

information for the airport. If the pilot is unable to receive the current broadcast weather, the last long line disseminated weather will be issued to the pilot. When receiving IFR services, the pilot/aircraft operator is responsible for determining if weather/visibility is adequate for approach/landing.

d. When making an IFR approach to an airport not served by a tower or FSS, after ATC advises “CHANGE TO ADVISORY FREQUENCY APPROVED” you should broadcast your intentions, including the type of approach being executed, your position, and when over the final approach fix inbound (nonprecision approach) or when over the outer marker or fix used in lieu of the outer marker inbound (precision approach). Continue to monitor the appropriate frequency (UNICOM, etc.) for reports from other pilots.

5-4-5. Instrument Approach Procedure (IAP) Charts

a. 14 CFR Section 91.175(a), Instrument approaches to civil airports, requires the use of SIAPs prescribed for the airport in 14 CFR Part 97 unless otherwise authorized by the Administrator (including ATC). If there are military procedures published at a civil airport, aircraft operating under 14 CFR Part 91 must use the civil procedure(s). Civil procedures are defined with “FAA” in parenthesis; e.g., (FAA), at the top, center of the procedure chart. DOD procedures are defined using the abbreviation of the applicable military service in parenthesis; e.g., (USAF), (USN), (USA). 14 CFR Section 91.175(g), Military airports, requires civil pilots flying into or out of military airports to comply with the IAPs and takeoff and landing minimums prescribed by the authority having jurisdiction at those airports. Unless an emergency exists, civil aircraft operating at military airports normally require advance authorization, commonly referred to as “Prior Permission Required” or “PPR.” Information on obtaining a PPR for a particular military airport can be found in the Chart Supplement U.S.

NOTE-

Civil aircraft may conduct practice VFR approaches using DOD instrument approach procedures when approved by the air traffic controller.

1. IAPs (standard and special, civil and military) are based on joint civil and military criteria contained in the U.S. Standard for TERPS. The design of IAPs

based on criteria contained in TERPS, takes into account the interrelationship between airports, facilities, and the surrounding environment, terrain, obstacles, noise sensitivity, etc. Appropriate altitudes, courses, headings, distances, and other limitations are specified and, once approved, the procedures are published and distributed by government and commercial cartographers as instrument approach charts.

2. Not all IAPs are published in chart form. Radar IAPs are established where requirements and facilities exist but they are printed in tabular form in appropriate U.S. Government Flight Information Publications.

3. The navigation equipment required to join and fly an instrument approach procedure is indicated by the title of the procedure and notes on the chart.

(a) Straight-in IAPs are identified by the navigational system providing the final approach guidance and the runway to which the approach is aligned (e.g., VOR RWY 13). Circling only approaches are identified by the navigational system providing final approach guidance and a letter (e.g., VOR A). More than one navigational system separated by a slash indicates that more than one type of equipment must be used to execute the final approach (e.g., VOR/DME RWY 31). More than one navigational system separated by the word “or” indicates either type of equipment may be used to execute the final approach (e.g., VOR or GPS RWY 15).

(b) In some cases, other types of navigation systems including radar may be required to execute other portions of the approach or to navigate to the IAF (e.g., an NDB procedure turn to an ILS, an NDB in the missed approach, or radar required to join the procedure or identify a fix). When radar or other equipment is required for procedure entry from the en route environment, a note will be charted in the planview of the approach procedure chart (e.g., RADAR REQUIRED or ADF REQUIRED). When radar or other equipment is required on portions of the procedure outside the final approach segment, including the missed approach, a note will be charted in the notes box of the pilot briefing portion of the approach chart (e.g., RADAR REQUIRED or DME REQUIRED). Notes are not charted when VOR is required outside the final approach segment. Pilots should ensure that the