

When the altimeter setting(s) on which the approach is based is not available, the approach is not authorized. Baro-VNAV must be flown using the local altimeter setting only. Where no local altimeter is available, the LNAV/VNAV line will still be published for use by WAAS receivers with a note that Baro-VNAV is not authorized. When a local and at least one other altimeter setting source is authorized and the local altimeter is not available Baro-VNAV is not authorized; however, the LNAV/VNAV minima can still be used by WAAS receivers using the alternate altimeter setting source.

NOTE-

Barometric Vertical Navigation (baro-VNAV). An RNAV system function which uses barometric altitude information from the aircraft's altimeter to compute and present a vertical guidance path to the pilot. The specified vertical path is computed as a geometric path, typically computed between two waypoints or an angle based computation from a single waypoint. Further guidance may be found in Advisory Circular 90-105.

5. A pilot adhering to the altitudes, flight paths, and weather minimums depicted on the IAP chart or vectors and altitudes issued by the radar controller, is assured of terrain and obstruction clearance and runway or airport alignment during approach for landing.

6. IAPs are designed to provide an IFR descent from the en route environment to a point where a safe landing can be made. They are prescribed and approved by appropriate civil or military authority to ensure a safe descent during instrument flight conditions at a specific airport. It is important that pilots understand these procedures and their use prior to attempting to fly instrument approaches.

7. TERPS criteria are provided for the following types of instrument approach procedures:

(a) Precision Approach (PA). An instrument approach based on a navigation system that provides course and glidepath deviation information meeting the precision standards of ICAO Annex 10. For example, PAR, ILS, and GLS are precision approaches.

(b) Approach with Vertical Guidance (APV). An instrument approach based on a navigation system that is not required to meet the precision approach standards of ICAO Annex 10 but provides course and glidepath deviation information. For

example, Baro-VNAV, LDA with glidepath, LNAV/VNAV and LPV are APV approaches.

(c) Nonprecision Approach (NPA). An instrument approach based on a navigation system which provides course deviation information, but no glidepath deviation information. For example, VOR, NDB and LNAV. As noted in subparagraph k, Vertical Descent Angle (VDA) on Nonprecision Approaches, some approach procedures may provide a Vertical Descent Angle as an aid in flying a stabilized approach, without requiring its use in order to fly the procedure. This does not make the approach an APV procedure, since it must still be flown to an MDA and has not been evaluated with a glidepath.

b. The method used to depict prescribed altitudes on instrument approach charts differs according to techniques employed by different chart publishers. Prescribed altitudes may be depicted in four different configurations: minimum, maximum, mandatory, and recommended. The U.S. Government distributes charts produced by National Geospatial-Intelligence Agency (NGA) and FAA. Altitudes are depicted on these charts in the profile view with underscore, overscore, both or none to identify them as minimum, maximum, mandatory or recommended.

1. Minimum altitude will be depicted with the altitude value underscored. Aircraft are required to maintain altitude at or above the depicted value, e.g., 3000.

2. Maximum altitude will be depicted with the altitude value overscored. Aircraft are required to maintain altitude at or below the depicted value, e.g., 4000.

3. Mandatory altitude will be depicted with the altitude value both underscored and overscored. Aircraft are required to maintain altitude at the depicted value, e.g., 5000.

4. Recommended altitude will be depicted with no overscore or underscore. These altitudes are depicted for descent planning, e.g., 6000.

NOTE-

1. Pilots are cautioned to adhere to altitudes as prescribed because, in certain instances, they may be used as the basis for vertical separation of aircraft by ATC. When a depicted altitude is specified in the ATC clearance, that altitude becomes mandatory as defined above.

2. The ILS glide slope is intended to be intercepted at the published glide slope intercept altitude. This point marks the PFAF and is depicted by the "lightning bolt" symbol