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Aeronautics and Space

CHAPTER I

FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION (CONTINUED)

SUBCHAPTER F -- AIR TRAFFIC AND GENERAL OPERATING RULES

PART 97 -- STANDARD INSTRUMENT APPROACH PROCEDURES

Subpart A -- General

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Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, and 44721-44722.

Source: Docket No. 1580, 28 FR 6719, June 29, 1963, unless otherwise noted.

Subpart A -- General

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§97.1 Applicability.

This part prescribes standard instrument approach procedures for instrument letdown to airports in the United States and the weather minimums that apply to takeoffs and landings under IFR at those airports.

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§97.3 Symbols and terms used in procedures.

As used in the standard terminal instrument procedures prescribed in this part --

(a) *A* means alternate airport weather minimum.

(b) *Aircraft approach category* means a grouping of aircraft based on a speed of VREF, if specified, or if VREF is not specified, 1.3 VS0 at the maximum certificated landing weight. VREF, VS0, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. The categories are as follows:

(1) Category A: Speed less than 91 knots.

(2) Category B: Speed 91 knots or more but less than 121 knots.

(3) Category C: Speed 121 knots or more but less than 141 knots.

(4) Category D: Speed 141 knots or more but less than 166 knots.

(5) Category E: Speed 166 knots or more.

(c) Approach procedure segments for which altitudes (all altitudes prescribed are minimum altitudes unless otherwise specified) or courses, or both, are prescribed in procedures, are as follows:

(1) *Initial approach* is the segment between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course.

(2) *Initial approach altitude* means the altitude (or altitudes, in High Altitude Procedures) prescribed for the initial approach segment of an instrument approach.

(3) *Intermediate approach* is the segment between the intermediate fix or point and the final approach fix.

(4) *Final approach* is the segment between the final approach fix or point and the runway, airport, or missed-approach point.

(5) *Missed approach* is the segment between the missed-approach point, or point of arrival at decision height, and the missed-approach fix at the prescribed altitude.

(d) *C* means circling landing minimum, a statement of ceiling and visibility values, or minimum descent altitude and visibility, required for the circle-to-land maneuver.

(d-1) *Copter procedures* means helicopter procedures, with applicable minimums as prescribed in §97.35 of this part. Helicopters may also use other procedures prescribed in Subpart C of this part and may use the Category A minimum descent altitude (MDA) or decision height (DH). The required visibility minimum may be reduced to one-half the published visibility minimum for Category A aircraft, but in no case may it be reduced to less than one-quarter mile or 1,200 feet RVR.

(e) *Ceiling minimum* means the minimum ceiling, expressed in feet above the surface of the airport, required for takeoff or required for designating an airport as an alternate airport.

(f) *D* means day.

(g) *FAF* means final approach fix.

(h) *HAA* means height above airport.

(h-1) *HAL* means height above a designated helicopter landing area used for helicopter instrument approach procedures.

(i) *HAT* means height above touchdown.

(j) *MAP* means missed approach point.

(k) *More than 65 knots* means an aircraft that has a stalling speed of more than 65 knots (as established in an approved flight manual) at maximum certificated landing weight with full flaps, landing gear extended, and power off.

(l) *MSA* means minimum safe altitude, an emergency altitude expressed in feet above mean sea level, which provides 1,000 feet clearance over all obstructions in that sector within 25 miles of the facility on which the procedure is based (LOM in ILS procedures).

(m) *N* means night.

(n) *NA* means not authorized.

(o) *NOPT* means no procedure turn required (altitude prescribed applies only if procedure turn is not executed).

(o-1) *Point in space approach* means a helicopter instrument approach procedure to a missed approach point that is more than 2,600 feet from an associated helicopter landing area.

(p) *Procedure turn* means the maneuver prescribed when it is necessary to reverse direction to establish the aircraft on an intermediate or final approach course. The outbound course, direction of turn, distance within which the turn must be completed, and minimum altitude are specified in the procedure. However, the point at which the turn may be commenced, and the type and rate of turn, is left to the discretion of the pilot.

(q) *RA* means radio altimeter setting height.

(r) *RVV* means runway visibility value.

(s) *S* means straight-in landing minimum, a statement of ceiling and visibility, minimum descent altitude and visibility, or decision height and visibility, required for a straight-in landing on a specified runway. The number appearing with the *S* indicates the runway to which the minimum applies. If a straight-in minimum is not prescribed in the procedure, the circling minimum specified applies to a straight-in landing.

(t) *Shuttle* means a shuttle, or race-track-type, pattern with 2-minute legs prescribed in lieu of a procedure turn.

(u) *65 knots or less* means an aircraft that has a stalling speed of 65 knots or less (as established in an approved flight manual) at maximum certificated landing weight with full flaps, landing gear extended, and power off.

(v) *T* means takeoff minimum.

(w) *TDZ* means touchdown zone.

(x) *Visibility minimum* means the minimum visibility specified for approach, or landing, or takeoff, expressed in statute miles, or in feet where RVR is reported. (Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(c), 1354(a), 1421); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 8130, 32 FR 13911, Oct. 6, 1967, as amended by Amdt. 97-803, 37 FR 6287, Mar. 28, 1972; Amdt. 97-1133, 44 FR 15659, Mar. 15, 1979; Amdt. 97-1333, 67 FR 70828, Nov. 26, 2002]

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§97.5 Bearings; courses; headings; radials; miles.

(a) All bearings, courses, headings, and radials in this part are magnetic.

(b) RVR values are stated in feet. Other visibility values are stated in statute miles. All other mileages are stated in nautical miles.

[Doc. No. 561, 32 FR 13912, Oct. 6, 1967]

Subpart B -- Procedures

Editorial Note: The procedures set forth in this subpart were formerly carried as §§609.100 through 609.500 of this title and were transferred to part 97 as §§97.11 through 97.19, respectively, but are not carried in the Code of Federal Regulations. For Federal Register citations affecting these procedures, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

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§97.10 General.

This subpart prescribes standard instrument approach procedures other than those based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). Standard instrument approach procedures adopted by the FAA and described on FAA Form 3139 are incorporated into this part and made a part hereof as provided in 5 U.S.C. 552(a)(1) and pursuant to 1 CFR part 20. The incorporated standard instrument approach procedures are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20590. Copies of SIAPs adopted in a particular FAA Region are also available for examination at the headquarters of that region. Moreover, copies of SIAPs originating in a particular Flight Inspection District Office are available for examination at that office. Based on the information contained on FAA Form 3139, standard instrument approach procedures are portrayed on charts prepared for the use of pilots by the U.S. Coast and Geodetic Survey and other publishers of aeronautical charts.

[Doc. No. 9748, 35 FR 5609, Apr. 7, 1970]

Subpart C -- TERPS Procedures

Source: Docket No. 8130, 32 FR 13912, Oct. 6, 1967, unless otherwise noted.

Editorial Note: The procedures for §§97.21 through 97.35, respectively, are not carried in the Code of Federal Regulations. For FEDERAL REGISTER citations affecting these procedures, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

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§97.20 General.

(a) This subpart prescribes standard instrument procedures based on the criteria contained in FAA Order 8260.3B, "U.S. Standard for Terminal Instrument Procedures (TERPS) (July 7, 1976) and FAA Order 8260.19C, "Flight Procedures and Airspace" (September 16, 1993). These standard instrument procedures and FAA Orders were approved for incorporation by reference by the Director of the Federal Register pursuant to 5 U.S.C. 552(a) and 1 CFR part 51. They may be examined at the following locations:

(1) FAA Orders 8260.3 and 8260.19 may be examined at the Federal Aviation Administration, Flight

Standards Service, Flight Technologies and Procedures Division (AFS-420), 6500 S. MacArthur Blvd., Oklahoma City, OK, and at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. These Orders are available for purchase from the U.S. Government Printing Office, 710 N. Capitol Street, NW., Washington, DC 20401.

(2) Standard instrument procedures may be examined at the Federal Aviation Administration, National Flight Data Center (ATA-110), 800 Independence Avenue, SW., Washington, DC, and at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(b) Standard instrument procedures and associated supporting data are documented on specific forms under FAA Order 8260.19C (September 16, 1993) and are promulgated by the FAA through the National Flight Data Center (NFDC) as the source for aeronautical charts and avionics databases. These procedures are then portrayed on aeronautical charts and included in avionics databases prepared by the National Aeronautical Charting Office (AVN-500) and other publishers of aeronautical data for use by pilots using the NFDC source data. The terminal aeronautical charts published by the U.S. Government were approved for incorporation by reference by the Director of the Federal Register pursuant to 5 U.S.C. 552(a) and 1 CFR part 51. They may be examined at the Federal Aviation Administration, National Flight Data Center (ATA-110), 800 Independence Avenue, SW., Washington, DC, and at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. These charts are available for purchase from the FAA National Aeronautical Charting Office, Distribution Division AVN-530, 6303 Ivy Lane, Suite 400, Greenbelt, MD 20770.

[Doc. No. FAA-2003-14698, 68 FR 16947, Apr. 8, 2003]