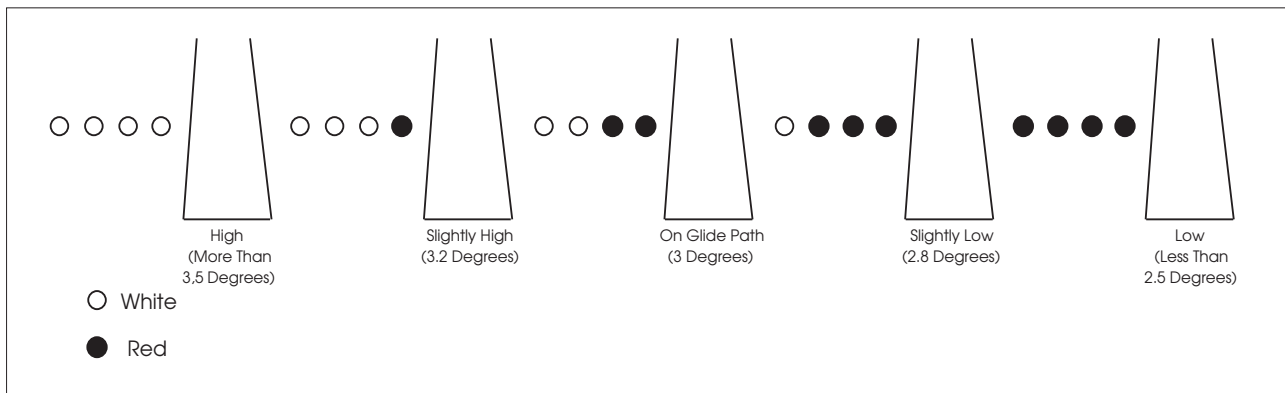


b. Precision Approach Path Indicator (PAPI). The precision approach path indicator (PAPI) uses light units similar to the VASI but are installed in a single row of either two or four light units. These lights are visible from about 5 miles during the day and up to 20 miles at night. The visual glide path of the PAPI typically provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 3.4 NM from the runway threshold. Descent, using the PAPI, should not be initiated until the aircraft is visually aligned

with the runway. The row of light units is normally installed on the left side of the runway and the glide path indications are as depicted. Lateral course guidance is provided by the runway or runway lights. In certain circumstances, the safe obstruction clearance area may be reduced by narrowing the beam width or shortening the usable distance due to local limitations, or the PAPI may be offset from the extended runway centerline. This will be noted in the Chart Supplement U.S. and/or applicable NOTAMs. (See FIG 2-1-5.)

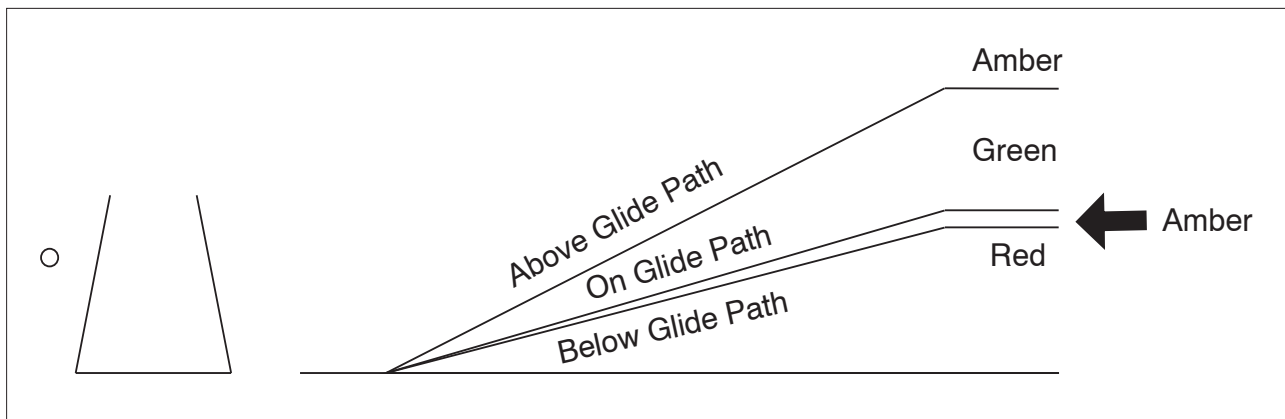
**FIG 2-1-5
Precision Approach Path Indicator (PAPI)**



c. Tri-color Systems. Tri-color visual approach slope indicators normally consist of a single light unit projecting a three-color visual approach path into the final approach area of the runway upon which the indicator is installed. The below glide path indication is red, the above glide path indication is amber, and

the on glide path indication is green. These types of indicators have a useful range of approximately one-half to one mile during the day and up to five miles at night depending upon the visibility conditions. (See FIG 2-1-6.)

**FIG 2-1-6
Tri-Color Visual Approach Slope Indicator**



NOTE-

1. Since the tri-color VASI consists of a single light source which could possibly be confused with other light sources, pilots should exercise care to properly locate and identify the light signal.