------|---------------------|
| | CAT III B (No DH) | CAT III B | CAT III A | CAT II | CAT I | APV & NON PRECISION |

| | | | | | | |
|--|--|--|--|--|---|-----------|
| Centreline lights | Day - RVR 200m; Night - not allowed | Day - RVR 300 m Night - not allowed | | Day - RVR 300 m Night - 550 m | No effect | |
| Centreline lights | Day - RVR 200m; Night - not allowed | Not allowed | Day - RVR 300 m Night – RVR 400 m | Day - RVR 350 m Night – RVR 550 m (400m with HUDLS or Auto-land) | No effect if F/D, HUDLS or auto-land otherwise RVR 750 m | No effect |
| Centreline lights spacing increased to 30 m | RVR 150 m | | No effect | | | |
| Touch Down Zone lights | No effect | Day - RVR 200 m Night – RVR 300 m | Day - RVR 300 m Night – RVR 550m; 350m with HUDLS or auto-land | | No effect if F/D, HUDLS or auto-land otherwise RVR 750 m | No effect |
| Taxiway light system | No effect - expect delays due to reduced movement rate | | | | | |

Note 1: Conditions applicable to Table 6a:

- (a) Multiple failures of runway lights other than indicated in Table 1B are not acceptable.
- (b) Deficiencies of approach and runway lights are treated separately.
- (c) Category II or III operations. A combination of deficiencies in runway lights and RVR assessment equipment is not allowed.
- (d) Failures other than ILS affect RVR only and not DH.