

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.794

Effective Date:
February 20, 2025

Cancellation Date:
August 7, 2025

SUBJ: Approach Clearance

- 1. Purpose of This Notice.** This notice introduces procedures and new phraseology when a Standard Terminal Arrival (STAR) route or Air Traffic Service (ATS) route connects to an Instrument Approach Procedure (IAP) at an initial approach fix (IAF) or intermediate fix (IF). Additionally, this change includes revised Terminal Arrival Area (TAA) figures accounting for other TAA types supporting other than RNAV approach procedures.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all associated air traffic facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Procedures.** Amend FAA Order JO 7110.65BB by changing the following paragraph as follows:

4-8-1. APPROACH CLEARANCE

Title through paragraph a - No Change.

- 1.** To authorize a pilot to execute a particular instrument approach procedure:
 - (a)** Specify the name of the approach as published on the approach chart.
 - (b)** Where more than one procedure is published on a single chart and a specific procedure is to be flown, specify the approach to be flown.
 - (c)** If only one instrument approach of a particular type is published, the approach need 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 or LOC Rwy 05).
- 3.** Instrument approach procedures (IAPs) must begin at an initial approach fix (IAF) or an intermediate fix (IF) if there is not an IAF.
- 4.** Where a STAR/ATS route and an IAP connect at an IAF or IF, and the connection will be used, clear the aircraft for approach at least 3 NM prior to the IAF/IF and specify the name of the

connection fix. For arrivals via an ATS route, assign an altitude to maintain until the connection fix.

NOTE-

STARs are not ATS routes.

REFERENCE-

P/CG Term – Air Traffic Service (ATS) Routes.

EXAMPLE-

“At RDFSH, Cleared ILS Runway 27 Approach.”

“At TNTOE, Cleared RNAV Z Runway 3 Approach.”

“Cross AMONT at or above 9,000, Cleared ILS Runway 30R Approach.”

5. 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.

6. 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.

7. Controllers must not disapprove a pilot request to cold temperature compensate in conjunction with the issuance of an approach clearance.

PHRASEOLOGY–

CLEARED (type) APPROACH.

CLEARED APPROACH.

(To authorize a pilot to execute his/her choice of instrument approach),

CLEARED (specific procedure to be flown) APPROACH.

(Where more than one procedure is published on a single chart and a specific procedure is to be flown),

At (fix), CLEARED (specific procedure to be flown) APPROACH.

(To issue an approach clearance when a STAR/ATS route and IAP are directly connected),

CLEARED (ILS/LDA) APPROACH, GLIDESLOPE UNUSABLE.

(To authorize a pilot to execute an ILS or an LDA approach when the glideslope is out of service)

CLEARED LOCALIZER APPROACH

(When the title of the approach procedure contains “or LOC”)

CANCEL APPROACH CLEARANCE (additional instructions as necessary)

(When it is necessary to cancel a previously issued approach clearance)

EXAMPLE–

“Cleared Approach.”

“Cleared (V-O-R/I-L-S/Localizer) Approach.”

“Cleared L-D-A Runway Three-Six Approach.”

“Cleared Localizer Back Course Runway One-Three Approach.”

“Cleared RNAV Z Runway Two-Two Approach.”

“Cleared BRANCH ONE Arrival and (ILS/RNAV) Runway One-Three Approach.”

“Cleared I-L-S Runway Three-Six Approach, glideslope unusable.”

“Cleared S-D-F Approach.”

“Cleared G-L-S Approach.”

Note 1 through Note 11 REFERENCE – No Change

Subparagraph b through FIG 4-8-5 NOTE 2 – No Change

j. Where a terminal arrival area (TAA) has been established to support instrument approaches, use the procedures under subparagraph b above. (See FIG 4-8-6 and FIG 4-8-7.)

FIG 4-8-6
Basic “T” and TAA Design

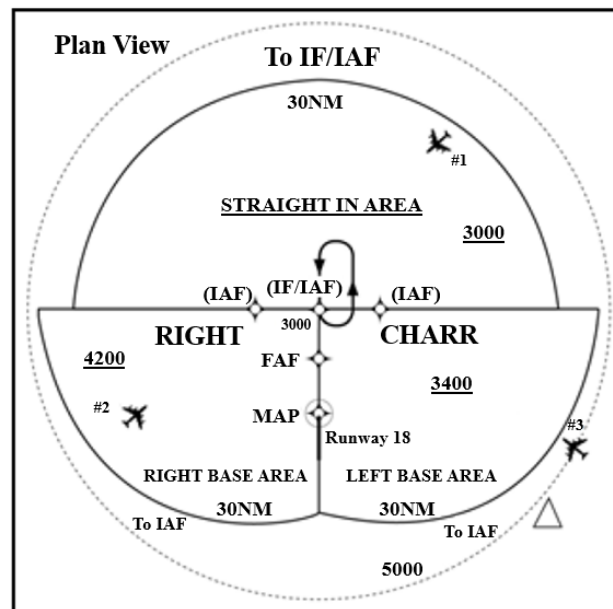
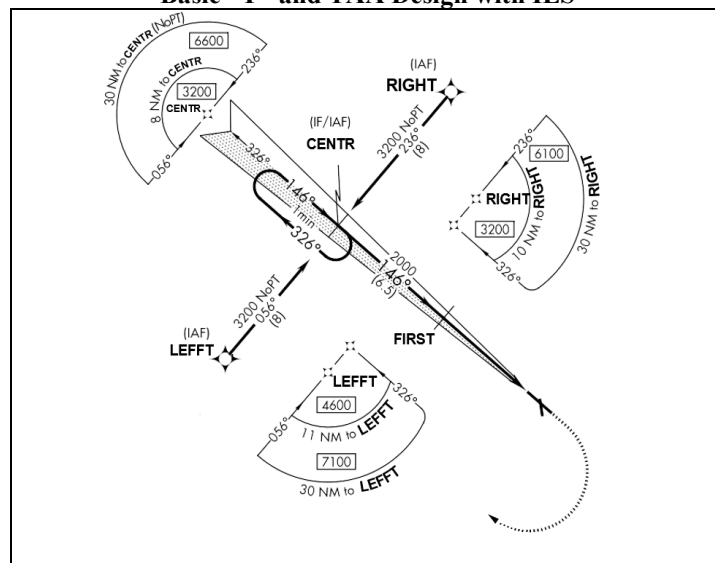


FIG 4-8-7
Basic “T” and TAA Design with ILS



No further changes to paragraph

5. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. The Pilot Controller Procedures System Integration (PCPSI) sub-workgroup of the Performance Based Operations Aviation Rulemaking Committee (PARC) recommended to the FAA that a change be made to provide guidance to pilots when operating on a Standard Terminal Arrival Route (STAR) or Air Traffic Service (ATS) route that directly connects to an Instrument Approach Procedure (IAP) at an initial approach fix (IAF) or an intermediate fix (IF), and will be used, so that flight crews are prepared in a timely manner with navigation database connections.

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