

### 5-5-3. Contact Approach

#### a. Pilot.

1. Must request a contact approach and makes it in lieu of a standard or special instrument approach.

2. By requesting the contact approach, indicates that the flight is operating clear of clouds, has at least one mile flight visibility, and reasonably expects to continue to the destination airport in those conditions.

3. Assumes responsibility for obstruction clearance while conducting a contact approach.

4. Advises ATC immediately if unable to continue the contact approach or if encounters less than 1 mile flight visibility.

5. Is aware that if radar service is being received, it may be automatically terminated when told to contact the tower.

#### REFERENCE-

*Pilot/Controller Glossary Term- Radar Service Terminated.*

#### b. Controller.

1. Issues clearance for a contact approach only when requested by the pilot. Does not solicit the use of this procedure.

2. Before issuing the clearance, ascertains that reported ground visibility at destination airport is at least 1 mile.

3. Provides approved separation between the aircraft cleared for a contact approach and other IFR or special VFR aircraft. When using vertical separation, does not assign a fixed altitude, but clears the aircraft at or below an altitude which is at least 1,000 feet below any IFR traffic but not below Minimum Safe Altitudes prescribed in 14 CFR Section 91.119.

4. Issues alternative instructions if, in their judgment, weather conditions may make completion of the approach impracticable.

### 5-5-4. Instrument Approach

#### a. Pilot.

1. Be aware that the controller issues clearance for approach based only on known traffic.

2. Follows the procedure as shown on the IAP, including all restrictive notations, such as:

(a) Procedure not authorized at night;

(b) Approach not authorized when local area altimeter not available;

(c) Procedure not authorized when control tower not in operation;

(d) Procedure not authorized when glide slope not used;

(e) Straight-in minimums not authorized at night; etc.

(f) Radar required; or

(g) The circling minimums published on the instrument approach chart provide adequate obstruction clearance and pilots should not descend below the circling altitude until the aircraft is in a position to make final descent for landing. Sound judgment and knowledge of the pilot's and the aircraft's capabilities are the criteria for determining the exact maneuver in each instance since airport design and the aircraft position, altitude and airspeed must all be considered.

#### REFERENCE-

*AIM, Paragraph 5-4-20, Approach and Landing Minimums.*

3. Upon receipt of an approach clearance while on an unpublished route or being radar vectored:

(a) Complies with the minimum altitude for IFR; and

(b) Maintains the last assigned altitude until established on a segment of a published route or IAP, at which time published altitudes apply.

4. There are currently two temperature limitations that may be published in the notes box of the middle briefing strip on an instrument approach procedure (IAP). The two published temperature limitations are:

(a) A temperature range limitation associated with the use of baro-VNAV that may be published on a United States PBN IAP titled RNAV (GPS) or RNAV (RNP); and/or

(b) A Cold Temperature Airport (CTA) limitation designated by a snowflake ICON and temperature in Celsius (C) that is published on every IAP for the airfield.

5. Any planned altitude correction for the intermediate and/or missed approach holding segments must be coordinated with ATC. Pilots do not have to advise ATC of a correction in the final segment.