

Five miles from outer marker, turn right heading three three zero, maintain two thousand until established on the localizer, cleared ILS runway three six approach.

**NOTE—**

1. The altitude assigned will assure IFR obstruction clearance from the point at which the approach clearance is issued until established on a segment of a published route or IAP. If uncertain of the meaning of the clearance, immediately request clarification from ATC.

2. An aircraft is not established on an approach while below published approach altitudes. If the MVA/MIA allows, and ATC assigns an altitude below an IF or IAF altitude, the pilot will be issued an altitude to maintain until past a point that the aircraft is established on the approach.

g. Several IAPs, using various navigation and approach aids may be authorized for an airport. ATC may advise that a particular approach procedure is being used, primarily to expedite traffic. If issued a clearance that specifies a particular approach procedure, notify ATC immediately if a different one is desired. In this event it may be necessary for ATC to withhold clearance for the different approach until such time as traffic conditions permit. However, a pilot involved in an emergency situation will be given priority. If the pilot is not familiar with the specific approach procedure, ATC should be advised and they will provide detailed information on the execution of the procedure.

**REFERENCE—**

AIM, Paragraph 5-4-4, *Advance Information on Instrument Approach.*

h. The name of an instrument approach, as published, is used to identify the approach, even though a component of the approach aid, such as the glideslope on an Instrument Landing System, is inoperative or unreliable. The controller will use the name of the approach as published, but must advise the aircraft at the time an approach clearance is issued that the inoperative or unreliable approach aid component is unusable, except when the title of the published approach procedures otherwise allows, for example, ILS or LOC.

i. Except when being radar vectored to the final approach course, when cleared for a specifically prescribed IAP; i.e., “cleared ILS runway one niner approach” or when “cleared approach” i.e., execution of any procedure prescribed for the airport, pilots must execute the entire procedure commencing at an IAF or an associated feeder route as described on the IAP chart unless an appropriate new or revised ATC

clearance is received, or the IFR flight plan is canceled.

j. Pilots planning flights to locations which are private airfields or which have instrument approach procedures based on private navigation aids should obtain approval from the owner. In addition, the pilot must be authorized by the FAA to fly special instrument approach procedures associated with private navigation aids (see paragraph 5-4-8). Owners of navigation aids that are not for public use may elect to turn off the signal for whatever reason they may have; for example, maintenance, energy conservation, etc. Air traffic controllers are not required to question pilots to determine if they have permission to land at a private airfield or to use procedures based on privately owned navigation aids, and they may not know the status of the navigation aid. Controllers presume a pilot has obtained approval from the owner and the FAA for use of special instrument approach procedures and is aware of any details of the procedure if an IFR flight plan was filed to that airport.

k. Pilots should not rely on radar to identify a fix unless the fix is indicated as “RADAR” on the IAP. Pilots may request radar identification of an OM, but the controller may not be able to provide the service due either to workload or not having the fix on the video map.

l. If a missed approach is required, advise ATC and include the reason (unless initiated by ATC). Comply with the missed approach instructions for the instrument approach procedure being executed, unless otherwise directed by ATC.

**REFERENCE—**

AIM, Paragraph 5-4-21, *Missed Approach.*

AIM, Paragraph 5-5-5, *Missed Approach.*

## 5-4-8. Special Instrument Approach Procedures

Instrument Approach Procedure (IAP) charts reflect the criteria associated with the U.S. Standard for Terminal Instrument [Approach] Procedures (TERP), which prescribes standardized methods for use in developing IAPs. Standard IAPs are published in the Federal Register (FR) in accordance with Title 14 of the Code of Federal Regulations, Part 97, and are available for use by appropriately qualified pilots operating properly equipped and airworthy aircraft in accordance with operating rules and procedures acceptable to the FAA. Special IAPs are