



ato

AIR TRAFFIC ORGANIZATION

Runway Visual Range ETMS Website

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ATCSCC

Runway Visual Range

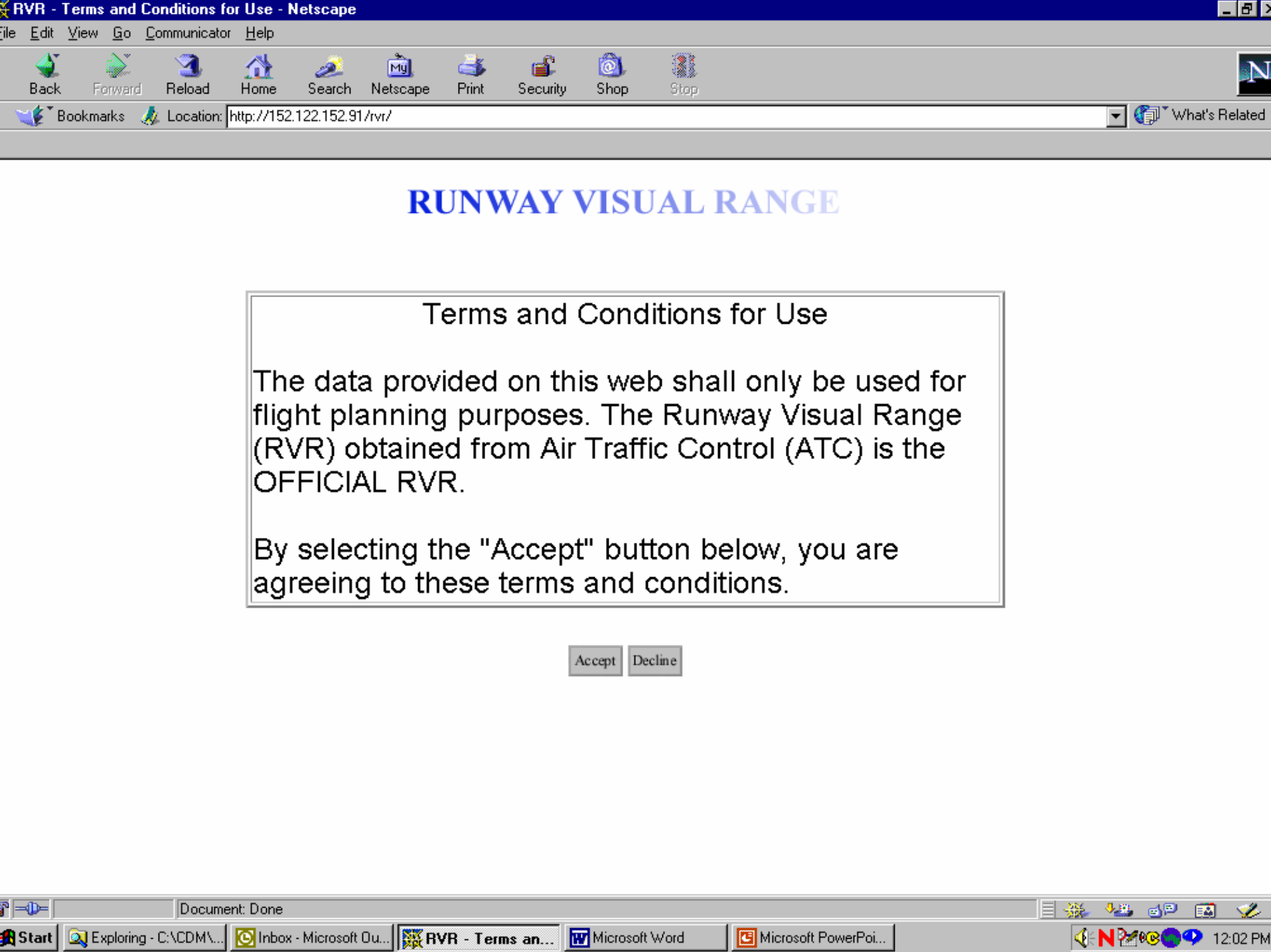
- Requirements part of RTCA Special Committee 169 in 1995 identifying airline/FAA data exchange for TFM.
- In 1997 RVR data was identified as one of 11 NAS status items needed by the airlines.
- Baseline RVR requirements identified in May of 2000 and revised in June and December, 2000.

RVR

- The RVR data is available in two forms:
 - Tables and graphs on the Volpe and ATCSCC web site.
 - <http://www.fly.faa.gov/rvr>
 - A digital stream of data for the airlines.
- February 2001: RVR data available from BOS and MEM.
- Spring/summer 2001: RVR data available from roughly 53 airports.

RVR Sites

- Installs started May 3, 2001
- 53 Airports feed site:
 - ANC ATL BFI BWI BOS BUR
 - CLE CLT CVG
 - DAL DCA DEN DFW DPA DTW
 - EUG EWR
 - GEG GJT
 - HOU
 - IAD IAH ILG IND ISP
 - JFK
 - LAX LGA LGB
 - MCO MDW MEM MIA MRY MSP
 - OAK ONT ORD
 - PDX PHL PHX PIT
 - RDU
 - SAN SDF SEA SFO SJC SLC SMF SNA STL
 - TPA



RUNWAY VISUAL RANGE

Terms and Conditions for Use

The data provided on this web shall only be used for flight planning purposes. The Runway Visual Range (RVR) obtained from Air Traffic Control (ATC) is the OFFICIAL RVR.

By selecting the "Accept" button below, you are agreeing to these terms and conditions.

Accept Decline

How to Interpret the RVR Data

[View RVR Data](#)

You will be able to view the RVR data in two forms. First, a table shows all of the current RVR data for a single airport; Figure 1 shows a sample table. Second, a graph shows RVR data for the last hour for a single runway, Figure 3 shows a sample graph. Since it is important that you properly interpret this data, this instructions page explains how each item in the table or on the graph is to be interpreted.

Initially, each cell of the RVR page contains a menu that allows you to specify what will be shown in that cell. Each cell can contain either a table showing the current data for one airport or the graphs for any number of runways for a single airport. To view a table or graph, from the menu you should first select the desired airport, then click the **Table** or **Graph** button.

RVR KMEM

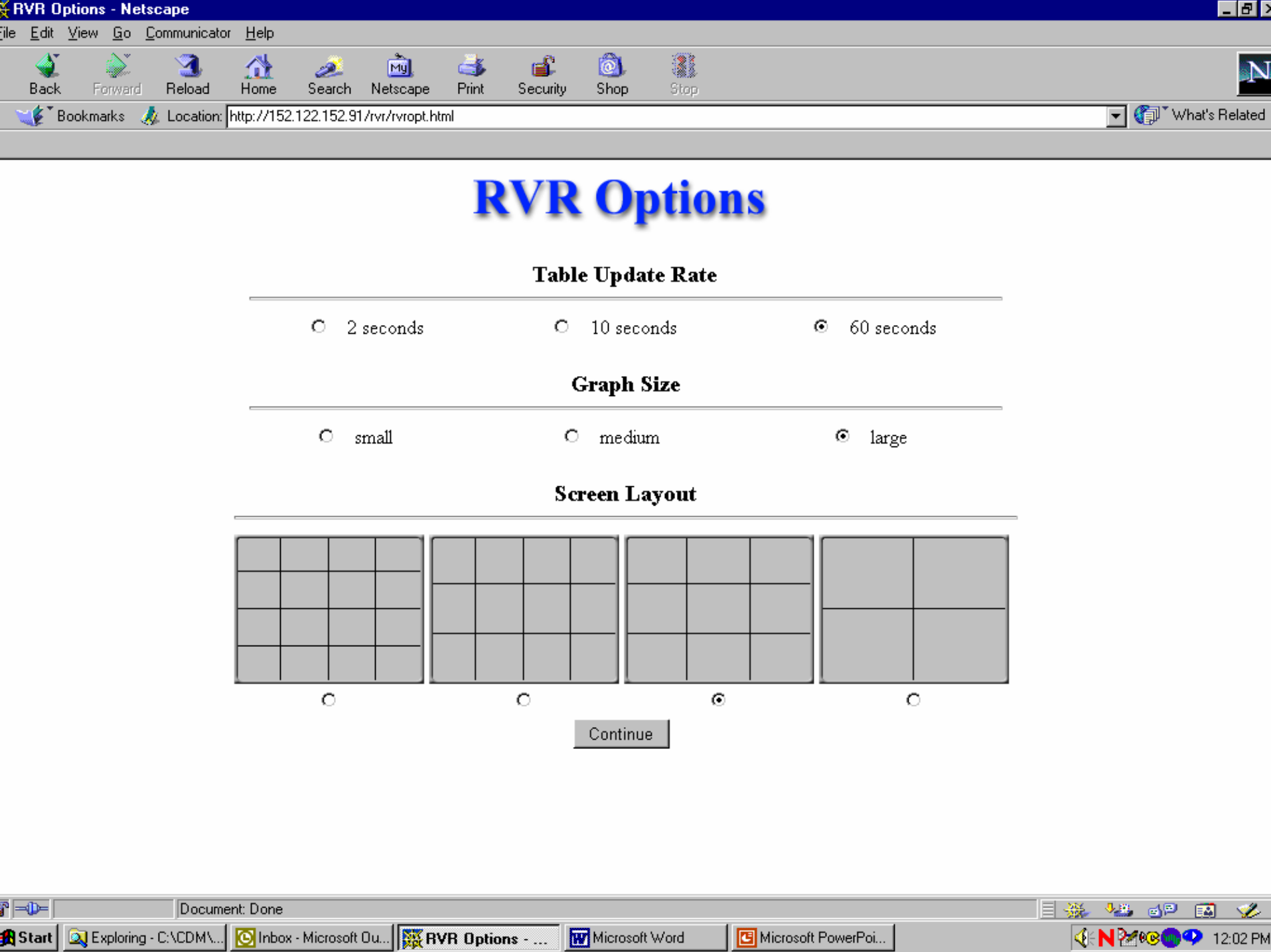
Back to menu

20-05-05 11/13/2000

RWY	TD	MP	RO	E	C
09	6000+		6000+	0	
27	6000+				
36C	6000+	6000+	6000+	0	0
18C	6000+	6000+	6000+	0	0
36L	6000+	FFF	6000+	0	0
18R	6000+	6000+	6000+	0	0
36R	6000+	6000+	6000+	0	0
18L	6000+	6000+	6000+	0	0

RVR Website Help

- Suppose you have chosen to display a table of RVR data for an airport as shown in Figure 1. The following information appears at the top of the cell.
- The airport's three-letter ID (Item 1)
- A [Back to Menu](#) link that allows you to go back to the menu so you can select another table or graph for this cell (Item 2)
- The time (Item 3) and date (Item 4) in UTC that shows the time that the data was last updated. The table displays the following information.
 - Each runway (Item 5) is identified by its 2 digit identifier followed by its sub-identifier, either "R", "L", "C", or " "; where "R" indicates right, "L" indicates left, "C" indicates center, and " " indicates that there is no sub-identifier. All runways at this airport that have RVR sensors will be shown in this table.
 - The touchdown, midpoint, and rollout RVR values are displayed for each runway. In some cases, only a touchdown RVR value is shown, with midpoint and rollout values being blank (refer to runway 27 in Figure 1); or touchdown and rollout RVR values are shown, with the midpoint value being blank (refer to runway 09 in figure 1). This is based on the instrumentation of the runway and its rated landing category. A blank value for RVR on the display indicates that no RVR system visibility sensor is needed for that precision point on the runway based on the instrumentation and landing category of that runway.
 - Each RVR value (Item 6) is displayed in feet, ranging from 0000 to 6000. A display of 6500 indicates that the RVR is greater than 6000 feet. An RVR value of "FFF" (Item 8) indicates that a corresponding RVR sensor is off-line or data is invalid.
 - A trend indicator (Item 7) is displayed directly to the right of each displayed RVR value. The trend indicator indicates the RVR trend (increasing, decreasing, or steady) over the previous 5-minute window. Increasing trends are indicated with a "+". Decreasing trends are indicated with a "-". Steady trends are indicated with a blank.
 - The edge light settings (Item 9) range from "0" to "5", with "0" indicating that the edge lights are off and "5" indicating maximum intensity. An edge light setting of "F" indicates the RVR system sensor monitoring the edge lights is off-line or that the data is invalid.
 - Centerline Light settings (Item 10) range from "0" to "5", with "0" indicating that the centerline lights are off and "5" indicating maximum intensity. A centerline light setting of "F" indicates the RVR system sensor monitoring the centerline lights is off-line or that the data is invalid. A blank Centerline light setting indicates that the runway is not configured with Centerline lights. If data is not currently being received for an airport, then the message, "Data Not Available" will be displayed, as shown in Figure 2.



RVR Options

Table Update Rate

- 2 seconds 10 seconds 60 seconds

Graph Size

- small medium large

Screen Layout

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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Continue



table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

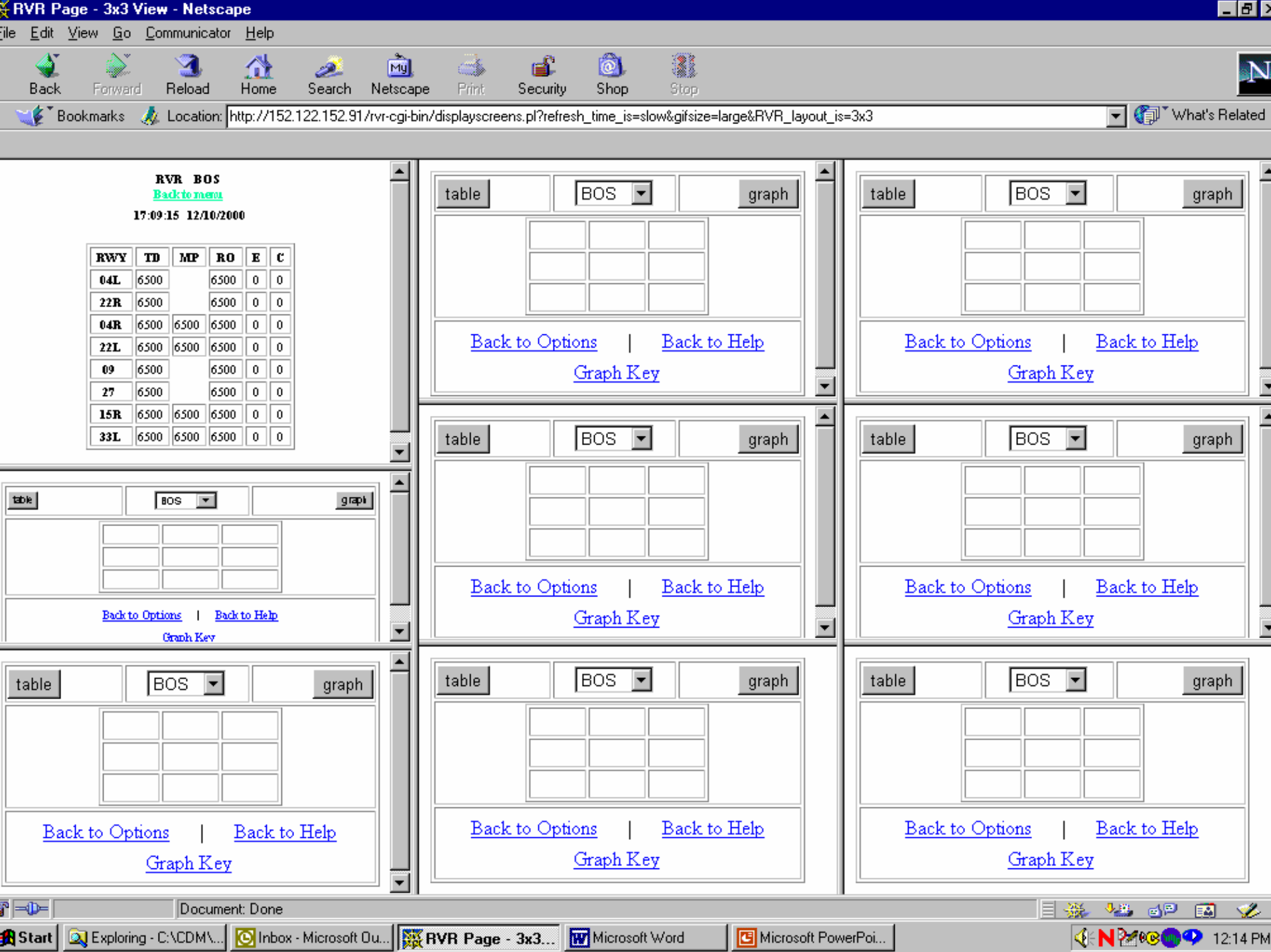
[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)



RVR BOS

[Back to menu](#)

17:09:15 12/10/2000

RWY	TD	MP	RO	E	C
04L	6500		6500	0	0
22R	6500		6500	0	0
04R	6500	6500	6500	0	0
22L	6500	6500	6500	0	0
09	6500		6500	0	0
27	6500		6500	0	0
15R	6500	6500	6500	0	0
33L	6500	6500	6500	0	0

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

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table BOS graph

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[Graph Key](#)

table BOS graph

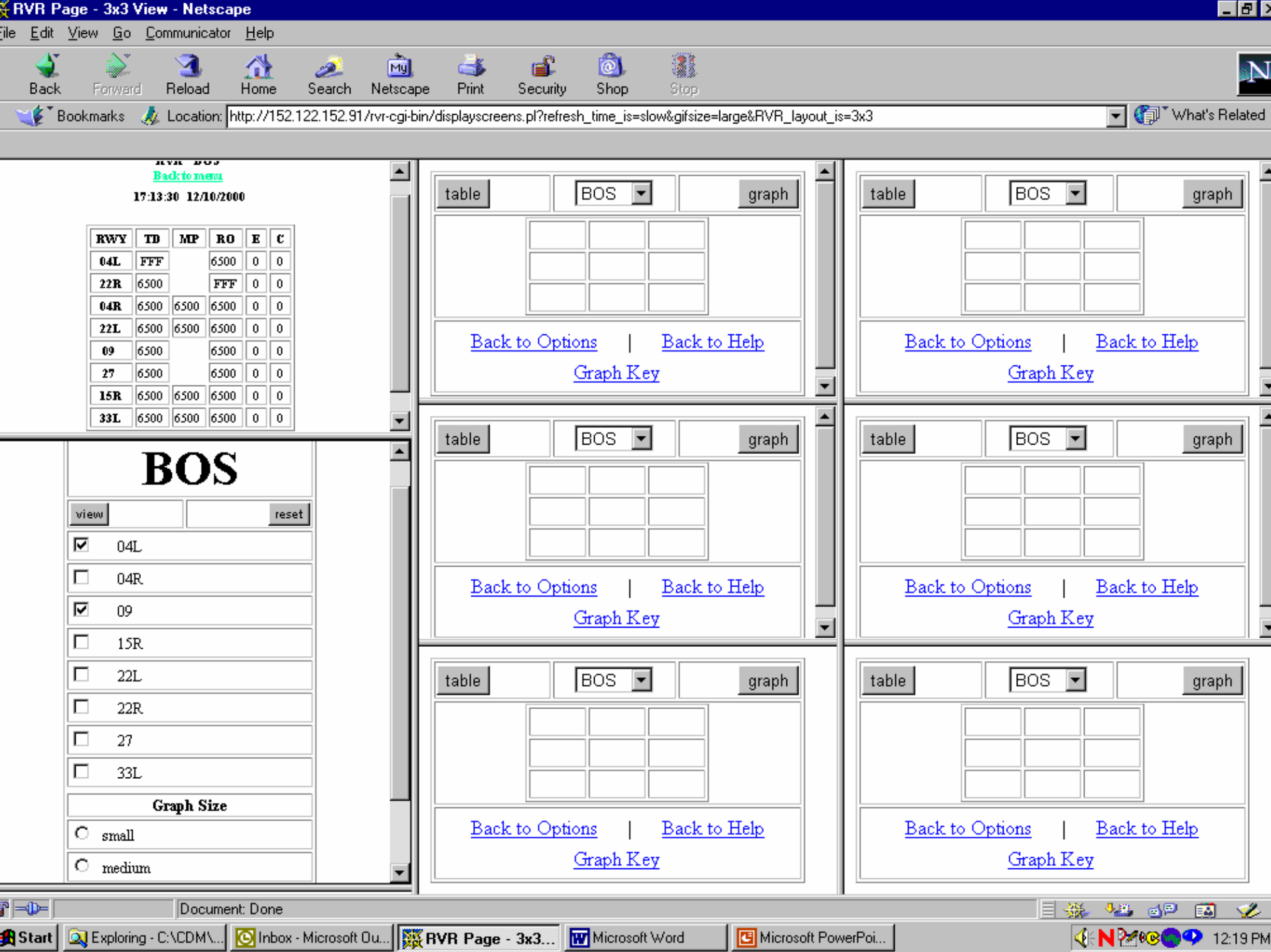
[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)



[Back to menu](#)

17:13:30 12/10/2000

RWY	TD	MP	RO	E	C
04L	FFF		6500	0	0
22R	6500		FFF	0	0
04R	6500	6500	6500	0	0
22L	6500	6500	6500	0	0
09	6500		6500	0	0
27	6500		6500	0	0
15R	6500	6500	6500	0	0
33L	6500	6500	6500	0	0

BOS

view

- 04L
- 04R
- 09
- 15R
- 22L
- 22R
- 27
- 33L

Graph Size

- small
- medium

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

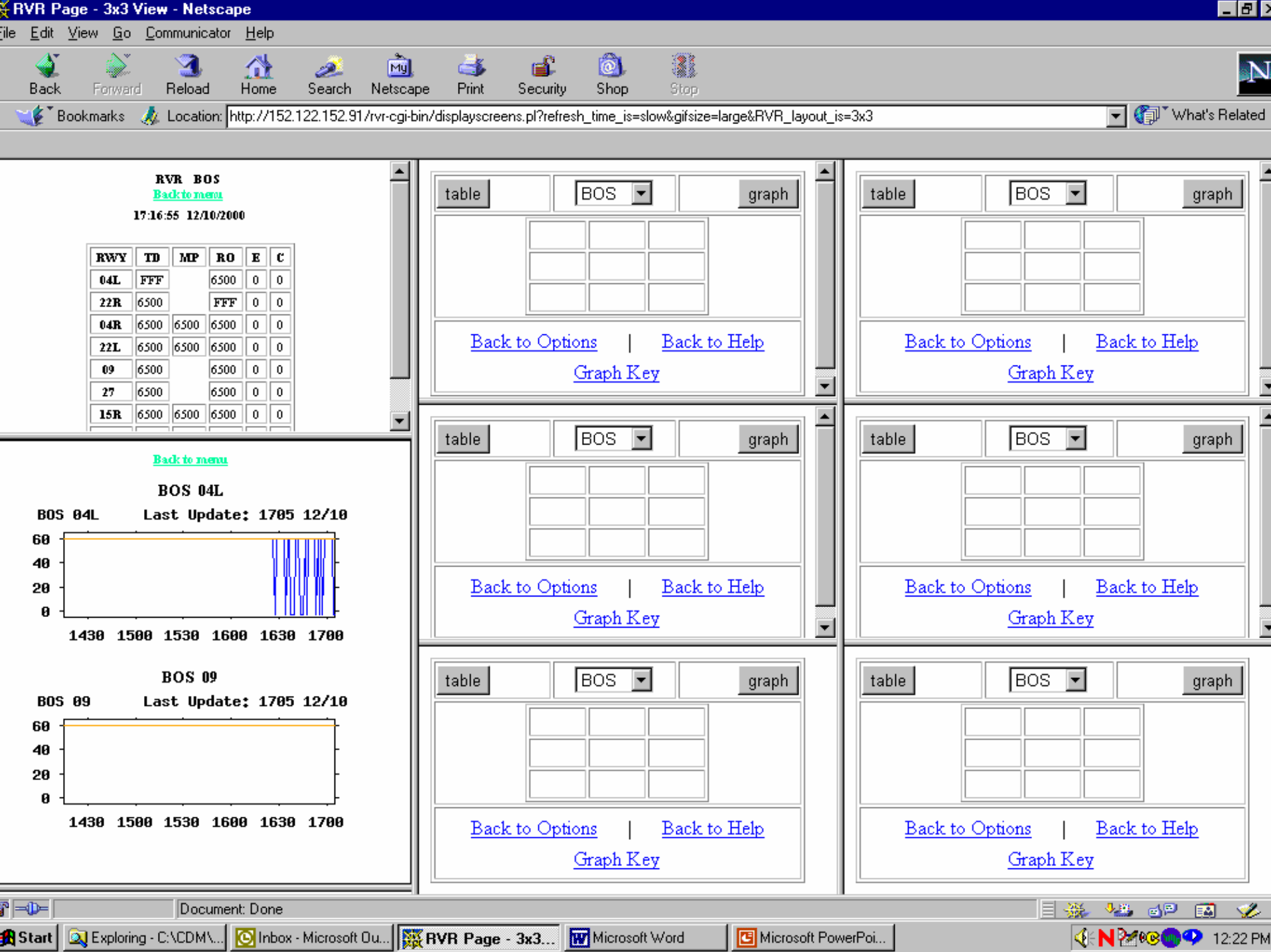
[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table BOS graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)



RVR BOS

[Back to menu](#)

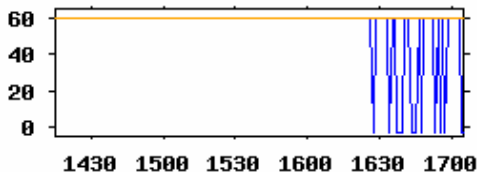
17:16:55 12/10/2000

RWY	TD	MP	RO	E	C
04L	FFF		6500	0	0
22R	6500		FFF	0	0
04R	6500	6500	6500	0	0
22L	6500	6500	6500	0	0
09	6500		6500	0	0
27	6500		6500	0	0
15R	6500	6500	6500	0	0

[Back to menu](#)

BOS 04L

BOS 04L Last Update: 1705 12/10



BOS 09

BOS 09 Last Update: 1705 12/10

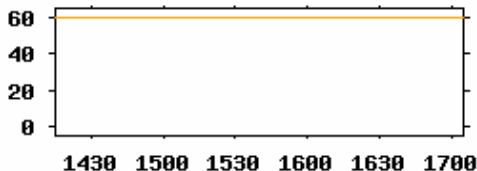


table graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table graph

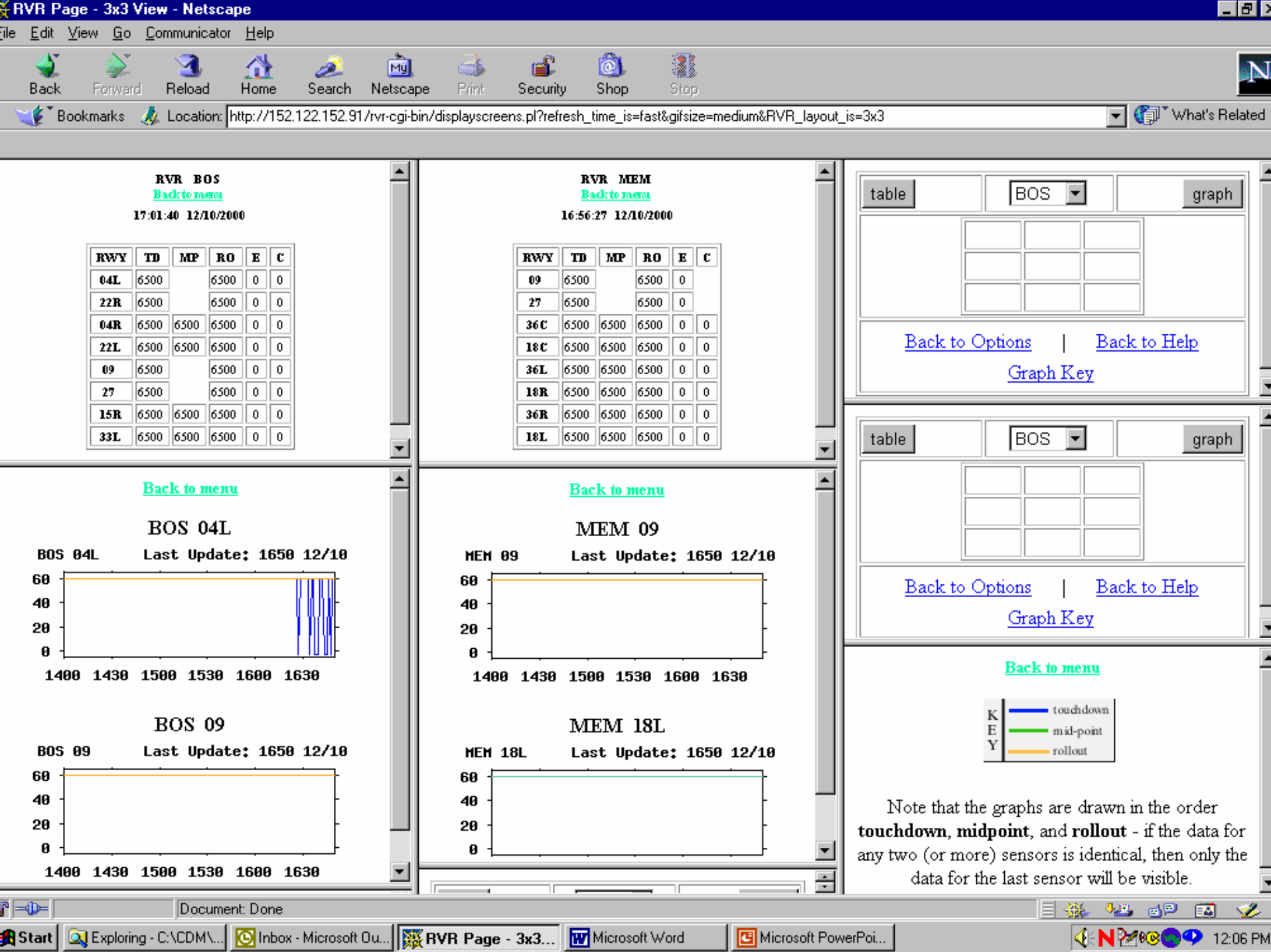
[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)

table graph

[Back to Options](#) | [Back to Help](#)
[Graph Key](#)



RVR BOS

[Back to menu](#)

17:01:40 12/10/2000

RWY	TD	MP	RO	E	C
04L	6500		6500	0	0
22R	6500		6500	0	0
04R	6500	6500	6500	0	0
22L	6500	6500	6500	0	0
09	6500		6500	0	0
27	6500		6500	0	0
15R	6500	6500	6500	0	0
33L	6500	6500	6500	0	0

RVR MEM

[Back to menu](#)

16:56:27 12/10/2000

RWY	TD	MP	RO	E	C
09	6500		6500	0	
27	6500		6500	0	
36C	6500	6500	6500	0	0
18C	6500	6500	6500	0	0
36L	6500	6500	6500	0	0
18R	6500	6500	6500	0	0
36R	6500	6500	6500	0	0
18L	6500	6500	6500	0	0

table | BOS | graph

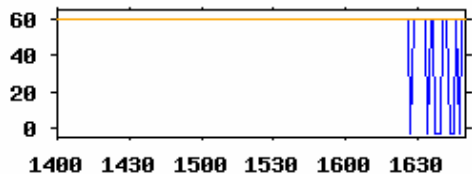
[Back to Options](#) | [Back to Help](#)

[Graph Key](#)

[Back to menu](#)

BOS 04L

BOS 04L Last Update: 1650 12/10



[Back to menu](#)

MEM 09

MEM 09 Last Update: 1650 12/10

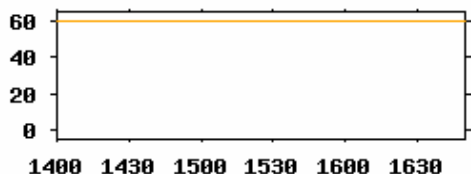


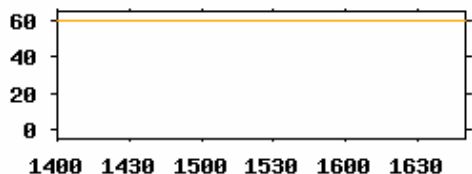
table | BOS | graph

[Back to Options](#) | [Back to Help](#)

[Graph Key](#)

BOS 09

BOS 09 Last Update: 1650 12/10



MEM 18L

MEM 18L Last Update: 1650 12/10



[Back to menu](#)

K — blue — touchdown
 E — green — mid-point
 Y — orange — rollout

Note that the graphs are drawn in the order **touchdown, midpoint, and rollout** - if the data for any two (or more) sensors is identical, then only the data for the last sensor will be visible.



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