

5. Advise ATC immediately if the pilot is unable to continue following the preceding aircraft, cannot remain clear of clouds, needs to climb, or loses sight of the airport.

6. In the event of a go-around, the pilot is responsible to maintain terrain and obstruction avoidance until reaching an ATC assigned altitude if issued.

7. Be aware that radar service is automatically terminated, without being advised by ATC, when the pilot is instructed to change to advisory frequency.

8. Be aware that there may be other traffic in the traffic pattern and the landing sequence may differ from the traffic sequence assigned by approach control or ARTCC.

b. Controller.

1. Do not clear an aircraft for a visual approach unless reported weather at the airport is ceiling at or above 1,000 feet and visibility is 3 miles or greater. When weather is not available for the destination airport, inform the pilot and do not initiate a visual approach to that airport unless there is reasonable assurance that descent and flight to the airport can be made visually.

2. Issue visual approach clearance when the pilot reports sighting either the airport or a preceding aircraft which is to be followed.

3. Provide separation except when visual separation is being applied by the pilot.

4. Continue flight following and traffic information until the aircraft has landed or has been instructed to change to advisory frequency.

5. For all aircraft, inform the pilot when the preceding aircraft is a heavy. Inform the pilot of a small aircraft when the preceding aircraft is a B757. Visual separation is prohibited behind super aircraft.

6. When weather is available for the destination airport, do not initiate a vector for a visual approach unless the reported ceiling at the airport is 500 feet or more above the MVA and visibility is 3 miles or more. If vectoring weather minima are not available but weather at the airport is ceiling at or above 1,000 feet and visibility of 3 miles or greater, visual approaches may still be conducted.

5-5-12. Visual Separation

a. Pilot.

1. Acceptance of instructions to follow another aircraft or to provide visual separation from it is an acknowledgment that the pilot will maneuver the aircraft as necessary to avoid the other aircraft or to maintain in-trail separation. Pilots are responsible to maintain visual separation until flight paths (altitudes and/or courses) diverge.

2. If instructed by ATC to follow another aircraft or to provide visual separation from it, promptly notify the controller if you lose sight of that aircraft, are unable to maintain continued visual contact with it, or cannot accept the responsibility for your own separation for any reason.

3. The pilot also accepts responsibility for wake turbulence separation under these conditions.

b. Controller. Applies visual separation only:

1. Within the terminal area when a controller has both aircraft in sight or by instructing a pilot who sees the other aircraft to maintain visual separation from it.

2. Pilots are responsible to maintain visual separation until flight paths (altitudes and/or courses) diverge.

3. Within en route airspace when aircraft are on opposite courses and one pilot reports having seen the other aircraft and that the aircraft have passed each other.