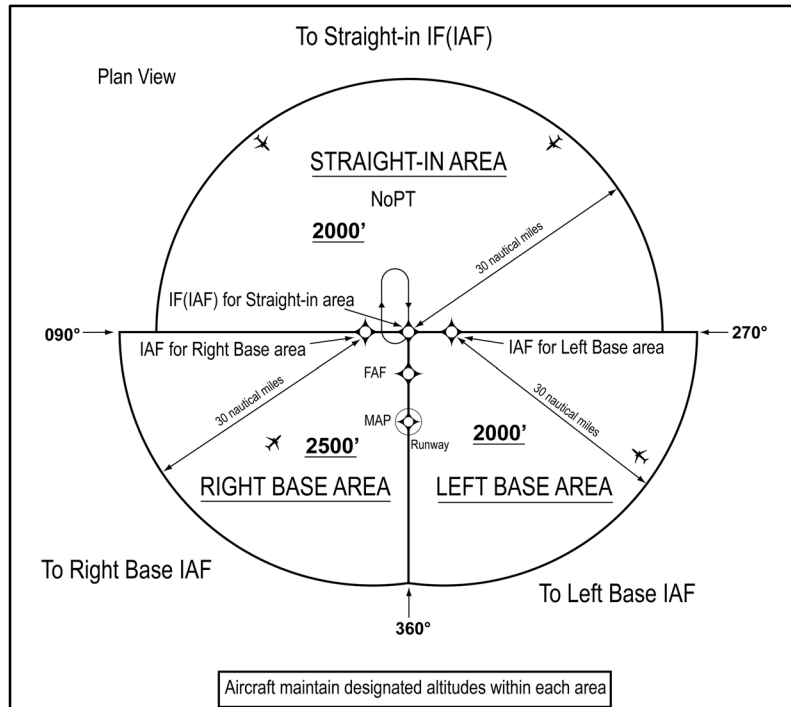


left-base, and right-base areas. (See FIG 5-4-4). TAA area lateral boundaries are identified by magnetic courses TO the IF/IAF. The straight-in area can be further divided into pie-shaped sectors with the boundaries identified by magnetic courses TO the (IF/ IAF), and may contain stepdown sections defined by arcs based on RNAV distances from the IF/IAF. (See FIG 5-4-5). The right/left-base areas can only be subdivided using arcs based on RNAV distances from the IAFs for those areas.

**FIG 5-4-4  
TAA Area**



4. Entry from the terminal area onto the procedure is normally accomplished via a no procedure turn (NoPT) routing or via a course reversal maneuver. The published procedure will be annotated “NoPT” to indicate when the course reversal is not authorized when flying within a particular TAA sector. Otherwise, the pilot is expected to execute the course reversal under the provisions of 14 CFR Section 91.175. The pilot may elect to use the course reversal pattern when it is not required by the procedure, but must receive clearance from air traffic control before beginning the procedure.

(a) ATC should not clear an aircraft to the left base leg or right base leg IAF within a TAA at an intercept angle exceeding 90 degrees. Pilots must not execute the HILPT course reversal when the sector or procedure segment is labeled “NoPT.”

(b) ATC may clear aircraft direct to the fix labeled IF/IAF if the course to the IF/IAF is within the straight-in sector labeled “NoPT” and the intercept angle does not exceed 90 degrees. Pilots are expected to proceed direct to the IF/IAF and accomplish a straight-in approach. Do not execute HILPT course reversal. Pilots are also expected to fly the straight-in approach when ATC provides radar vectors and monitoring to the IF/IAF and issues a “straight-in” approach clearance; otherwise, the pilot *is expected* to execute the HILPT course reversal.

**REFERENCE-**  
AIM, Para 5-4-6, Approach Clearance.

(c) On rare occasions, ATC may clear the aircraft for an approach at the airport without specifying the approach procedure by name or by a specific approach (for example, “cleared RNAV Runway 34 approach”) without specifying a particular IAF. In either case, the pilot should proceed direct to the IAF or to the IF/IAF