Federal Aviation Administration, DOT

Subpart C—En Route IFR Altitudes Over Particular Routes and Intersections

EDITORIAL NOTE: The prescribed IFR altitudes for flights over particular routes and intersections in this subpart were formerly carried as §§ 610.11 through 610.68 in this title and were transferred to part 95 as §§ 95.41 through 95.68, respectively, but are not carried in the Code of Federal Regulations. For Federal Register citations affecting these routes, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.fdsys.gov.

§ 95.31 General.
This subpart prescribes IFR altitudes for flights along particular routes or route segments and over additional intersections not listed as a part of a route or route segment.

(Doc. No. 1580, 28 FR 6719, June 29, 1963)

Subpart D—Changeover Points

EDITORIAL NOTE: The prescribed COP’s for Federal airways, jet routes, or other direct routes for which an MEA is designated in this part are not carried in the Code of Federal Regulations. For Federal Register citations affecting these routes see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.fdsys.gov.

§ 95.8001 General.
This subpart prescribes COP’s for Federal airways, jet routes, area navigation routes, or other direct routes for which an MEA is designated in this part. Unless otherwise specified the COP is midway between the navigation facilities or way points for straight route segments, or at the intersection of radials or courses forming a dogleg in the case of dogleg route segments.

(Doc. No. 1580, 35 FR 14610, Sept. 18, 1970)

PART 97—STANDARD INSTRUMENT PROCEDURES

Subpart A—General

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97.1 Applicability.
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§ 97.3 Symbols and terms used in procedures.

Aircraft approach category means a grouping of aircraft based on a speed of VREF, if specified, or if VREF is not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, 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.

Approach procedure segments for which altitudes (minimum altitudes, unless otherwise specified) and paths are prescribed in procedures, are as follows—
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(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 is the altitude (or altitudes, in high altitude procedure) 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 altitude or decision height (DA/DH), and the missed approach fix at the prescribed altitude.

_Ceiling_ means the minimum ceiling, expressed in feet above the airport elevation, required for takeoff or required for designating an airport as an alternate airport.

_Copter procedures_ means helicopter procedures, with applicable minimums as prescribed in §97.35. 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 altitude or decision height (DA/DH). For other than “copter-only” approaches, the required visibility minimum for Category I approaches 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 prevailing visibility, or, if reported, 1,200 feet RVR. Reduction of visibility minima on Category II instrument approach procedures is prohibited.

_FAF_ means final approach fix.

_HAA_ means height above airport and is expressed in feet.

_HAL_ means height above landing and is the height of the DA/MDA above a designated helicopter landing area elevation used for helicopter instrument approach procedures and is expressed in feet.

_HAS_ means height above the surface and is the height of the DA/MDA above the highest terrain/surface within a 5,200-foot radius of the missed approach point used in helicopter instrument approach procedures and is expressed in feet above ground level (AGL).

_HAT_ means height above touchdown.

_HCH_ means helipoint crossing height and is the computed height of the vertical guidance path above the helipoint elevation at the helipoint expressed in feet.

_Helipoint_ means the aiming point for the final approach course. It is normally the center point of the touchdown and lift-off area (TLOF).

_Hold in lieu of PT_ means a holding pattern established under applicable FAA criteria, and used in lieu of a procedure turn to execute a course reversal.

_MAP_ means missed approach point.

_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 certified landing weight with full flaps, landing gear extended, and power off.

_MSA_ means minimum safe altitude, expressed in feet above mean sea level, depicted on an approach chart that provides at least 1,000 feet of obstacle clearance for emergency use within a certain distance from the specified navigation facility or fix.

_NA_ means not authorized.

_NOPT_ means no procedure turn required. Altitude prescribed applies only if procedure turn is not executed.

_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 begun, and the type and rate of turn, is left to the discretion of the pilot.

_RA_ means radio altimeter setting height.

_RVV_ means runway visibility value.

_SIAP_ means standard instrument approach procedure.

_65 knots or less_ means an aircraft that has a stalling speed of 65 knots or less (as established in an approved flight
PART 99—SECURITY CONTROL OF AIR TRAFFIC

Subpart A—General

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