

## ERRATA SHEET

**SUBJECT:** Change 2 to FAA Order JO 7110.65U, Air Traffic Control, effective March 7, 2013.

This errata sheet transmits the revised pages to the subject order.

REMOVE PAGE	DATED	INSERT PAGE	DATED
2-1-3 and 2-1-4 .....	3/7/13	2-1-3 and 2-1-4 .....	3/7/13
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Attachment



**j.** Provide maximum assistance to expedite the movement of interceptor aircraft on active air defense missions until the unknown aircraft is identified.

**k.** Expedite movement of Special Air Mission aircraft when SCOOT is indicated in the remarks section of the flight plan or in air/ground communications.

**NOTE-**

The term “SCOOT” will not be part of the call sign but may be used when the aircraft is airborne to indicate a request for special handling.

**REFERENCE-**

FAAO JO 7610.4, Para 12-7-1, Applications.

**l.** When requested, provide priority handling to TEAL and NOAA mission aircraft.

**NOTE-**

Priority handling may be requested by the pilot, or via telephone from CARCAH or the 53rd Weather Reconnaissance Squadron (53WRS) operations center personnel, or in the remarks section of the flight plan.

**REFERENCE-**

FAAO JO 7110.65, Para 9-2-19 Weather Reconnaissance Flights.

**m.** IFR aircraft must have priority over SVFR aircraft.

**REFERENCE-**

FAAO JO 7110.65, Chapter 7, Section 5, Special VFR (SVFR).

**n.** Providing priority and special handling to expedite the movement of OPEN SKIES observation and demonstration flights.

**NOTE-**

An OPEN SKIES aircraft has priority over all “regular” air traffic. “Regular” is defined as all aircraft traffic other than:

1. Emergencies.
2. Aircraft directly involved in presidential movement.
3. Forces or activities in actual combat.
4. Lifeguard, MED EVAC, AIR EVAC and active SAR missions.

**REFERENCE-**

FAAO JO 7110.65, Para 9-2-22 OPEN SKIES Treaty Aircraft.  
FAAO JO 7210.3, Para 5-3-7, OPEN SKIES Treaty Aircraft.  
Treaty on OPEN SKIES, Treaty Document, 102-37.

**o.** Aircraft operating under the North American Route Program (NRP) and in airspace identified in the High Altitude Redesign (HAR) program, are not subject to route limiting restrictions (e.g., published preferred IFR routes, letter of agreement requirements, standard operating procedures).

**REFERENCE-**

FAAO JO 7110.65, Para 2-3-2 En Route Data Entries.  
FAAO JO 7110.65, Para 2-2-15 North American Route Program

(NRP) Information.

FAAO JO 7110.65, Para 4-2-5 Route or Altitude Amendments.  
FAAO JO 7210.3, Chapter 17, Section 16, North American Route Program.

**p.** If able, provide priority handling to diverted flights. Priority handling may be requested via use of “DVRSN” in the remarks section of the flight plan or by the flight being placed on the Diversion Recovery Tool (DRT).

**REFERENCE-**

FAAO JO 7210.3, Para 17-4-5, Diversion Recovery.

## 2-1-5. EXPEDITIOUS COMPLIANCE

**a.** Use the word “immediately” only when expeditious compliance is required to avoid an imminent situation.

**b.** Use the word “expedite” only when prompt compliance is required to avoid the development of an imminent situation. If an “expedite” climb or descent clearance is issued by ATC, and subsequently the altitude to maintain is changed or restated without an expedite instruction, the expedite instruction is canceled.

**c.** In either case, if time permits, include the reason for this action.

## 2-1-6. SAFETY ALERT

Issue a safety alert to an aircraft if you are aware the aircraft is in a position/altitude that, in your judgment, places it in unsafe proximity to terrain, obstructions, or other aircraft. Once the pilot informs you action is being taken to resolve the situation, you may discontinue the issuance of further alerts. Do not assume that because someone else has responsibility for the aircraft that the unsafe situation has been observed and the safety alert issued; inform the appropriate controller.

**NOTE-**

**1.** The issuance of a safety alert is a first priority (see para 2-1-2 Duty Priority) once the controller observes and recognizes a situation of unsafe aircraft proximity to terrain, obstacles, or other aircraft. Conditions, such as workload, traffic volume, the quality/limitations of the radar system, and the available lead time to react are factors in determining whether it is reasonable for the controller to observe and recognize such situations. While a controller cannot see immediately the development of every situation where a safety alert must be issued, the controller must remain vigilant for such situations and issue a safety alert when the situation is recognized.

**2.** Recognition of situations of unsafe proximity may result from MSAW/E-MSAW/LAAS, automatic altitude readouts,

*Conflict/Mode C Intruder Alert, observations on a PAR scope, or pilot reports.*

3. Once the alert is issued, it is solely the pilot's prerogative to determine what course of action, if any, will be taken.

a. Terrain/Obstruction Alert. Immediately issue/initiate an alert to an aircraft if you are aware the aircraft is at an altitude that, in your judgment, places it in unsafe proximity to terrain and/or obstructions. Issue the alert as follows:

**PHRASEOLOGY—**  
*LOW ALTITUDE ALERT (call sign),*

*CHECK YOUR ALTITUDE IMMEDIATELY.*

and, if the aircraft is not yet on final approach,

*THE (as appropriate) MEA/MVA/MOCA/MIA IN YOUR AREA IS (altitude),*

**REFERENCE—**  
*P/CG Term – Final Approach – IFR*

b. Aircraft Conflict/Mode C Intruder Alert. Immediately issue/initiate an alert to an aircraft if you are aware of another aircraft at an altitude that you believe places them in unsafe proximity. If feasible, offer the pilot an alternate course of action. When an alternate course of action is given, end the transmission with the word “immediately.”

**PHRASEOLOGY—**  
*TRAFFIC ALERT (call sign) (position of aircraft) ADVISE YOU TURN LEFT/RIGHT (heading),*

and/or

*CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.*

**EXAMPLE—**  
“Traffic Alert, Cessna Three Four Juliet, advise you turn left immediately.”

or

“Traffic Alert, Cessna Three–Four Juliet, advise you turn left and climb immediately.”

**REFERENCE—**  
*FAAO JO 7110.65, Para 5–14–1 Conflict Alert (CA) and Mode C Intruder (MCI) Alert.*  
*FAAO JO 7110.65, Para 5–14–2 En Route Minimum Safe Altitude Warning (E–MSAW).*  
*FAAO JO 7110.65, Para 5–15–6 CA/MCI.*  
*FAAO JO 7110.65, Para 5–2–23 Altitude Filters.*

## 2–1–7. INFLIGHT EQUIPMENT MALFUNCTIONS

a. When a pilot reports an inflight equipment malfunction, determine the nature and extent of any special handling desired.

### **NOTE—**

*Inflight equipment malfunctions include partial or complete failure of equipment, which may affect either safety, separation standards, and/or the ability of the flight to proceed under IFR, or in Reduced Vertical Separation Minimum (RVSM) airspace, in the ATC system. Controllers may expect reports from pilots regarding VOR, TACAN, ADF, GPS, RVSM capability, or low frequency navigation receivers, impairment of air–ground communications capability, or other equipment deemed appropriate by the pilot (e.g., airborne weather radar). Pilots should communicate the nature and extent of any assistance desired from ATC.*

b. Provide the maximum assistance possible consistent with equipment, workload, and any special handling requested.

c. Relay to other controllers or facilities who will subsequently handle the aircraft, all pertinent details concerning the aircraft and any special handling required or being provided.

## 2–1–8. MINIMUM FUEL

If an aircraft declares a state of “minimum fuel,” inform any facility to whom control jurisdiction is transferred of the minimum fuel problem and be alert for any occurrence which might delay the aircraft en route.

### **NOTE—**

*Use of the term “minimum fuel” indicates recognition by a pilot that his/her fuel supply has reached a state where, upon reaching destination, he/she cannot accept any undue delay. This is not an emergency situation but merely an advisory that indicates an emergency situation is possible should any undue delay occur. A minimum fuel advisory does not imply a need for traffic priority. Common sense and good judgment will determine the extent of assistance to be given in minimum fuel situations. If, at any time, the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, the pilot should declare an emergency and report fuel remaining in minutes.*

## 2–1–9. REPORTING ESSENTIAL FLIGHT INFORMATION

Report as soon as possible to the appropriate FSS, airport manager's office, ARTCC, approach control

*(SID name and number) DEPARTURE,*

*(transition name) TRANSITION; THEN,*

*AS FILED, EXCEPT CHANGE ROUTE TO READ  
(amended route portion).*

*MAINTAIN (altitude);*

*and if required,*

*(additional instructions or information).*

*If a SID is not assigned,*

*CLEARED TO (destination) AIRPORT AS FILED,*

*EXCEPT CHANGE ROUTE TO READ (amended route  
portion).*

*MAINTAIN (altitude);*

*and if required,*

*(additional instructions or information).*

**EXAMPLE–**

*“Cleared to Reynolds Airport; South Boston One  
Departure; then, as filed, except change route to read  
South Boston Victor Twenty Greensboro. Maintain  
eight thousand, report leaving four thousand.”*

*“Cleared to Reynolds Airport as filed, except change route  
to read South Boston Victor Twenty Greensboro. Maintain  
eight thousand, report leaving four thousand.”*

*“Cleared to Reynolds Airport via Victor Ninety-one  
Albany, then as filed. Maintain six thousand.”*

**f.** In a nonradar environment specify one, two, or more fixes, as necessary, to identify the initial route of flight.

**1.** Specify the destination airport, when practicable, followed by the word “airport” even though it is outside controlled airspace.

**PHRASEOLOGY–**

*CLEARED TO (destination) AIRPORT*

**2.** When the clearance limit is a NAVAID, the type of NAVAID must follow the NAVAID name.

**PHRASEOLOGY–**

*CLEARED TO (NAVAID name and type)*

**3.** When the clearance limit is an intersection or waypoint and the type is known, the type must follow the intersection or waypoint name.

**PHRASEOLOGY–**

*CLEARED TO (intersection or waypoint name and type)*

**EXAMPLE–**

*The filed route of flight is from Hutchins V10 Emporia, thence V10N and V77 to St. Joseph. The clearance will read:*

*“Cleared to Watson Airport as filed via Emporia, maintain Seven Thousand.”*

**g.** Do not apply these procedures when a pilot requests a detailed clearance or to military operations conducted within ALTRV, stereo routes, operations above FL 600, and other military operations requiring special handling.

**NOTE–**

*Departure clearance procedures and phraseology for military operations within approved altitude reservations, military operations above FL 600, and other military operations requiring special handling are contained in separate procedures in this order or in a LOA, as appropriate.*

**REFERENCE–**

*FAAO JO 7110.65, Para 4–2–7 ALTRV Clearance.*

*FAAO JO 7110.65, Para 9–2–14 Military Operations Above FL 600.*

**4–3–4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES**

Assign departure restrictions, clearance void times, hold for release, or release times when necessary to separate departures from other traffic or to restrict or regulate the departure flow.

**REFERENCE–**

*FAAO JO 7110.65, Para 10–3–1 Overdue Aircraft.*

*FAAO JO 7110.65, Para 10–4–1 Traffic Restrictions.*

*FAAO JO 7110.65, Para 10–4–3 Traffic Resumption.*

**a. Clearance Void Times.**

**1.** When issuing clearance void times at airports not served by control towers, provide alternative instructions requiring the pilots to advise ATC of their intentions no later than 30 minutes after the clearance void time if not airborne.

**2.** The facility delivering a clearance void time to a pilot must issue a time check.

**PHRASEOLOGY–**

*CLEARANCE VOID IF NOT OFF BY (clearance void time),*

*and if required,*

*IF NOT OFF BY (clearance void time), ADVISE (facility) NOT LATER THAN (time) OF INTENTIONS.*

*TIME (time in hours, minutes, and the nearest quarter minute).*

**b. Hold For Release (HFR).**

**1.** “Hold for release” instructions must be used when necessary to inform a pilot or a controller that a departure clearance is not valid until additional instructions are received.

**REFERENCE–**  
*P/CG Term– Hold for Release.*

**2.** When issuing hold for release instructions, include departure delay information.

**PHRASEOLOGY–**  
*(Aircraft identification) CLEARED TO (destination) AIRPORT AS FILED, MAINTAIN (altitude),*

*and if required,*

*(additional instructions or information).*

*HOLD FOR RELEASE, EXPECT (time in hours and/or minutes) DEPARTURE DELAY.*

**3.** When conditions allow, release the aircraft as soon as possible.

**PHRASEOLOGY–**  
*To another controller,*

*(aircraft identification) RELEASED.*

*To a flight service specialist,*

*ADVISE (aircraft identification) RELEASED FOR DEPARTURE.*

*To a pilot at an airport not served by a control tower,*

*(aircraft identification) RELEASED FOR DEPARTURE.*

**c. Release Times.**

**1.** Release times must be issued to pilots when necessary to specify the earliest time an aircraft may depart.

**NOTE–**  
*A release time is a departure restriction issued to a pilot (either directly or through authorized relay) to separate a departing aircraft from other traffic.*

**2.** The facility issuing a release time to a pilot must include a time check.

**PHRASEOLOGY–**

*(Aircraft identification) RELEASED FOR DEPARTURE AT (time in hours and/or minutes),*

*and if required,*

*IF NOT OFF BY (time), ADVISE (facility) NOT LATER THAN (time) OF INTENTIONS.*

*TIME (time in hours, minutes, and nearest quarter minute).*

**d.** When expect departure clearance times (EDCT) are assigned through traffic management programs, the departure terminal must, to the extent possible, plan ground movement of aircraft destined to the affected airport(s) so that flights are sequenced to depart no earlier than 5 minutes before, and no later than 5 minutes after the EDCT. Do not release aircraft on their assigned EDCT if a ground stop (GS) applicable to that aircraft is in effect, unless approval has been received from the originator of the GS.

**1.** If an aircraft has begun to taxi or requests taxi in a manner consistent with meeting the EDCT, the aircraft must be released. Additional coordination is not required.

**2.** If an aircraft requests taxi or clearance for departure inconsistent with meeting the EDCT window, ask the pilot to verify the EDCT.

**(a)** If the pilot’s EDCT is the same as the FAA EDCT, the aircraft is released consistent with the EDCT.

**(b)** If the pilot’s EDCT is not the same as the FAA EDCT, refer to Trust and Verify Note below.

**3.** If an aircraft requests taxi too late to meet the EDCT, contact the ATCSCC through the appropriate TMU.

**NOTE–**

*(Trust & Verify) EDCTs are revised by Air Carriers and Traffic Management for changing conditions en route or at affected airport(s). Terminal controllers’ use of aircraft reported EDCT for departure sequencing should be verified with the appropriate TMU prior to departure if this can be accomplished without the aircraft incurring delay beyond the EDCT reported by the aircraft. The preferred method for verification is the Flight Schedule Monitor (FSM). If the EDCT cannot be verified without incurring additional delay, the aircraft should be released based on the pilot reported EDCT. The aircraft operator is responsible for operating in a manner consistent to meet the EDCT.*

#### 4-3-5. GROUND STOP

Do not release an aircraft if a ground stop (GS) applicable to that aircraft is in effect, without the approval of the originator of the GS.

#### 4-3-6. DELAY SEQUENCING

When aircraft elect to take delay on the ground before departure, issue departure clearances to them in the order in which the requests for clearance were originally made if practicable.

#### 4-3-7. FORWARD DEPARTURE DELAY INFORMATION

Inform approach control facilities and/or towers of anticipated departure delays.

#### 4-3-8. COORDINATION WITH RECEIVING FACILITY

a. Coordinate with the receiving facility before the departure of an aircraft if the departure point is less than 15 minutes flying time from the transferring facility's boundary unless an automatic transfer of data between automated systems will occur, in which case, the flying time requirement may be reduced to 5 minutes or replaced with a mileage from the boundary parameter when mutually agreeable to both facilities.

##### **NOTE-**

*Agreements requiring additional time are encouraged between facilities that need earlier coordination. However, when agreements establish mandatory radar handoff procedures, coordination needs only be effected in a timely manner prior to transfer of control.*

##### **REFERENCE-**

*FAAO JO 7110.65, Chapter 5, Section 4, Transfer of Radar Identification, Para 5-4-1 Application.*

b. The actual departure time or a subsequent strip posting time must be forwarded to the receiving facility unless assumed departure times are agreed upon and that time is within 3 minutes of the actual departure time.

#### 4-3-9. VFR RELEASE OF IFR DEPARTURE

When an aircraft which has filed an IFR flight plan requests a VFR departure through a terminal facility, FSS, or air/ground communications station:

a. After obtaining, if necessary, approval from the facility/sector responsible for issuing the IFR clearance, you may authorize an IFR flight planned aircraft to depart VFR. Inform the pilot of the proper frequency and, if appropriate, where or when to contact the facility responsible for issuing the clearance.

##### **PHRASEOLOGY-**

*VFR DEPARTURE AUTHORIZED. CONTACT (facility) ON (frequency) AT (location or time if required) FOR CLEARANCE.*

b. If the facility/sector responsible for issuing the clearance is unable to issue a clearance, inform the pilot, and suggest that the delay be taken on the ground. If the pilot insists upon taking off VFR and obtaining an IFR clearance in the air, inform the facility/sector holding the flight plan of the pilot's intentions and, if possible, the VFR departure time.

#### 4-3-10. FORWARDING DEPARTURE TIMES

##### **TERMINAL**

Unless alternate procedures are prescribed in a letter of agreement or automatic departure messages are being transmitted between automated facilities, forward departure times to the facility from which you received the clearance and also to the terminal departure controller when that position is involved in the departure sequence.

##### **NOTE-**

1. Letters of agreement prescribing assumed departure times or mandatory radar handoff procedures are alternatives for providing equivalent procedures.
2. The letters "DM" flashing in the data block signify unsuccessful transmission of a departure message.

##### **REFERENCE-**

*FAAO JO 7210.3, Para 11-2-6, Automatic Acquisition/Termination Areas.*





## Section 4. Approaches

### 7-4-1. VISUAL APPROACH

A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually to the airport of intended landing; it is not an instrument approach procedure. Also, there is no missed approach segment. An aircraft unable to complete a visual approach must be handled as any go-around and appropriate separation must be provided.

**REFERENCE-**

FAAO JO 7110.65, Para 2-1-20 Wake Turbulence Cautionary Advisories.

FAAO JO 7110.65, Para 3-10-2 Forwarding Approach Information by Nonapproach Control Facilities.

FAAO JO 7110.65, Para 7-2-1 Visual Separation.

FAAO JO 7110.65, Para 7-4-4 Approaches to Multiple Runways.

### 7-4-2. VECTORS FOR VISUAL APPROACH

A vector for a visual approach may be initiated if the reported ceiling at the airport of intended landing is at least 500 feet above the MVA/MIA and the visibility is 3 miles or greater. At airports without weather reporting service there must be reasonable assurance (e.g. area weather reports, PIREPs, etc.) that descent and flight to the airport can be made visually, and the pilot must be informed that weather information is not available.

**PHRASEOLOGY-**

(Ident) FLY HEADING OR TURN RIGHT/LEFT HEADING (degrees) VECTOR FOR VISUAL APPROACH TO (airport name).

(If appropriate)

WEATHER NOT AVAILABLE.

**NOTE-**

At airports where weather information is not available, a pilot request for a visual approach indicates that descent and flight to the airport can be made visually and clear of clouds.

**REFERENCE-**

FAAO JO 7110.65, Para 5-9-1 Vectors to Final Approach Course.

FAAO JO 7110.65, Para 7-2-1 Visual Separation.

FAAO JO 7110.65, Para 7-4-3 Clearance for Visual Approach.

FAAO JO 7110.65, Para 7-4-4 Approaches to Multiple Runways.

FAAO JO 7110.65, Para 7-6-7 Sequencing.

FAAO JO 7110.65, Para 7-7-3 Separation.

### 7-4-3. CLEARANCE FOR VISUAL APPROACH

ARTCCs and approach controls may clear aircraft for visual approaches using the following procedures:

**NOTE-**

Towers may exercise this authority when authorized by a LOA with the facility that provides the IFR service, or by a facility directive at collocated facilities.

a. Controllers may initiate, or pilots may request, a visual approach even when an aircraft is being vectored for an instrument approach and the pilot subsequently reports:

1. The airport or the runway in sight at airports with operating control towers.
2. The airport in sight at airports without a control tower.

b. Resolve potential conflicts with all other aircraft, advise an overtaking aircraft of the distance to the preceding aircraft and speed difference, and ensure that weather conditions at the airport are VFR or that the pilot has been informed that weather is not available for the destination airport. Upon pilot request, advise the pilot of the frequency to receive weather information where AWOS/ASOS is available.

**PHRASEOLOGY-**

(Call sign) (control instructions as required) CLEARED VISUAL APPROACH RUNWAY (number);

or

(Call sign) (control instructions as required) CLEARED VISUAL APPROACH TO (airport name)

(and if appropriate)

WEATHER NOT AVAILABLE OR VERIFY THAT YOU HAVE THE (airport) WEATHER.

**REFERENCE-**

FAAO JO 7110.65, Para 7-2-1 Visual Separation.

c. Clear an aircraft for a visual approach when:

1. The aircraft is number one in the approach sequence, or
2. The aircraft is to follow a preceding aircraft and the pilot reports the preceding aircraft in sight and is instructed to follow it, or

**NOTE-**

*The pilot need not report the airport/runway in sight.*

3. The pilot reports the airport or runway in sight but not the preceding aircraft. Radar separation must be maintained until visual separation is provided.

d. All aircraft following a heavy jet/B757 must be informed of the airplane manufacturer and/or model.

**EXAMPLE-**

*“Cessna Three Four Juliet, following a Boeing 757, 12 o’clock, six miles.”*

*or*

*“Cessna Three Four Juliet, following a Seven fifty seven, 12 o’clock, six miles.”*

**REFERENCE-**

*FAAO JO 7110.65, Para.2-4-21, Description of Aircraft Types.*

e. Inform the tower of the aircraft’s position prior to communications transfer at controlled airports. ARTS/STARS functions may be used provided a facility directive or LOA specifies control and communication transfer points.

f. In addition to the requirements of para 7-4-2, Vectors for Visual Approach, and subparagraphs a, b, c, d, and e, ensure that the location of the destination airport is provided when the pilot is asked to report the destination airport in sight.

g. In those instances where airports are located in close proximity, also provide the location of the airport that may cause the confusion.

**EXAMPLE-**

*“Cessna Five Six November, Cleveland Burke Lakefront Airport is at 12 o’clock, 5 miles. Cleveland Hopkins Airport is at 1 o’clock 12 miles. Report Cleveland Hopkins in sight.”*

**REFERENCE-**

*FAAO JO 7110.65, Para 7-4-4 Approaches to Multiple Runways.*

#### **7-4-4. APPROACHES TO MULTIPLE RUNWAYS**

a. All aircraft must be informed that approaches are being conducted to parallel, intersecting, or converging runways. This may be accomplished through use of the ATIS.

b. When conducting visual approaches to multiple runways ensure the following:

1. Do not permit the respective aircrafts’ primary radar targets to touch unless visual separation is being applied.

2. When the aircraft flight paths intersect, ensure standard separation is maintained until visual separation is provided.

c. In addition to the requirements in para 7-2-1, Visual Separation, para 7-4-1, Visual Approach, para 7-4-2, Vectors for Visual Approach, and para 7-4-3, Clearance for Visual Approach, the following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate:

1. Parallel runways separated by less than 2,500 feet. Unless standard separation is provided by ATC, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway. When an aircraft reports another aircraft in sight on the adjacent final approach course and visual separation is applied, controllers must advise the succeeding aircraft to maintain visual separation. However, do not permit a heavy/B757 aircraft to overtake another aircraft. Do not permit a large aircraft to overtake a small aircraft.

2. Parallel runways separated by at least 2,500 feet, but less than 4,300 feet.

(a) Standard separation is provided until the aircraft are established on a heading which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and each aircraft has been issued and one pilot has acknowledged receipt of the visual approach clearance, and the other pilot has acknowledged receipt of the visual or instrument approach clearance.

**NOTE-**

1. *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.*

2. *Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.*

**REFERENCE-**

*FAA Publication, Pilot’s Handbook of Aeronautical Knowledge, Chapter 15 “Effect of Wind.”*

(b) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subpara (a) are met.

(c) Provided aircraft flight paths do not intersect, and when the provisions of subparas (a) and (b) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent final approach course.

3. Parallel runways separated by 4,300 feet or more.

(a) When aircraft flight paths do not intersect, visual approaches may be conducted simultaneously, provided standard separation is maintained until one of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.

(b) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subpara (a) are met.

(c) Provided the aircraft flight paths do not intersect, when the provisions of subparas (a) and (b) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent final approach course.

(d) Each aircraft must be assigned headings which will allow the aircraft to intercept the extended centerline of the runway at an angle not greater than 30 degrees.

**NOTE-**

1. *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a "belly-up" configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.*

2. *Variations between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.*

**REFERENCE-**

*FAA Publication, Pilot's Handbook of Aeronautical Knowledge, Chapter 15 "Effect of Wind."*

4. Intersecting and converging runways. Visual approaches may be conducted simultaneously with

visual or instrument approaches to other runways, provided:

(a) Standard separation is maintained until the aircraft conducting the visual approach has been issued and the pilot has acknowledged receipt of the visual approach clearance.

(b) When aircraft flight paths intersect, radar separation must be maintained until visual separation is provided.

**NOTE-**

*Although simultaneous approaches may be conducted to intersecting runways, staggered approaches may be necessary to meet the airport separation requirements specified in para 3-10-4 Intersecting Runway Separation.*

**REFERENCE-**

*FAAO 7110.79, Charted Visual Flight Procedures.*

*FAAO JO 7110.65, Para 7-4-5 Charted Visual Flight Procedures (CVFP). USA/USN Not Applicable.*

*FAAO JO 7110.65, Para 7-7-3 Separation.*

### **7-4-5. CHARTED VISUAL FLIGHT PROCEDURES (CVFP). USA/USN NOT APPLICABLE**

Clear an aircraft for a CVFP only when the following conditions are met:

a. There is an operating control tower.

b. The published name of the CVFP and the landing runway are specified in the approach clearance, the reported ceiling at the airport of intended landing is at least 500 feet above the MVA/MIA, and the visibility is 3 miles or more, unless higher minimums are published for the particular CVFP.

c. When using parallel or intersecting/converging runways, the criteria specified in para 7-4-4, Approaches to Multiple Runways, are applied.

d. An aircraft not following another aircraft on the approach reports sighting a charted visual landmark, or reports sighting a preceding aircraft landing on the same runway and has been instructed to follow that aircraft.

**PHRASEOLOGY-**

*(Ident) CLEARED (name of CVFP) APPROACH.*

### **7-4-6. CONTACT APPROACH**

Clear an aircraft for a contact approach only if the following conditions are met:

a. The pilot has requested it.

**NOTE-**

When executing a contact approach, the pilot is responsible for maintaining the required flight visibility, cloud clearance, and terrain/obstruction clearance. Unless otherwise restricted, the pilot may find it necessary to descend, climb, and/or fly a circuitous route to the airport to maintain cloud clearance and/or terrain/obstruction clearance. It is not in any way intended that controllers will initiate or suggest a contact approach to a pilot.

**b.** The reported ground visibility is at least 1 statute mile.

**c.** A standard or special instrument approach procedure has been published and is functioning for the airport of intended landing.

**d.** Approved separation is applied between aircraft so cleared and other IFR or SVFR aircraft. When applying vertical separation, do not assign a fixed altitude but clear the aircraft at or below an altitude which is at least 1,000 feet below any IFR traffic but not below the minimum safe altitude prescribed in 14 CFR Section 91.119.

**NOTE-**

14 CFR Section 91.119 specifies the minimum safe altitude to be flown:

(a) Anywhere.

(b) Over congested areas.

(c) Other than congested areas. To provide for an emergency landing in the event of power failure and without undue hazard to persons or property on the surface.

(d) Helicopters. May be operated at less than the minimums prescribed in paras (b) and (c) above if the operation is conducted without hazard to persons or property on the surface.

**e.** An alternative clearance is issued when weather conditions are such that a contact approach may be impracticable.

**PHRASEOLOGY-**

**CLEARED CONTACT APPROACH,**

*And if required,*

**AT OR BELOW** (altitude) (routing).

**IF NOT POSSIBLE, (alternative procedures), AND ADVISE.**