

on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR, where available, is used in lieu of prevailing visibility in determining minimums for a particular runway.

**1. Touchdown RVR**– The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.

**2. Mid-RVR**– The RVR readout values obtained from RVR equipment located midfield of the runway.

**3. Rollout RVR**– The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.

(See ICAO term FLIGHT VISIBILITY.)

(See ICAO term GROUND VISIBILITY.)

(See ICAO term RUNWAY VISUAL RANGE.)

(See ICAO term VISIBILITY.)

**VISIBILITY [ICAO]**– The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

**a. Flight Visibility**– The visibility forward from the cockpit of an aircraft in flight.

**b. Ground Visibility**– The visibility at an aerodrome as reported by an accredited observer.

**c. Runway Visual Range [RVR]**– The range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centerline.

**VISUAL APPROACH**– An approach conducted on an instrument flight rules (IFR) flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or the preceding aircraft in sight. This approach must be authorized and under the control of the appropriate air traffic control facility. Reported weather at the airport must be: ceiling at or above 1,000 feet, and visibility of 3 miles or greater.

(See ICAO term VISUAL APPROACH.)

**VISUAL APPROACH [ICAO]**– An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.

**VISUAL APPROACH SLOPE INDICATOR (VASI)**–

(See AIRPORT LIGHTING.)

**VISUAL CLIMB OVER AIRPORT (VCOA)**– A departure option for an IFR aircraft, operating in visual meteorological conditions equal to or greater than the specified visibility and ceiling, to visually conduct climbing turns over the airport to the published “climb-to” altitude from which to proceed with the instrument portion of the departure. VCOA procedures are developed to avoid obstacles greater than 3 statute miles from the departure end of the runway as an alternative to complying with climb gradients greater than 200 feet per nautical mile. Pilots are responsible to advise ATC as early as possible of the intent to fly the VCOA option prior to departure. These textual procedures are published in the ‘Take-Off Minimums and (Obstacle) Departure Procedures’ section of the Terminal Procedures Publications and/or appear as an option on a Graphic ODP.

(See AIM.)

**VISUAL DESCENT POINT**– A defined point on the final approach course of a nonprecision straight-in approach procedure from which normal descent from the MDA to the runway touchdown point may be commenced, provided the approach threshold of that runway, or approach lights, or other markings identifiable with the approach end of that runway are clearly visible to the pilot.

**VISUAL FLIGHT RULES**– Rules that govern the procedures for conducting flight under visual conditions. The term “VFR” is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

(See INSTRUMENT FLIGHT RULES.)

(See INSTRUMENT METEOROLOGICAL CONDITIONS.)

(See VISUAL METEOROLOGICAL CONDITIONS.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)