

REFERENCE—*AIM, Paragraph 5-3-8j2, Holding*

4. The absence of the procedure turn barb in the plan view indicates that a procedure turn is not authorized for that procedure.

5-4-10. Timed Approaches from a Holding Fix

a. **TIMED APPROACHES** may be conducted when the following conditions are met:

1. A control tower is in operation at the airport where the approaches are conducted.

2. Direct communications are maintained between the pilot and the center or approach controller until the pilot is instructed to contact the tower.

3. If more than one missed approach procedure is available, none require a course reversal.

4. If only one missed approach procedure is available, the following conditions are met:

(a) Course reversal is not required; and,

(b) Reported ceiling and visibility are equal to or greater than the highest prescribed circling minimums for the IAP.

5. When cleared for the approach, pilots must not execute a procedure turn. (14 CFR Section 91.175.)

b. Although the controller will not specifically state that “timed approaches are in use,” the assigning of a time to depart the final approach fix inbound (nonprecision approach) or the outer marker or fix used in lieu of the outer marker inbound (precision approach) is indicative that timed approach procedures are being utilized, or in lieu of holding, the controller may use radar vectors to the Final Approach Course to establish a mileage interval between aircraft that will ensure the appropriate time sequence between the final approach fix/outer marker or fix used in lieu of the outer marker and the airport.

c. Each pilot in an approach sequence will be given advance notice as to the time they should leave the holding point on approach to the airport. When a time to leave the holding point has been received, the pilot should adjust the flight path to leave the fix as closely as possible to the designated time. (See FIG 5-4-19.)