

**AERONAUTICAL CHARTING MEETING**  
**Instrument Procedures Group**  
**Meeting 20-02 – October 27, 2020**

**RECOMMENDATION DOCUMENT**

**FAA Control # 20-02-351**

**Subject: Unnecessary Helicopter Note on Approach Charts**

**Background/Discussion:**

For the RNAV GPS RWY 18 at KTVL the lowest published visibility is 3 miles; yet there is a note "RWY 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA." 14 CFR 97.3 only allows a max reduction by half, so the note is superfluous.

The full lineage of this issue is:

1. Worst published visibility is 3 miles
2. 97.3 allows a helicopter to reduce by maximum of  $\frac{1}{2}$ , which would be 1.5 miles
3. 8260-3 revision history #24 says, "24. ADDED HELICOPTER REDUCTION BELOW  $\frac{3}{4}$  SM RESTRICTION NOTE - 34:1 PENETRATIONS EXIST, NO LEEWAY EXISTS TO NOT PUBLISH NOTE WHEN VISIBILITY REDUCTION BY 50% REMAINS ABOVE  $\frac{3}{4}$  SM."
4. 8260.19x 8-6-5 is quoted below (I assume this is what chart designer is referring to)
5. The consequence is, all pilots – and helicopter pilots – must read a note that has no applicability because the procedure designer had to meet a poorly worded 8260.19x requirement.

**FAA ORDER 8260.19x – 8-6-5(i)**

(3) When Order 8260.3, Volume 1, paragraphs 3.3.2c and 3.3.3c requires visibility to be limited to  $\frac{3}{4}$  mile or one mile because of 34:1 or 20:1 visual surface penetrations, a note is required to prevent helicopters from applying 14 CFR Part 97.3 that states: "The required visibility minimum may be reduced to one-half the published visibility minimum for Category A aircraft, but in no case may it be reduced to less than one-quarter mile or 1200 feet RVR." For 34:1 penetrations (not applicable if 20:1 is penetrated) use: "Chart Note: Helicopter visibility reduction below  $\frac{3}{4}$  SM (or RVR 4000 as appropriate) not authorized." For 20:1 penetrations use: "Chart Note: Helicopter visibility reduction below 1 SM (or RVR 5000 as appropriate) not authorized." Do not apply this note to RNAV (RNP) "Authorization Required" approach procedures.

**RNAV GPS RWY 18 KTVL**

SOUTH LAKE TAHOE, CALIFORNIA

AL-5416 (F)

WAAS CH <b>57943</b> <b>W18A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>7017</b> <b>6259</b> <b>6268</b>
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RNP APCH.

**▼** Circling NA at night. Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, procedure NA. Circling NA east of Rwy 18-36.

**▲** NA

	← 2.6 NM →	← 3.4 NM →	← 2.8 NM →	← 7.4 NM →	
CATEGORY	A	B	C	D	
LP MDA *	6680-3 421 (500-3)				
LP MDA	7120-3 861 (900-3)		7140-3 881 (900-3)	7320-3 1061 (1100-3)	
LNAV MDA *	6980-3 721 (800-3)			7560-3 1301 (1300-3)	
LNAV MDA	7280-3 1021 (1100-3)	7620-3 1361 (1400-3)	8160-3 1901 (1900-3)	NA	
<b>C</b> CIRCLING	7420-3 1152 (1200-3)	7680-3 1412 (1500-3)	8160-3 1892 (1900-3)	NA	

**Recommendations:**

1. Fix 8260.19x 8-6-6( i )(3) to provide discretion or proper use; and
2. Identify all procedures that have unnecessary helicopter reduction floor limits and update to match revision proposed in prior step.

**Comments:****Submitted by:** William A. Tuccio**Organization:** Garmin**Phone:** 202-805-1587**E-mail:** bill.tuccio@garmin.com**Date:** 10/1/2020

**Initial meeting 20-02:** Bill Tuccio, Garmin, briefed from the slide. Even though the note to not reduce visibility is unnecessary when the published visibility is so high that a reduction by half is still above the note limitation, the developer has no latitude to not publish the note. There was no consideration on not adding the note if, as in this case, it would not be necessary. Diane Adams-Maturo, FAA Flight Procedures and Airspace Group, agreed to look into the issue of not publishing an unnecessary note.

**Action Items:**

- Flight procedure and Airspace Group will investigate possible revisions to Order 8260.19.

**Status:** Item accepted and open

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**Meeting 21-01:** Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the slide. A paragraph was added to Order 8260.19J, as shown in the slide, to address the issue. The Garmin representatives believe this will suffice. Since Order 8260.19J has not yet entered coordination, Jeff suggested the item should remain open at this time.

**Action Items:**

Flight Procedures and Airspace Group will report status of Order 8260.19J

**Status:** Item open

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**Meeting 21-02:** Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the [slide](#). The draft language for Order 8260.19J was displayed. Rich Boll, NBAA, inquired if the draft order was out for public comment yet, and Diane Adams-Maturo, FPAG, added this should be in public coordination soon.

**Actions:** The Agency will review applicable comments received during coordination and report back at the next ACM.

**Status:** Item open

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**Meeting 22-01:** Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the [slide](#). The revised language is in Order 8260.19J and is currently in coordination, and no comments have been received on the language. Jeff recommended closing the issue and Bill Tuccio, Garmin, agreed.

**Status:** Item closed.