

WHEN ATC IS WRONG

A controller's expectations don't always comport with a pilot's responsibilities. Perhaps no better examples are available than determining when a procedure turn is required while executing an approach.

Here's part of what the Aeronautical Information Manual (AIM) has to say about procedure turns and holding: "The procedure turn or hold-in-lieu-of-PT is a required maneuver when it is depicted on the approach chart, unless cleared by ATC for a straight-in approach. Additionally, the procedure turn or hold-in-lieu-of-PT is not permitted when the symbol 'No PT' is depicted on the initial segment being used, when a RADAR VECTOR to the final approach course is provided, or when conducting a timed approach from a holding fix." Sometimes, though, ATC's expectations differ. Following are two examples, from NASA's Aviation Safety Reporting System.

KDAB RNAV (GPS) RWY 7L

"We received a clearance to...proceed direct COCAD, and report established.... At no point did we request to proceed straight-in, imply that we wanted to, or receive notice that we should expect to do so.

"None of [the AIM's] conditions were met, so I instructed my student to accomplish the recommended direct entry into the hold.... As soon as we turned outbound for the entry into the hold in lieu of PT, the Controller transmitted, "I wanted to you go straight-in!" and gave us vectors to re-sequence us."

KHGR ILS RWY 27

"While proceeding towards HGR to conduct an ILS approach for training (the ILS Runway 27), the ZDC Controller directed us to proceed direct to HAIGS Intersection (e.g., not a vector), and stated we were cleared for the ILS approach.... Upon reaching HAIGS...I told my student to perform one turn in the hold...to get established, following the published hold.... Once established, the Tower Controller stated that they had received a call from ZDC indicating that I, in effect, should have proceeded straight in. I respectfully told the Controller that I did not agree, and that I was required to perform the one turn."

Avoiding these misunderstandings can be as simple as querying ATC about their expectations, or simply requesting/advising you'll be doing the published reversal.

