

pilot responsibility for maintaining a safe approach interval and adequate wake turbulence separation.

e. A visual approach is not an IAP and therefore has no missed approach segment. If a go around is necessary for any reason, aircraft operating at controlled airports will be issued an appropriate advisory/clearance/instruction by the tower. At uncontrolled airports, aircraft are expected to remain clear of clouds and complete a landing as soon as possible. If a landing cannot be accomplished, the aircraft is expected to remain clear of clouds and contact ATC as soon as possible for further clearance. Separation from other IFR aircraft will be maintained under these circumstances.

f. Visual approaches reduce pilot/controller workload and expedite traffic by shortening flight paths to the airport. It is the pilot's responsibility to advise ATC as soon as possible if a visual approach is not desired.

g. Authorization to conduct a visual approach is an IFR authorization and does not alter IFR flight plan cancellation responsibility.

REFERENCE-

AIM Paragraph 5-1-15, Canceling IFR Flight Plan

h. Radar service is automatically terminated, without advising the pilot, when the aircraft is instructed to change to advisory frequency.

5-4-24. Charted Visual Flight Procedure (CVFP)

a. CVFPs are charted visual approaches established for environmental/noise considerations, and/or when necessary for the safety and efficiency of air traffic operations. The approach charts depict prominent landmarks, courses, and recommended altitudes to specific runways. CVFPs are designed to be used primarily for turbojet aircraft.

b. These procedures will be used only at airports with an operating control tower.

c. Most approach charts will depict some NAVAID information which is for supplemental navigational guidance only.

d. Unless indicating a Class B airspace floor, all depicted altitudes are for noise abatement purposes and are recommended only. Pilots are not prohibited

from flying other than recommended altitudes if operational requirements dictate.

e. When landmarks used for navigation are not visible at night, the approach will be annotated "*PROCEDURE NOT AUTHORIZED AT NIGHT.*"

f. CVFPs usually begin within 20 flying miles from the airport.

g. Published weather minimums for CVFPs are based on minimum vectoring altitudes rather than the recommended altitudes depicted on charts.

h. CVFPs are not instrument approaches and do not have missed approach segments.

i. ATC will not issue clearances for CVFPs when the weather is less than the published minimum.

j. ATC will clear aircraft for a CVFP after the pilot reports sighting a charted landmark or a preceding aircraft. If instructed to follow a preceding aircraft, pilots are responsible for maintaining a safe approach interval and wake turbulence separation.

k. Pilots should advise ATC if at any point they are unable to continue an approach or lose sight of a preceding aircraft. Missed approaches will be handled as a go-around.

5-4-25. Contact Approach

a. Pilots operating in accordance with an IFR flight plan, provided they are clear of clouds and have at least 1 mile flight visibility and can reasonably expect to continue to the destination airport in those conditions, may request ATC authorization for a contact approach.

b. Controllers may authorize a contact approach provided:

1. The contact approach is specifically requested by the pilot. ATC cannot initiate this approach.

EXAMPLE-

Request contact approach.

2. The reported ground visibility at the destination airport is at least 1 statute mile.

3. The contact approach will be made to an airport having a standard or special instrument approach procedure.

4. Approved separation is applied between aircraft so cleared and between these aircraft and other IFR or special VFR aircraft.