



ON TRACK



Articles of Interest for the Professional Aviator ICP Flight - Central Flying School

American Procedures in a Nutshell

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PREFLIGHT

- 1-800-WX-BRIEF. Use this number anywhere in the US to contact flight service to obtain weather, NOTAMS or file a flight plan when operating from civil fields.
 - This number will NOT work when calling from Canada and FSSs no longer have commercial phone numbers
 - International access is granted through Miami Flight Services at 1-800-432-4716
 - Civil forecasters may not have access to some military field weather
- L-series NOTAMs are now included in the D-series so you no longer have to contact FSS to obtain L-series NOTAMs to civil fields.
 - All required NOTAMs may be retrieved from <https://www.notams.jcs.mil>
- The DD Form 175 (Military Flight Plan) may be used when departing military fields for flights within the continental US and Alaska, and for flights from the continental US to Canada.
 - See GPH 270 General Planning (Chapt 4) for example DD 175's
 - Multiple legs may be placed on a single DD 175
- When filing direct between NAVAIDs (in non-RNAV aircraft), the distance between the NAVAIDs is limited by the NAVAIDs' service volume. See legend in the IFR sup for NAVAID service volumes.
- Always check the cover of the instrument approach books to see if the Terminal Change Notice (TCN) is effective for both NACO (civil) and DoD procedures.
 - Consult the index in the front of the book when referencing the TCN. It is the only place that shows if an approach has been deleted.
 - NACO Change Notices may be obtained via the internet at: http://www.naco.faa.gov/index.asp?xml=naco/online/d_tpp
- In the DoD STAR book, STARS are listed alphabetically by STAR name, but listed by city in the Index of Instrument Procedure Charts in the front of the book. So if you're cleared for a STAR you weren't expecting, find it by thumbing through the pages of the book and look for its name (i.e. Gopher Five Arrival). When deciding which STAR to file during flight planning, use the Index (i.e. Minneapolis-St Paul Intl).
 - In the NACO publications, STARS are included in the state terminal procedures books. They are listed in alphabetically by STAR name in section P and by city in the Index of Terminal Charts and Minimums.

- Airport lighting symbols are found in the Flight Information Handbook (FIH), Section B
- Two-way radio failure procedures are also in the FIH (Section A). The procedures are essentially the same in Canada. Listen carefully to your initial clearance (i.e. “Cleared as filed to . . .”), as it may not be to your final destination.

US ENTRY REQUIREMENTS

- All aircraft entering the U.S. (including VFR traffic) must be on an active flight plan, maintain two-way communications with ATC, and be equipped with an operable Mode C transponder. Furthermore, those aircraft MUST obtain, and transmit, a US ATC assigned transponder code prior to entering U.S. airspace. Aircraft expecting to experience difficulty contacting US ATC upon entering U.S. airspace (i.e. low flying aircraft) must obtain a US assigned transponder code via any means available prior to entering US airspace (including calling US ATC via phone line prior to departure or coordinating with non-US ATC prior to losing communication with that ATC facility).
- All aircraft originating outside the US and landing within the US, or its territories, must advise CUSTOMS at least 1 hour prior to entry and land at a designated Airport of Entry (AOE). Failure to comply may result in significant fines, imprisonment, or aircraft impoundment.
 - NOTE: Placing “ADCUS” in the Remarks section of a flight plan is not sufficient notification
 - See the following US Customs and Border Protection website for the Guide for Private Flyers. This document lists all US International Airports, Landing Rights Airports, and User-fee Airports and their associated telephone numbers.
 - http://www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/

IN-FLIGHT PROCEDURES

- ATC expects a minimum climb/descent rate of 500 fpm. Advise ATC if unable.
 - Exception: No specific climb/descent rate required if given “Pilot’s discretion climb/descent”
- Opening IFR flight plans (at fields without a control tower)
 - Call ATC via radio while on the ground (potential line-of-sight issue)
 - Use a Ground Communication Outlet (GCO)
 - A VHF frequency that activates a telephone connection
 - Check an instrument approach plate or the IFR Sup for the frequency
 - Key the mike 4 times for ATC and 6 times for FSS
 - Call IFR Clearance Delivery (1-888-766-8267)
 - Call FSS via landline (1-800-WX BRIEF)
 - Depart VFR and coordinate once airborne
- Activating VFR flight plans (in order to receive latest wx, route information and SAR protection)
 - Ask tower to pass your departure time to FSS
 - Call FSS once airborne and pass your departure time
 - This is particularly important when flying from a civilian field to a military field as you don’t want to arrive unannounced. However, if a PPR has been obtained then the base will be expecting you regardless of your departure time.
 - After filing a VFR flight plan with FSS, it will drop out of the system if not activated within 1 hour
- Flight following for VFR operations is encouraged in order to receive traffic advisories. Obtain initial ATC frequency from tower, FSS or a terminal/sectional chart.

- If landing at an airport with an operating control tower, the tower should close your flight plan upon landing. Otherwise, the pilot is responsible for closing the flight plan with FSS (landline or GCO).
- On airways, you are expected to lead turns to maintain the airway centerline. This is very important when operating above FL180 as extra airspace is not provided on the manoeuvring side of the track as it is in Canada.
- Holding airspeeds are different in the US - see GPH 270, General Planning Chapter 6
 - Unless depicted otherwise, the maximum speeds:

to 6,000' MSL	200 KIAS
to 14,000' MSL	230 KIAS
> 14,000' MSL	265 KIAS
 - At USAF airfields: 310 KIAS maximum, unless depicted otherwise
 - At US Navy airfields: 230 KIAS maximum, unless depicted otherwise
 - Climb in Hold: 310 KIAS max
 - Except, for holding patterns depicted at 175 KIAS, then climb-in hold airspeeds are 200 KIAS at/below 6000' and 230 KIAS above 6000'

Departure Procedures

- If vectored off a SID, consider the SID cancelled unless told to "Expect to resume SID."
- When flying a SID and ATC directs you to "climb and maintain..." you can disregard the SID altitude restrictions and climb unrestricted but you must still follow the lateral routing.
- Most airfields are assessed for departures. If a field has an instrument approach procedure published in the DoD or NACO approach books, it has been assessed for departures or it will be specifically annotated that it has not been assessed.
- If the airfield has a triangle 'T' published on the SID or the approach plate, an obstacle penetrates the 40:1 OIS and thus a departure procedure and/or weather minimums are published. If a triangle 'T' is printed then a diverse departure is not authorized. Look in the front of the approach book for the specific guidance or procedures.
- US criteria for diverse departures is the same as in Canada:
 - Cross departure end of the runway at or above 35'
 - Except at USAF & USN bases where 0' DER is required
 - 400' AAE before turning
 - Climb rate of at least 200 ft/nm

Arrival Procedures

- If cleared to "Descend via" a STAR, comply with all published altitudes and routings on the STAR. If "Cleared for" a STAR, fly the published route, but maintain last assigned altitude.
- If arriving at an airport via an unpublished route, when you receive approach clearance you must maintain the last assigned altitude until you are established on a published portion of the approach procedure.
 - If arriving at an airport via a published routing (airway or transition route), when you receive approach clearance you may descend to the minimum altitude published for that route segment (MEA or transition route altitude).
- A maximum of 200 KIAS should be observed on procedure turn approaches
- A Localizer Direction Aid (LDA) is a localizer approach, but it normally is not aligned with the runway.

- A Simplified Directional Facility (SDF) is similar to a localizer. The beam width is wider (6-12 degrees) than a localizer and it may not be aligned with the runway (but generally not more than 3 degrees).

Still have questions? Contact Maj Chad Pate at the ICP Flight at CSN/DSN 319-257-6310 or email pate.cpp@forces.ca.