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ROUTINE

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* U N C L A S S I F I E D *
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RTTUZYUW RUEAHQA1663 2281510-UUUU--RUEABOA RUEABOL.
ZNR UUUUU
R 131305Z AUG 96
FM HQ USAF WASHINGTON DC//XOO//
TO ALMAJCOM//DO/XO//
RUVRAFA/HQ AFRES ROBINS AFB GA//DO//
RHDJAAA/ANGRC WASHINGTON DC//XO//
AIG 9411//IMPD/MSIPD//
INFO RHDJAAA/HQ AFFSA ANDREWS AFB MD//CC//
ZEN/HQ USAF WASHINGTON DC//XOOA/SCMV//
RUEABOA/SAF BOLLING AFB DC//AAD//
BT
UNCLAS
SUBJECT: IMC 96-1 TO AFMAN 11-217, VOLUME 1, INSTRUMENT FLIGHT PROCEDURES, 1 APRIL 1996
1. MAKE THE FOLLOWING WRITE-IN CHANGES TO AFMAN 11-217, VOLUME 1, INSTRUMENT FLIGHT PROCEDURES, 1 APRIL 1996:
A. PAGE 94, PARAGRAPH 8.6. PLANNING THE APPROACH. INSERT THE FOLLOWING NOTE AFTER THE LAST SENTENCE: "NOTE: ANOTHER SOURCE OF PREFLIGHT PLANNING INFORMATION IS THE AIRFIELD SUITABILITY REPORT (ASR) AND THE SUMMARY OF AIRFIELD RESTRICTIONS (SAR). REFER TO THESE DOCUMENTS IF APPLICABLE TO YOUR AIRCRAFT."

PAGE 02 RUEAHQA1663 UNCLAS
B. PAGE 103, PARAGRAPH 10.4.4. DELETE THIRD BULLET ADDRESSING TACAN HOLDING.
C. PAGE 103, PARAGRAPH 10.4.4. CHANGE THE LAST SENTENCE OF THE FOURTH BULLET TO READ, "WHEN ADJUSTING THE LENGTH OF THE HOLDING PATTERN TO MEET AN ATC CLEARANCE, YOU MAY SHORTEN THE PATTERN. HOWEVER, NEVER LENGTHEN THE PATTERN BY FLYING BEYOND THE PUBLISHED DISTANCE OR EXCEEDING THE MAXIMUM INBOUND LEG TIME FOR THE ALTITUDE AT WHICH YOU ARE HOLDING."
D. PAGE 104, PARAGRAPH 10.5.4. DELETE THE SECOND BULLET ADDRESSING PROCEDURES.
E. PAGE 126, PARAGRAPH 14.1.1.1. FINAL APPROACH. ADD A BULLET BETWEEN THE FIRST AND SECOND BULLETS TO READ: "ONCE THE AIRCRAFT IS INSIDE THE FINAL APPROACH FIX, ONE NAVIGATION RECEIVER MUST REMAIN TUNED TO AND DISPLAY THE FACILITY WHICH PROVIDES FINAL APPROACH

DELIVER TO:

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TOR:151523Z AUG 96 * U N C L A S S I F I E D *
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COURSE GUIDANCE. FOR EXAMPLE, IF AN AIRCRAFT IS EQUIPPED WITH ONLY ONE VOR RECEIVER, THAT RECEIVER CANNOT BE RETUNED INSIDE THE FINAL APPROACH FIX TO ANOTHER VOR STATION THAT IDENTIFIES SUBSEQUENT STEPDOWN FIXES AND/OR THE MISSED APPROACH POINT."
F. PAGE 126, PARAGRAPH 14.1.1.2.2. DELETE THE LAST TWO SENTENCES BEFORE THE NOTE AND REPLACE WITH, "TIMING IS THE LEAST PRECISE


METHOD OF IDENTIFYING THE MISSED APPROACH POINT. SOMETIMES TIMING IS NOT AUTHORIZED TO IDENTIFY THE MISSED APPROACH POINT BECAUSE OF TERPS CONSIDERATIONS. ALSO, TIME AND DISTANCE TABLES ON THE APPROACH CHART ARE BASED ON GROUNDSPEED; THEREFORE, THE EXISTING WIND AND TAS MUST BE CONSIDERED TO ACCURATELY TIME THE FINAL APPROACH. FOR THESE REASONS, IF TIMING IS NOT PUBLISHED ON THE APPROACH CHART, TIMING IS NOT AUTHORIZED AS A MEANS OF IDENTIFYING THE MISSED APPROACH POINT."
G. PAGE 126, PARAGRAPH 14.1.1.2.2. CHANGE THE LAST SENTENCE OF THE THIRD NOTE (ABOUT USING MIDDLE MARKERS) TO READ, "THE MIDDLE MARKER MAY NOT BE USED AS THE SOLE MEANS OF IDENTIFYING THE MAP. HOWEVER, IF THE MIDDLE MARKER IS RECEIVED WHILE EXECUTING SUCH AN APPROACH, AND OTHER INDICATIONS (DME AND/OR TIMING) AGREE, YOU MAY CONSIDER YOURSELF AT THE MAP AND TAKE APPROPRIATE ACTION."
H. PAGE 146, PARAGRAPH 16.3. MISSED APPROACH/DEPARTURE INSTRUCTIONS. CHANGE THE FIRST SENTENCE TO READ, "A CLEARANCE FOR AN APPROACH INCLUDES CLEARANCE FOR THE MISSED APPROACH PUBLISHED ON THE IAP, UNLESS ATC ISSUES VERBAL MISSED APPROACH/DEPARTURE INSTRUCTIONS."
I. PAGE 146, PARAGRAPH 16.3. MISSED APPROACH/DEPARTURE INSTRUCTIONS.


DELETE ALL OF THE TEXT CONTAINED IN THE FIRST BULLET.
J. PAGE 147, PARAGRAPH 16.4.1. IMPORTANT GUIDELINES. CHANGE THE FIRST SENTENCE TO READ, "IF YOU HAVE BEEN CLEARED TO LAND (FULL STOP), IT IS IMPORTANT TO REMEMBER ATC EXPECTS YOU TO LAND; THEREFORE, IF YOU HAVE BEEN CLEARED TO LAND AND MUST SUBSEQUENTLY EXECUTE A MISSED APPROACH, NOTIFY ATC AS SOON AS POSSIBLE AND EXECUTE THE PUBLISHED MISSED APPROACH PROCEDURE UNLESS YOU HAVE BEEN ISSUED VERBAL MISSED APPROACH/DEPARTURE INSTRUCTIONS."
K. PAGE 190, PARAGRAPH 24.1.6. ADVISORY CALLS. DELETE THE LAST SENTENCE OF THE PARAGRAPH PRIOR TO THE NOTE.
2. THIS IMC SUPERSEDES AF/XOO MSG 142012Z JUN 96 WHICH SHOULD BE REMOVED FROM THE PERMANENT FCIF FILE UPON RECEIPT.
3. POC IS MAJ KEVIN JONES, HQ AFFSA/XOFD, DSN 858-5418.
BT
#1663