

**IMMEDIATELY**– Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

**INCERFA (Uncertainty Phase) [ICAO]**– A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

**INCREASED SEPARATION REQUIRED (ISR)**– Indicates the confidence level of the track requires 5NM separation. 3NM separation, 1 1/2NM separation, and target resolution cannot be used.

**INCREASE SPEED TO (SPEED)**–

(See SPEED ADJUSTMENT.)

**INERTIAL NAVIGATION SYSTEM (INS)**– An RNAV system which is a form of self-contained navigation.

(See Area Navigation/RNAV.)

**INFLIGHT REFUELING**–

(See AERIAL REFUELING.)

**INFLIGHT WEATHER ADVISORY**–

(See WEATHER ADVISORY.)

**INFORMATION REQUEST (INREQ)**– A request originated by an FSS for information concerning an overdue VFR aircraft.

**INITIAL APPROACH FIX (IAF)**– The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segment(s).

(See FIX.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INITIAL APPROACH SEGMENT**–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INITIAL APPROACH SEGMENT [ICAO]**– That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

**INLAND NAVIGATION FACILITY**– A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.

**INNER MARKER**– A marker beacon used with an ILS (CAT II) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per

second and indicating to the pilot, both aurally and visually, that he/she is at the designated decision height (DH), normally 100 feet above the touchdown zone elevation, on the ILS CAT II approach. It also marks progress during a CAT III approach.

(See INSTRUMENT LANDING SYSTEM.)

(Refer to AIM.)

**INNER MARKER BEACON**–

(See INNER MARKER.)

**INREQ**–

(See INFORMATION REQUEST.)

**INS**–

(See INERTIAL NAVIGATION SYSTEM.)

**INSTRUMENT APPROACH**–

(See INSTRUMENT APPROACH PROCEDURE.)

**INSTRUMENT APPROACH OPERATIONS**

[ICAO]– An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

**a.** A two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

**b.** A three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Note: Lateral and vertical navigation guidance refers to the guidance provided either by:

a) a ground-based radio navigation aid; or

b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

(See ICAO term INSTRUMENT APPROACH PROCEDURE.)

**INSTRUMENT APPROACH PROCEDURE**– A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**a.** U.S. civil standard instrument approach procedures are approved by the FAA as prescribed