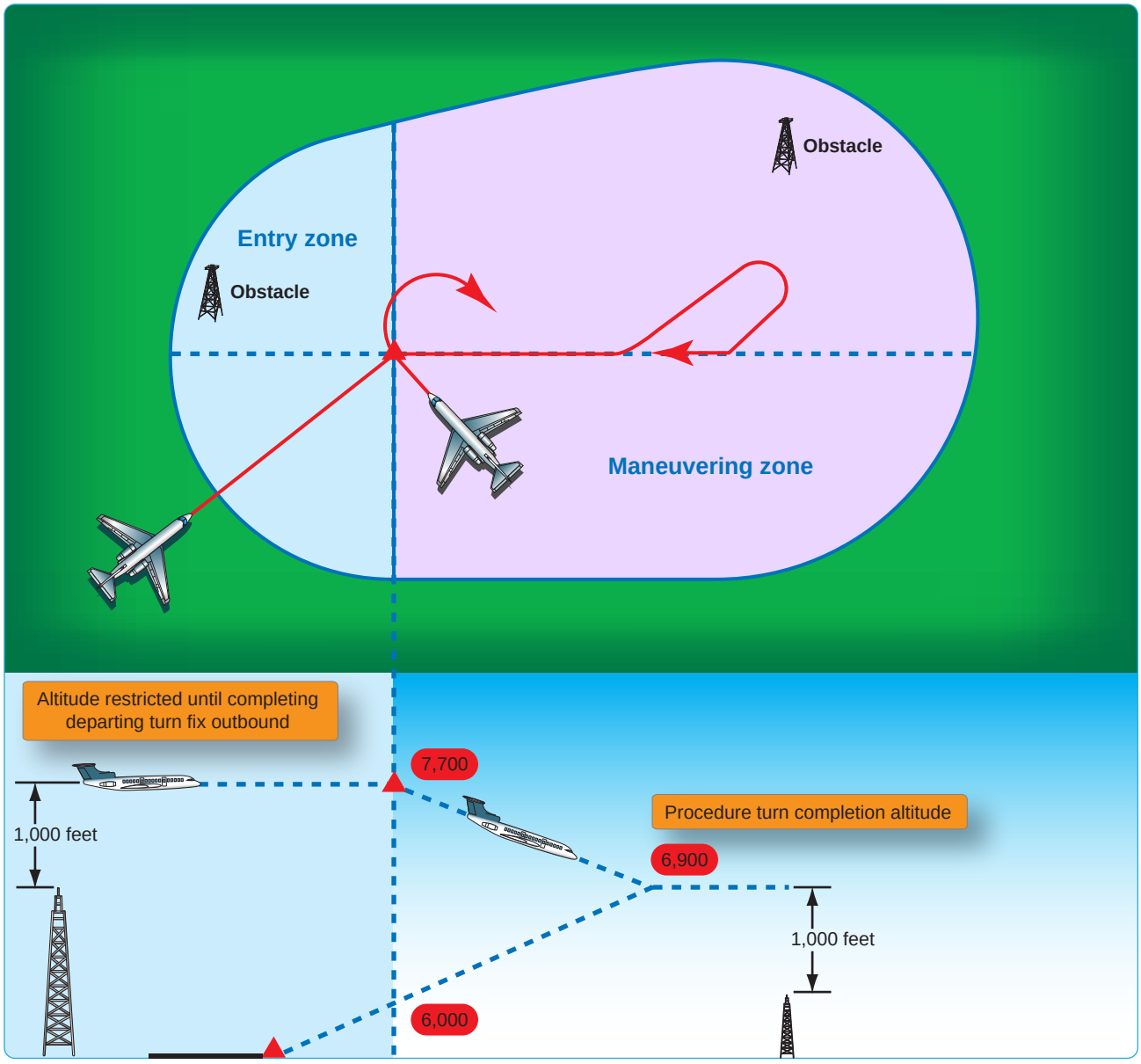

Figure 4-33. Procedure turn obstacle clearance.

10,212 - with additional procedures published every revision cycle. While it had originally been the plan of the FAA to begin decommissioning VORs, NDBs, and other ground-based NAVAIDs, the overall strategy has been changed to incorporate a majority dependence on augmented satellite navigation while maintaining a satisfactory backup system. This backup system includes retaining all CAT II and III ILS facilities and close to one-half of the existing VOR network.

Each approach is provided obstacle clearance based on the FAA Order 8260.3 TERPS design criteria as appropriate for the surrounding terrain, obstacles, and NAVAID availability. Final approach obstacle clearance is different for every type of approach but is guaranteed from the start of the final approach segment to the runway (not below the MDA for non-precision approaches) or MAP, whichever occurs last within the final approach area. It is dependent upon the pilot to maintain an appropriate flight path within the boundaries of the final approach area and maintain obstacle clearance.

There are numerous types of instrument approaches available for use in the NAS including RNAV (GPS), ILS, MLS, LOC, VOR, NDB, SDF, and radar approaches. Each approach has separate and individual design criteria, equipment requirements, and system capabilities.

Visual and Contact Approaches

To expedite traffic, ATC may clear pilots for a visual approach in lieu of the published approach procedure if