**AERONAUTICAL CHARTING FORUM**
**Charting Group**
**Meeting 09-02 – October 28-29, 2009**

**RECOMMENDATION DOCUMENT**

**FAA Control #  09-02-223**

**Subject**: Publishing RVR for Category III Instrument Landing System (ILS) Approaches.

**Background/Discussion**:  Current FAA Order 8260.19 requires Category III a/b/c ILS approach RVR values to be documented on source in the following format:

> (3)  *"Category III ILS Special Aircrew and Aircraft Certification Required.* S-ILS-32L: CAT IIIa RVR 700; CAT A, B, C, D.  CAT IIIb RVR 600; CAT A, B, C, D.  CAT IIIc NA."

It has been identified the "NA" is inappropriate because in most cases "NA" means *Not Authorized*. If the Category IIIc is authorized, the RVR value is normally zero (0). A change has been proposed for FAA Order 8260.19 for the documentation to read:

> (3)  *"Category III ILS Special Aircrew and Aircraft Certification Required.* S-ILS-32L: CAT IIIa RVR 700; CAT A, B, C, D.  CAT IIIb RVR 600; CAT A, B, C, D.  CAT IIIc N/A."

The use of "N/A" means RVR is *Not Applicable* (i.e. RVR 0)**. I maintain, that Category III b/c is either authorized or not authorized, and if authorized an RVR VALUE should be assigned, even if that value is zero.**

I believe the change to intermix the use of "N/A" and "NA" will cause confusion for aircrews.

**Recommendations**:  Recommend changing the documentation requirement to provide either NA (Not Authorized) or an RVR value, even if the value is zero. Example provided below:

**(3)** *"Category III ILS Special Aircrew
and Aircraft Certification Required.* S-ILS-32L:
CAT IIIa RVR 700; CAT A, B, C, D. CAT IIIb
RVR 600; CAT A, B, C, D. CAT IIIc RVR 0; CAT A, B, C, D."

**(3)** *"Category III ILS Special Aircrew
and Aircraft Certification Required.* S-ILS-32L:
CAT IIIa RVR 700; CAT A, B, C, D. CAT IIIb
RVR 600; CAT A, B, C, D. CAT IIIc NA; CAT A, B, C, D."

<u>Comments</u>:  This recommendation affects FAA Order 8260.19 and IACC Charting Specifications.

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Examples of how these minimums are currently charted:

US Government Charts:

| CATEGORY | A | B | C | D |
|----------|---|---|---|---|
| S-ILS 17L | | CAT III A RVR 07 | | |
| S-ILS 17L | | CAT III B RVR 06 | | |
| S-ILS 17L | | CAT III C NA | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

Jeppesen Charts:

| | STRAIGHT-IN LANDING RWY17L | | |
|---|---|---|---|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 122' DA(H) 645' (100') |
| NA | RVR 6 | RVR 7 | RVR 12 |

**MEETING 09-02:** Mr. Brad Rush, FAA/AeroNav Services, recommends changing the documentation requirement to provide either NA (Not Authorized) or an RVR value, even if the value is Zero.

The recent Change 3 to 8260.19D contains instructions to use the term N/A ("N slash A") for Not Authorized instead of NA (for Not Applicable) on ILS CAT IIIC minimums.

According to Mr. Tom Schneider, FAA-AFS-420, this was done to provide conformance between 8260.19D and related operational guidance in FAA Advisory Circular 120-28, FAR Part 1, and other guidance documents.

A concern is potential confusion over the two abbreviations N/A vs. NA where it might be misunderstood to either mean Not Applicable or Not Authorized. The terms have different meanings.

Mr. Bryant Welch, FAA/AFS-100, expressed concern about the use of Zero to indicate "Not Applicable" because of possible misinterpretation as meaning aircrews to imply authorization to fly down to Zero/Zero instead of being "Not Authorized".

One suggested alternative would be to spell the term out in plain language.

The assumption is that whatever the decision, the abbreviation, value, or verbiage will be provided in the 8260 source document, which will ultimately drive the chart depiction.

**ACTION:** Mr. Schneider and Mr. Brad Rush will work with Mr. Welch to consider alternatives and implications and report back at the next ACF.

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**MEETING 01-01:** Mr. Brad Rush, FAA/AeroNav, stated that "If there is a value, well publish it, if there isn't, then we will list it as "NA" and the 8260.19D Change 3 has been corrected to reflect the change.

**STATUS: CLOSED**