

## ATC'S (LACK OF) RESPONSIBILITY

Pilots may presume ATC won't clear them for an approach if it's not authorized based on the time of day, aircraft equipment or other factors. In fact, ATC issues approach clearances based on known traffic, not what's in your panel.

The "bible" for controllers, *Air Traffic Control*, FAA Order 7110.65V (the latest version was issued April 3, 2014, and is excerpted at right), specifically relieves controllers of the responsibility to determine if the approach for which they clear you is authorized. One reason is ATC has no clue under which rules you're operating or whether you have the necessary equipment aboard. That's your job, and is a task you'll ideally perform before takeoff, during your planning.

Meanwhile, a common reason for an approach not to be authorized at night, for anyone, is the presence of unlighted obstacles or terrain. Similarly, many airports have terrain or unlighted obstacles in one or more quadrants, but not surrounding the facility. In such cases, you'll probably see a notation advising circling isn't authorized at night, or that night circling isn't authorized in that quadrant, like "west of Runway 18/36." It's up to the pilot to read the fine print and

ensure he or she isn't trying to do something inappropriate.

### Section 8. Approach Clearance Procedures

#### 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 or LOC Run 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 5-6-1, 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 90 degrees.

#### PIVOTALITY (TYPE) APPROACH

CLEARED (TYPE) APPROACH

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

#### CLEARED APPROACH

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

#### CLEARED (specific procedure to be flown) APPROACH

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

CLEARED (ILS/LDA) APPROACH, GLIDESLOPE UNUSABLE.  
(When the title of the approach procedure contains "or LOC")

#### CLEARED LOCALIZER APPROACH

#### EXAMPLES—

- "Cleared Approach."
- "Cleared V-D-0-8 Approach."
- "Cleared V-D-0-8 Runway Three-Six Approach."
- "Cleared I-D-A Approach."
- "Cleared I-D-A Runway Three-Six Approach."
- "Cleared I-L-5 Approach."
- "Cleared Localizer Approach."
- "Cleared Localizer Back Course Runway One-Three Approach."
- "Cleared RNAV 2 Runway Two-Two Approach."
- "Cleared GPS Runway Two Approach."
- "Cleared BRANCH ONE Arrival and RNAV Runway One-Three Approach."
- "Cleared I-L-5 Runway Three-Six Approach, glideslope unusable."
- "Cleared S-D-F Approach."
- "Cleared G-L-5 Approach."

#### NOTE:

1. Clearances authorizing instrument approaches are issued on the basis that, if visual contact with the ground is made before the approach is completed, the entire approach procedure will be followed unless the pilot receives approval for a contact approach, is cleared for a visual approach, or cancels their IFR Status plate.

2. Approach clearances are issued based on known traffic. The usage of an approach clearance does not relieve the pilot of his/her responsibility to comply with applicable Parts of Title 14 of the Code of Federal Regulations and the notations on instrument approach charts which levy on the pilot the responsibility to comply with or act on an instruction, for example, "Straight-in minima not authorized at night," "Procedure not authorized when glideslope/glidepath not used," "Use of procedure limited to aircraft authorized to use airport," or "Procedure not authorized at night."

3. In some cases, the name of the approach, as published, is used to identify the approach, even though a component of the approach aid, other than the localizer or an ILS frequency. When more than one procedure is published on a single chart, each must adhere to all final approach guidance contained on that chart, even though each procedure will be treated as a separate entry.

*2. Approach clearances are issued based on known traffic. The receipt of an approach clearance does not relieve the pilot of his/her responsibility to comply with applicable Parts of Title 14 of the Code of Federal Regulations and the notations on instrument approach charts which levy on the pilot the responsibility to comply with or act on an instruction; for example, "Straight-in minima not authorized at night," "Procedure not authorized when glideslope/glidepath not used," "Use of procedure limited to aircraft authorized to use airport," or "Procedure not authorized at night."*