

Section 2. Departure Procedures

Paragraph	Page
5-2-1. Pre-taxi Clearance Procedures	5-2-1
5-2-2. Automated Pre-Departure Clearance Procedures	5-2-1
5-2-3. IFR Clearances Off Uncontrolled Airports	5-2-2
5-2-4. Taxi Clearance	5-2-2
5-2-5. Line Up and Wait (LUAW)	5-2-2
5-2-6. Abbreviated IFR Departure Clearance (Cleared. . .as Filed) Procedures	5-2-3
5-2-7. Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times	5-2-5
5-2-8. Departure Control	5-2-6
5-2-9. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Diverse Vector Areas (DVA)	5-2-7

Section 3. En Route Procedures

5-3-1. ARTCC Communications	5-3-1
5-3-2. Position Reporting	5-3-13
5-3-3. Additional Reports	5-3-15
5-3-4. Airways and Route Systems	5-3-16
5-3-5. Airway or Route Course Changes	5-3-18
5-3-6. Changeover Points (COPs)	5-3-19
5-3-7. Minimum Turning Altitude (MTA)	5-3-19
5-3-8. Holding	5-3-20

Section 4. Arrival Procedures

5-4-1. Standard Terminal Arrival (STAR) Procedures	5-4-1
5-4-2. Local Flow Traffic Management Program	5-4-3
5-4-3. Approach Control	5-4-3
5-4-4. Advance Information on Instrument Approach	5-4-4
5-4-5. Instrument Approach Procedure (IAP) Charts	5-4-5
5-4-6. Approach Clearance	5-4-27
5-4-7. Instrument Approach Procedures	5-4-29
5-4-8. Special Instrument Approach Procedures	5-4-31
5-4-9. Procedure Turn and Hold-in-lieu of Procedure Turn	5-4-31
5-4-10. Timed Approaches from a Holding Fix	5-4-34
5-4-11. Radar Approaches	5-4-37
5-4-12. Radar Monitoring of Instrument Approaches	5-4-38
5-4-13. Simultaneous Approaches to Parallel Runways	5-4-39
5-4-14. Simultaneous Dependent Approaches	5-4-41
5-4-15. Simultaneous Independent ILS/RNAV/GLS Approaches	5-4-43
5-4-16. Simultaneous Close Parallel PRM Approaches and Simultaneous Offset Instrument Approaches (SOIA)	5-4-45
5-4-17. Simultaneous Converging Instrument Approaches	5-4-52
5-4-18. RNP AR (Authorization Required) Instrument Procedures	5-4-52
5-4-19. Side-step Maneuver	5-4-54
5-4-20. Approach and Landing Minimums	5-4-54
5-4-21. Missed Approach	5-4-58
5-4-22. Use of Enhanced Flight Vision Systems (EFVS) on Instrument Approaches	5-4-60
5-4-23. Visual Approach	5-4-64