

# TELEGRAPHIC MESSAGE

Federal Aviation Administration 800 Independence Avenue, SW Washington, DC 20591	PRECEDENCE: <b>PRIORITY</b>  ACTION: <b>PRIORITY</b>	SECURITY CLASSIFICATION  <b>UNCLASSIFIED</b>
ACCOUNTING CLASSIFICATION	DATE PREPARED: 30 May 2013	FILE:
<b>FOR INFORMATION</b>	<b>CALL</b>	
NAME PHIL FREED	PHONE NUMBER (202) 385-8777	TYPE OF MESSAGE _ SINGLE _ BOOK <u>X</u> MULTI ADDRESS

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: **KRWA NOUS2 301823**

**GENOT RWA 13/09**

**N JO 7110.620**

**FF ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM**

**EFFECTIVE: 06/03/2013**

**CANCELLATION: 02/06/2014**

**SUBJECT: CHANGE TO FAA NOTICE JO 7110.615, AND FAA ORDER JO 7110.65, PARAGRAPH 4-8-1, APPROACH CLEARANCE**

**DUE TO WORDING THAT CONFLICTS WITH THE PERFORMANCE OF FACILITIES WITHIN THE NAS, THE EFFECTIVE DATE OF FAA NOTICE JO 7110.615, APPROACH CLEARANCE, HAS BEEN DEFERRED TO JULY 31, 2013. THIS GENOT MUST BE USED CONCURRENTLY WITH N JO 7110.615 UNTIL AUGUST 22, 2013. AFTER THIS DATE, THIS GENOT MUST BE USED IN CONJUNCTION WITH FAA ORDER JO 7110.65, CHANGE 3 UNTIL THE NEXT PUBLICATION OF FAA ORDER JO 7110.65V, SCHEDULED FOR FEBRUARY 2014.**

**PLEASE AMEND PARAGRAPH 4-8-1 TO READ AS FOLLOWS:**

	PAGE NO. <b>1</b>	NO. OF PGS <b>5</b>	SECURITY CLASSIFICATION <b>UNCLASSIFIED</b>
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#### **4-8-1. APPROACH CLEARANCE**

##### **A. CLEAR AIRCRAFT FOR “STANDARD” OR “SPECIAL” INSTRUMENT APPROACH PROCEDURES ONLY.**

**1. TO REQUIRE AN AIRCRAFT TO EXECUTE A PARTICULAR INSTRUMENT APPROACH PROCEDURE, SPECIFY IN THE APPROACH CLEARANCE THE NAME OF THE APPROACH AS PUBLISHED ON THE APPROACH CHART. WHERE MORE THAN ONE PROCEDURE IS PUBLISHED ON A SINGLE CHART AND A SPECIFIC PROCEDURE IS TO BE FLOWN, AMEND THE APPROACH CLEARANCE TO SPECIFY EXECUTION OF THE SPECIFIC APPROACH TO BE FLOWN. IF ONLY ONE INSTRUMENT APPROACH OF A PARTICULAR TYPE IS PUBLISHED, THE APPROACH NEEDS NOT BE IDENTIFIED BY THE RUNWAY REFERENCE.**

**2. AN AIRCRAFT CONDUCTING AN ILS OR LDA APPROACH MUST BE ADVISED AT THE TIME AN APPROACH CLEARANCE IS ISSUED WHEN THE GLIDESLOPE IS REPORTED OUT OF SERVICE, UNLESS THE TITLE OF THE PUBLISHED APPROACH PROCEDURE ALLOWS (FOR EXAMPLE, ILS RWY 05 OR LOC RWY 05).**

**3. STANDARD INSTRUMENT APPROACH PROCEDURES (SIAP) MUST BEGIN AT AN INITIAL APPROACH FIX (IAF) OR AN INTERMEDIATE FIX (IF) IF THERE IS NOT AN IAF.**

**4. WHERE ADEQUATE RADAR COVERAGE EXISTS, RADAR FACILITIES MAY VECTOR AIRCRAFT TO THE FINAL APPROACH COURSE IN ACCORDANCE WITH PARAGRAPH 5-9-1, VECTORS TO FINAL APPROACH COURSE, AND PARAGRAPH 5-9-2, FINAL**

**APPROACH COURSE INTERCEPTION.**

**5. WHERE ADEQUATE RADAR COVERAGE EXISTS, RADAR FACILITIES MAY CLEAR AN AIRCRAFT TO ANY FIX 3 NM OR MORE PRIOR TO THE FAF, ALONG THE FINAL APPROACH COURSE, AT AN INTERCEPT ANGLE NOT GREATER THAN 30 DEGREES.**

**PHRASEOLOGY THROUGH C, NO CHANGE**

**D. FOR RNAV-EQUIPPED AIRCRAFT OPERATING ON UNPUBLISHED ROUTES, ISSUE APPROACH CLEARANCE FOR CONVENTIONAL OR RNAV SIAP ONLY AFTER THE AIRCRAFT IS: (SEE FIG 4-8-2).**

**1. ESTABLISHED ON A HEADING OR COURSE DIRECT TO THE IAF AT AN INTERCEPT ANGLE NOT GREATER THAN 90 DEGREES AND IS ASSIGNED AN ALTITUDE IN ACCORDANCE WITH B2. RADAR MONITORING IS REQUIRED UNTIL THE AIRCRAFT IS ESTABLISHED ON A SEGMENT OF THE INSTRUMENT APPROACH PROCEDURE FOR RNAV (RNP) APPROACHES WHERE NO PROCEDURE TURN OR HOLD-IN-LIEU OF PROCEDURE TURN WILL BE EXECUTED.**

***EXAMPLE-***

***AIRCRAFT 1 CAN BE CLEARED DIRECT TO CENTR. THE INTERCEPT ANGLE AT THAT IAF IS 90 DEGREES OR LESS. THE MINIMUM ALTITUDE FOR IFR OPERATIONS (14 CFR SECTION 91.177) ALONG THE FLIGHT PATH TO THE IAF IS 3,000 FEET. IF A HOLD IN LIEU OF PROCEDURE TURN PATTERN IS DEPICTED AT AN IAF AND A TAA IS NOT DEFINED, THE AIRCRAFT MUST BE INSTRUCTED TO CONDUCT A STRAIGHT-IN APPROACH IF ATC DOES NOT WANT THE PILOT TO***

***EXECUTE A HOLD-IN-LIEU PROCEDURE TURN. "CLEARED DIRECT CENTR, MAINTAIN AT OR ABOVE THREE THOUSAND UNTIL CENTR, CLEARED STRAIGHT-IN RNAV RUNWAY ONE EIGHT APPROACH."***

**2. ESTABLISHED ON A HEADING OR COURSE DIRECT TO THE IF AT AN ANGLE NOT GREATER THAN 90 DEGREES, PROVIDED THE FOLLOWING CONDITIONS ARE MET:**

**(A) ASSIGN AN ALTITUDE IN ACCORDANCE WITH B2 THAT WILL PERMIT A NORMAL DESCENT TO THE FAF.**

***NOTE-***

***CONTROLLERS SHOULD EXPECT AIRCRAFT TO DESCEND AT APPROXIMATELY 150-300 FEET PER NAUTICAL MILE WHEN APPLYING GUIDANCE IN SUBPARA D2(A).***

**(B) RADAR MONITORING IS PROVIDED TO THE IF.**

**(C) THE SIAP MUST IDENTIFY THE INTERMEDIATE FIX WITH THE LETTERS "IF."**

**(D) FOR PROCEDURES WHERE AN IAF IS PUBLISHED, THE PILOT IS ADVISED TO EXPECT CLEARANCE TO THE IF AT LEAST 5 MILES FROM THE FIX.**

***EXAMPLE-***

***"EXPECT DIRECT CENTR FOR RNAV RUNWAY ONE-EIGHT APPROACH."***

**3. ESTABLISHED ON A HEADING OR COURSE DIRECT TO A FIX BETWEEN THE IF AND FAF, AT AN INTERCEPT ANGLE NOT GREATER THAN 30 DEGREES, AND ASSIGNED AN ALTITUDE IN ACCORDANCE**

**WITH B2.**

**EXAMPLE-**

**AIRCRAFT 1 IS MORE THAN 5 MILES FROM SHANN. THE MINIMUM ALTITUDE FOR IFR OPERATIONS (14 CFR SECTION 91.177) ALONG THE FLIGHT PATH TO SHANN IS 3,000 FEET. SHANN IS A STEP DOWN FIX BETWEEN THE IF/IAF (CENTR) AND THE FAF. TO CLEAR AIRCRAFT 1 TO SHANN, ATC MUST ENSURE THE INTERCEPT ANGLE FOR THE INTERMEDIATE SEGMENT AT SHANN IS NOT GREATER THAN 30 DEGREES AND MUST BE CLEARED TO AN ALTITUDE THAT WILL ALLOW A NORMAL DESCENT TO THE FAF "CLEARED DIRECT SHANN, CROSS SHANN AT OR ABOVE THREE THOUSAND, CLEARED RNAV RUNWAY ONE-EIGHT APPROACH."**

**NO FURTHER CHANGES TO PARAGRAPH**

**INDIVIDUAL TASKING MEMORANDUMS FROM TERMINAL AND EN ROUTE, ALONG WITH COMPLETE PROCEDURAL BRIEFINGS, WILL FOLLOW CONCERNING THESE CHANGES.**

**PLEASE DIRECT ANY QUESTIONS TO RONALD SINGLETARY, MANAGER, TERMINAL OPERATIONS GROUP (AJT-2A3) AT 202-385-8558, OR RICHARD KAGEHIRO, MANAGER, ENROUTE OPERATIONS STANDARDS GROUP (AJE-31) AT 202-385-8432.**

**TONY A. MELLO  
ACTING DIRECTOR, TERMINAL OPERATIONS, HEADQUARTERS**