



ARE WE ESTABLISHED?

Group Discussion

TERPS 8260.3C

- Positive Course Guidance
 - PGC is achieved where pilots receive continuous display of navigation data which enable the aircraft to be flown along a specific course line or track
 - It goes further to define this for:
 - Feeder routes,
 - Initial,
 - Intermediate, and
 - Final Approach

Pilot/Controller Glossary

- ESTABLISHED
 - To be stable or fixed on a route, route segment, altitude, heading, etc.

FAR 91.181

- **Course to be flown.**

Unless otherwise authorized by ATC, no person may operate an aircraft within controlled airspace under IFR except as follows:

- (a) On an ATS route, along the centerline of that airway.
- (b) On any other route, along the direct course between the navigational aids or fixes defining that route. However, this section does not prohibit maneuvering the aircraft to pass well clear of other air traffic or the maneuvering of the aircraft in VFR conditions to clear the intended flight path both before and during climb or descent.

Some Questions

- On ILS, being vectored to final
 - Cleared 'to join and report established' when do we report established?
- Are we established at VOR station passage when CDI momentarily deflects full scale?
- Can we use glide slope information and begin descent when localizer just comes off the cage?

Questions (cont.)

- When flying NDB approach, what should course guidance tolerance be?
- When flying a radar vector, what is the heading tolerance we should accept?
- When flying an assigned altitude, what is the altitude tolerance we should accept?

Final Thought



Gentlemen, we are going to relentlessly chase perfection, knowing full well we will not catch it, because nothing is perfect. But we are going to relentlessly chase it, because in the process we will catch excellence. I am not remotely interested in just being good.

(Vince Lombardi)