

b. Controllers may authorize a contact approach provided:

1. The contact approach is specifically requested by the pilot. ATC cannot initiate this approach.

EXAMPLE–

Request contact approach.

2. The reported ground visibility at the destination airport is at least 1 statute mile.

3. The contact approach will be made to an airport having a standard or special instrument approach procedure.

4. Approved separation is applied between aircraft so cleared and between these aircraft and other IFR or special VFR aircraft.

EXAMPLE–

Cleared contact approach (and, if required) at or below (altitude) (routing) if not possible (alternative procedures) and advise.

c. A contact approach is an approach procedure that may be used by a pilot (with prior authorization from ATC) in lieu of conducting a standard or special IAP to an airport. It is not intended for use by a pilot on an IFR flight clearance to operate to an airport not having a published and functioning IAP. Nor is it intended for an aircraft to conduct an instrument approach to one airport and then, when “in the clear,” discontinue that approach and proceed to another airport. In the execution of a contact approach, the pilot assumes the responsibility for obstruction clearance. If radar service is being received, it will automatically terminate when the pilot is instructed to change to advisory frequency.

5–4–26. Landing Priority

A clearance for a specific type of approach (ILS, RNAV, GLS, ADF, VOR or Visual Approach) to an aircraft operating on an IFR flight plan does not mean that landing priority will be given over other traffic. ATCTs handle all aircraft, regardless of the type of flight plan, on a “first-come, first-served” basis. Therefore, because of local traffic or runway in use, it may be necessary for the controller in the interest of safety, to provide a different landing sequence. In any case, a landing sequence will be issued to each aircraft as soon as possible to enable the pilot to properly adjust the aircraft’s flight path.

5–4–27. Overhead Approach Maneuver

a. Pilots operating in accordance with an IFR flight plan in Visual Meteorological Conditions (VMC) may request ATC authorization for an overhead maneuver. An overhead maneuver is not an instrument approach procedure. Overhead maneuver patterns are developed at airports where aircraft have an operational need to conduct the maneuver. An aircraft conducting an overhead maneuver is considered to be VFR and the IFR flight plan is canceled when the aircraft reaches the initial point on the initial approach portion of the maneuver. (See FIG 5–4–36.) The existence of a standard overhead maneuver pattern does not eliminate the possible requirement for an aircraft to conform to conventional rectangular patterns if an overhead maneuver cannot be approved. Aircraft operating to an airport without a functioning control tower must initiate cancellation of an IFR flight plan prior to executing the overhead maneuver. Cancellation of the IFR flight plan must be accomplished after crossing the landing threshold on the initial portion of the maneuver or after landing. Controllers may authorize an overhead maneuver and issue the following to arriving aircraft:

1. Pattern altitude and direction of traffic. This information may be omitted if either is standard.

PHRASEOLOGY–

PATTERN ALTITUDE (altitude). RIGHT TURNS.

2. Request for a report on initial approach.

PHRASEOLOGY–

REPORT INITIAL.

3. “Break” information and a request for the pilot to report. The “Break Point” will be specified if nonstandard. Pilots may be requested to report “break” if required for traffic or other reasons.

PHRASEOLOGY–

BREAK AT (specified point).

REPORT BREAK.