

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.)

VISUAL HOLDING– The holding of aircraft at selected, prominent geographical fixes which can be easily recognized from the air.

(See HOLDING FIX.)

VISUAL METEOROLOGICAL CONDITIONS– Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

(See INSTRUMENT FLIGHT RULES.)

(See INSTRUMENT METEOROLOGICAL CONDITIONS.)

(See VISUAL FLIGHT RULES.)

VISUAL OBSERVER (VO)– A person who is designated by the remote pilot in command to assist the remote pilot in command and the person operating the flight controls of the small UAS (sUAS) to see and avoid other air traffic or objects aloft or on the ground.

VISUAL SEGMENT–

(See PUBLISHED INSTRUMENT APPROACH PROCEDURE VISUAL SEGMENT.)

VISUAL SEPARATION– A means employed by ATC to separate aircraft in terminal areas and en route airspace in the NAS. There are two ways to effect this separation:

a. The tower controller sees the aircraft involved and issues instructions, as necessary, to ensure that the aircraft avoid each other.

b. A pilot sees the other aircraft involved and upon instructions from the controller provides his/her own separation by maneuvering his/her aircraft as necessary to avoid it. This may involve following another aircraft or keeping it in sight until it is no longer a factor.

(See SEE AND AVOID.)

(Refer to 14 CFR Part 91.)

VLF–

(See VERY LOW FREQUENCY.)