



U.S. Department
of Transportation
Federal Aviation
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Obsolete
**Advisory
Circular**

Subject: USE OF REMOTE ALTIMETER
SETTINGS IN INSTRUMENT
APPROACH PROCEDURES

Date: 4/23/85
Initiated by: AVN-220

AC No: 91-64
Change:

1. PURPOSE. This circular explains restrictions on the use of altimeter setting sources used in the design and approval of instrument approach procedures.

2. RELATED READING MATERIAL. Information on altimeter setting equipment may be found in the following advisory circulars:

a. AC 91-14D, Altimeter Setting Sources.

b. AC 91-54, Automatic Reporting Systems--Altimeter Setting and Other Operational Data.

3. BACKGROUND.

a. The United States Standard for Terminal Instrument Procedures requires an adjustment (penalty) in minimum descent altitude (MDA) or decision height (DH) for instrument approach procedures where the altimeter setting source used in the procedure is more than 5 NM from the airport.

(1) This penalty is either incorporated in the procedure design or may require adjusting the MDA or DH when specifically stated on the instrument approach procedure.

(2) Altimeter setting sources beyond 5 NM are not permitted where precipitous terrain or nonhomogeneous weather characteristics are determined by the FAA to exist between the airport and the altimeter setting source.

b. Since 1978, some exceptions to the requirements of paragraph 3a(2) have been approved pending the availability of automated altimeter reporting devices. In 1979, AC-91-54 provided specifications for automatic altimeter reporting systems. At least three manufacturers now have similar equipment available and installed at numerous locations.

4. DISCUSSION. The use of remote altimeter setting sources particularly in precipitous terrain and nonhomogeneous weather situations has long been a concern in the establishment of approach minimums. Factors such as temperature, elevation, and atmospheric pressure differences between the altimeter setting source and an aircraft can affect the true mean sea level (MSL) altitude of the aircraft.

4/23/85

5. ACTION. The FAA has ceased authorizing exceptions to these requirements. Existing authorized exceptions will continue until local altimeter sources have been provided or until January 1, 1987. All remaining such authorizations will then be withdrawn. Sponsors or operators should arrange for a local altimeter setting source for each affected instrument approach procedure they desire to retain.

6. GUIDANCE. The Flight Standards Division of the FAA Regional Office serving each airport can advise whether that airport's instrument approach procedures will be affected, and can arrange for guidance on installation and use of automatic or manual altimeter setting equipment.


Robert L. Goodrich, Director
Aviation Standards National Field Office

Page 2

Par 5

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News:

U.S. Department of Transportation
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FOR RELEASE FRIDAY
October 30, 1987

FAA 34-87
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA ANNOUNCES ABOLISHMENT OF ADVISORY CIRCULAR 91-64

FAA Administrator Allan McArtor announced today the agency is cancelling an action that could have made up to 160 airports unavailable for use under certain weather conditions.

FAA cancelled an Advisory Circular that could have led to the abolition of instrument approaches at airports in "areas of precipitous terrain." It means that during bad weather conditions calling for instrument approaches, these airports will continue to be accessible to private and commercial aircraft.

The affected airports get meteorological information for altimeter settings from a source more than five nautical miles away. It initially had been thought that differences in temperature, elevation and atmospheric pressure between the remote altimeter setting source and the airport could cause a pilot to have an erroneous altimeter reading during approach for landing, when correct altitude information is critical.

McArtor said the agency currently is studying the accuracy of remote altimeter setting data at airports that lack on-site capability but noted that the investigation is not expected to be completed before November 1988. In the interim, he added, it would be unfair to prolong the uncertainty on the part of the people who operate and use the affected airports.

Accordingly, McArtor ordered cancellation of FAA Advisory Circular AC 91-64, "Use of Remote Altimeter Settings in Instrument Approach Procedures," dated April 23, 1985.

Initially, the ban on the use of remote altimeter setting sources was to take effect Jan. 1, 1987, but this was subsequently postponed until Jan. 1, 1988, at the request of the Aircraft Owners and Pilots Association (AOPA) and other general aviation groups. AOPA contended that FAA had not demonstrated that these procedures compromised safety.

Pending completion of its study, FAA will take no action to abolish any of the instrument approaches at the affected airports.

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