AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
Meeting 12-01 April 24, 2012
HISTORY RECORD

FAA Control # 12-01-300

Subject: Public Access to RNAV Visual Flight Procedures.

Background/Discussion: In 2010, FAA issued Order 8260.55 allowing the development of quasi-special RNAV visual flight procedures (RVFPs) that capitalize on the capabilities of RNAV systems to provide repeatable flight paths, reduce pilot-controller communications and enhance safety through the use of vertical guidance during visual approaches. These RVFPs are not "Public" procedures. Instead, they are approved by a process similar to "Special" instrument approach procedures and are only available to part 121 and part 135 operators through OpSpec approval. Order 8260.55 limits use of RFVPs to IFR-approved RNAV systems that are compliant with AC 91-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations. FIG 1 provides an example of an RVFP for Las Vegas, NV.

While the deployment of RVFPs has been limited to the major US airports, there are many other locations that would benefit from the development of RVFPs as an aid to help address problems related to constrained airspace, traffic flow de-confliction, noise abatement, etc. (e.g. Teterboro, NJ - TEB). In addition, operators of aircraft with RNAV systems certified to AC 90-100A should enjoy access to the RFVPs currently deployed at airports where their usefulness has already been demonstrated. NBAA believes that these benefits should not be restricted to a limited number of operators, but should be extended to all operators of aircraft with demonstrated RNAV system performance. This becomes especially critical in places such as Teterboro with the recent FAA NextGen initiatives to employ the "Better Equipped, Better Service" model.

Recommendations: NBAA requests that FAA Flight Standards (AFS) and the Air Traffic Organization (ATO) begin developing procedure design, aircraft equipage, charting specifications, and operational criteria supporting the deployment of Public RNAV Visual Flight Procedures. These criteria should allow for the widest possible participation of appropriately equipped RNAV aircraft.

Comments: This recommendation affects: FAA Orders 8260.55, JO7110.65, Air Traffic Control; 7110.79D Charted Visual Flight Procedures; and IACC charting specifications.

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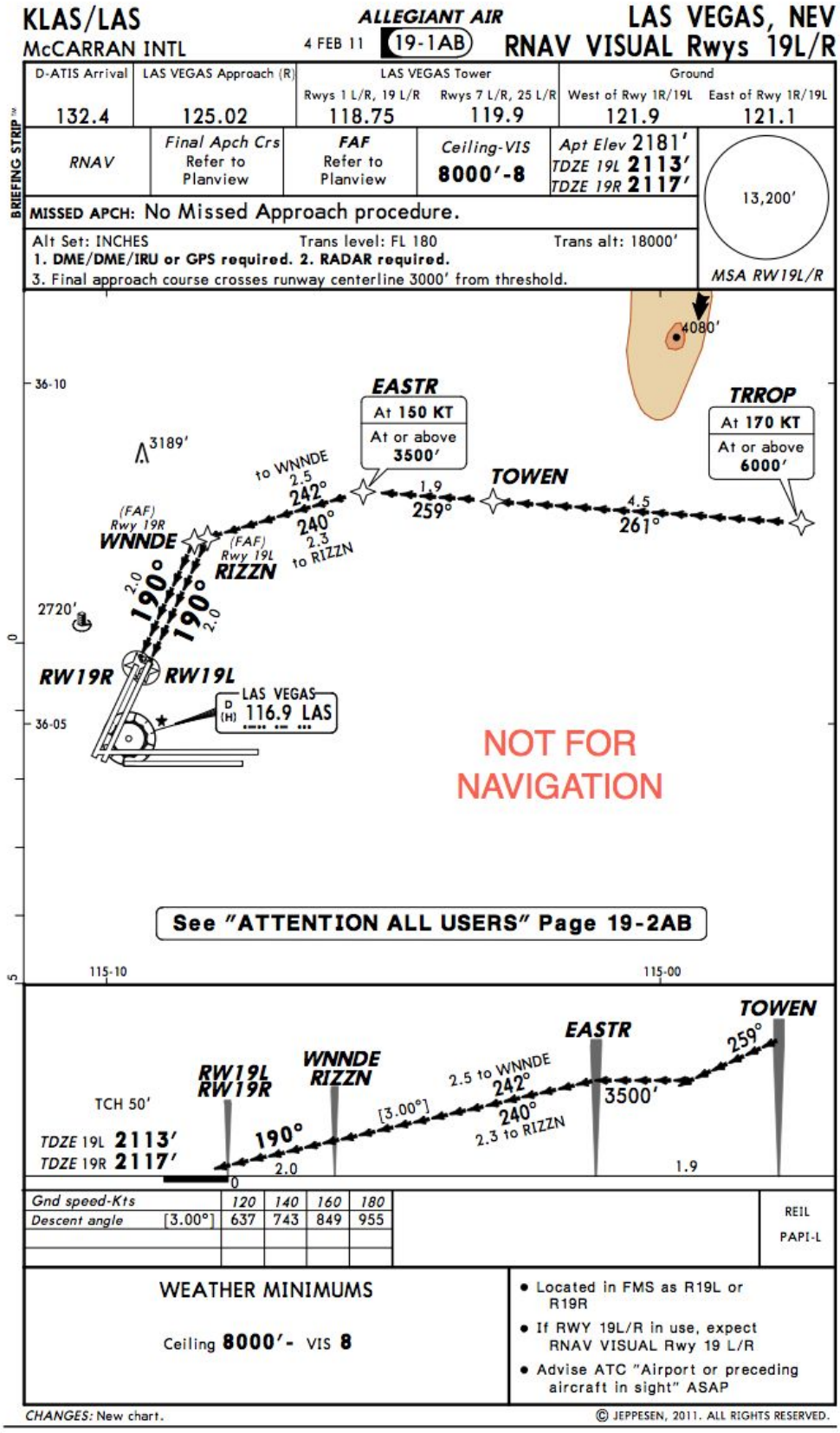
Fig 1:


KLAS/LAS
McCARRAN INTL
ALLEGIANT AIR
4 FEB 11
19-1AB
LAS VEGAS, NEV
RNAV VISUAL Rwys 19L/R
D-ATIS Arrival 132.4
LAS VEGAS Approach (R) 125.02
LAS VEGAS Tower Rwys 1 L/R, 19 L/R 118.75
Rwys 7 L/R, 25 L/R 119.9
Ground West of Rwy 1R/19L 121.9
East of Rwy 1R/19L 121.1
RNAV
Final Apch Crs Refer to Planview
FAF Refer to Planview
Ceiling-VIS 8000'-8
Apt Elev 2181'
TDZE 19L 2113'
TDZE 19R 2117'
13,200'
MSA RW19L/R
MISSED APCH: No Missed Approach procedure.
Alt Set: INCHES
Trans level: FL 180
Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RADAR required.
3. Final approach course crosses runway centerline 3000' from threshold.
BRIEFING STRIP
4080'
36-10
EASTR
At 150 KT
At or above 3500'
TRROP
At 170 KT
At or above 6000'
3189'
to WNNDE 2.5
242°
240°
2.3 to RIZZN
1.9
259°
TOWEN
4.5
261°
(FAF) Rwy 19R
WNNDE
(FAF) Rwy 19L
RIZZN
2.0
190°
190°
2.0
2720'
RW19R
RW19L
LAS VEGAS
D (H) 116.9 LAS
36-05
NOT FOR NAVIGATION
See "ATTENTION ALL USERS" Page 19-2AB
115-10
115-00
TOWEN
EASTR
259°
RW19L
RW19R
WNNDE
RIZZN
2.5 to WNNDE
242°
240°
2.3 to RIZZN
[3.00°]
3500'
TCH 50'
TDZE 19L 2113'
TDZE 19R 2117'
190°
2.0
1.9
Gnd speed-Kts 120 140 160 180
Descent angle [3.00°] 637 743 849 955
REIL
PAPI-L
WEATHER MINIMUMS
Ceiling 8000'- VIS 8
• Located in FMS as R19L or R19R
• If RWY 19L/R in use, expect RNAV VISUAL Rwy 19 L/R
• Advise ATC "Airport or preceding aircraft in sight" ASAP
CHANGES: New chart.
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INITIAL DISCUSSION - MEETING 12-01: New issue presented by Rich Boll on behalf of NBAA. In 2010 the FAA issued Order 8260.55 allowing the development of RNAV Visual Flight Procedures (RVFPs) that capitalize on the capabilities of RNAV systems to provide repeatable flight paths, reduce pilot-controller communications and enhance safety through the use of vertical guidance during visual approaches. These RVFPs are not "Public" procedures. Instead, they are approved by a process similar to "Special" IFPs and are only available to part 121 and part 135 operators through OpSpec approval. NBAA is concerned that that these benefits should not be restricted to a limited number of operators; but should be extended to all operators of aircraft with demonstrated RNAV system performance. This becomes especially critical in places such as Teterboro with the recent FAA NextGen initiatives to employ the "Better Equipped, Better Service" model. NBAA requests that FAA Flight Standards (AFS) and the Air Traffic Organization (ATO) begin developing procedure design, aircraft equipage, charting specifications, and operational criteria supporting the deployment of Public RVFPs. Mark Steinbicker, AFS-470, stated that RVFPs were originally developed for a limited number of runway ends where pilots were often requested to make abnormal approaches. The intent was to standardize operations for all carriers using AC90-100 as a baseline; however, many require RNP design criteria. Therefore, there is no hard design criteria and the procedures are tailored for individual operators and specific runway ends. Mark added that it was not intended to proliferate these procedures across the NAS; however, increased capability is leading to more requests. If RVFP proliferation is desired, it will be a coordination nightmare; therefore, AFS-470 and the PBN Group prefer to focus on what capability is needed. Rich re-iterated that NBAA wants some of the benefits of RVFPs in the public realm as continued exclusion of many users causes increased ATC problems. There have already been instances where ATC has cleared business aircraft for a RVFP only to be told the aircraft doesn't have the procedure available. Bob Lamond, NBAA, added that there are too many times when the ATO and AFS are not on the same page. The NAS needs procedures that will accommodate the maximum number of users. Bruce Ofston, Horizon Air, stated that it causes another procedure to be trained on and gave an example of programming a charted visual flight procedure (CVFP) into a database. Rich Boll, NBAA, noted that the example is an "AR" procedure and not available for most Part 91 operators. Ted Thompson, Jeppesen, commented that there is also another issue related to how required "visual" waypoints would be defined, categorized, named, sourced, and coded. In other words, such RNAV "visual" Waypoints would be intended for use in VFR operations but would have to be coded in such a way that would allow them to be extracted and included in IFR navigation databases. This would be necessary in order to filter out (omit) hundreds or thousands of non-essential VFR Waypoints that have no practical use in "IFR" navigation databases. Al Ball, NetJets, stated that repeatable legs in VMC provides a good tool for operations in noise critical areas. Brad Rush commented that these RNAV Visual Flight Procedures, by definition and by nature, are 'visual' procedures and therefore fall outside the scope of the ACF-IPG and TERPS criteria. He believes these procedures should be addressed separately, as such, by Flight Standards AFS-410. Mark Steinbicker, AFS-470, stated that FAA is trying to capture locations that would benefit most. Mark closed the discussion by stating that FAA Order 8260.55 is currently being updated and this recommendation will be considered, although oversight is an ongoing issue. If there are locations where a public RVFP will work and is needed, then maybe AFS and ATO should work together and move forward. ACTION: AFS-470.

MEETING 12-02: Kel Christianson, AFS-470, briefed that his Branch is looking into alternative methods, other than RNAV Visual Flight Procedures (RVFPs), to improve access into airports. Bob Lamond expressed frustration that the FAA appears unwilling to address the situation. He commented that unless the FAA provides equal access, availability, and efficiencies related to new PBN capabilities to all users of the NAS, including corporate and general aviation users - not only air transport, then the FAA's NexGen program will be "destined to fail". Bob added that despite

repeated requests on this and other subjects, NBAA, thus far, has observed no effort by FAA to embrace Part 91 operators in advanced technology. Gary McMullin, Southwest Airlines (SWA), added that SWA supports bringing RVFPs into the public realm stating that it will enhance ATC operations. Kyle McKee, AJV-14, asked if the current initiative of adding RNAV waypoints to Charted Visual Flight Procedures (CVFPs) will achieve the same goal. Gary responded no; CVFPs will not work and stated that a coded procedure must be used to gain the full benefit. He strongly recommended that Order 8260.55 be revised to allow public-use RVFPs. Kevin Allen, US Airways, suggested the primary concern may be procedure maintenance; there are approximately 30 RVFPs in the system. Bob stated that NBAA would like, as a minimum, to have the capability of providing a list of airports where RVFPs would be of value, including airports not served by Part 121 and 135 operations. Paul Eure, AJE-31, added that one of the top 5 questions his office fields from facilities is whether they can get GA capability to use RVFPs as it would help ATC immeasurably. Kel agreed that AFS-470 will consider the ACF comments regarding public use of RVFPs during the update of FAA Order 8260.55. ACTION: AFS-470.

MEETING 13-01: Bob Lamond, NBAA, briefed that after the last ACF, NBAA engaged AFS-470 to discuss the use of "administrative reasons" for denying use of RNAV Visual Flight Procedures by Part 91 operators. As a result, AFS-470 has agreed to work with NBAA to introduce RVFPs for Part 91 use. Bob thanked Mark Steinbicker, Manager, AFS-470, for his cooperation in this effort. Bob added that a test group is currently working the issue at Las Vegas (KLAS), and if successful, will consider expanding the procedure at other airports with the eventual goal of making these procedures public. the FAA has stated they must proceed cautiously to ensure implementation is accomplished correctly. John Collins, GA Pilot, asked whether these procedures will be in the avionics database. Ted Thompson, Jeppesen, noted that if these procedures will use visual waypoints, it will require AIRNC changes, as under current rules, VFR waypoints cannot be used in an IFR procedure. Tom Schneider, AFS-420, asked where VFR waypoints are stored. Ted responded that they are captured in a master database and then filtered to specific subscriber applications. Mark Steinbicker, AFS-470, stated that if VFR waypoints could be used for existing charted visual flight procedures, it would at least open up those procedures for general Part 91 use. Ted responded that "context of use issues" arise when mixing VFR and IFP waypoints. Bob Lamond stated that with this joint cooperation, NBAA is satisfied the issue may be closed; NBAA will provide periodic updates if deemed necessary. Issue CLOSED.