

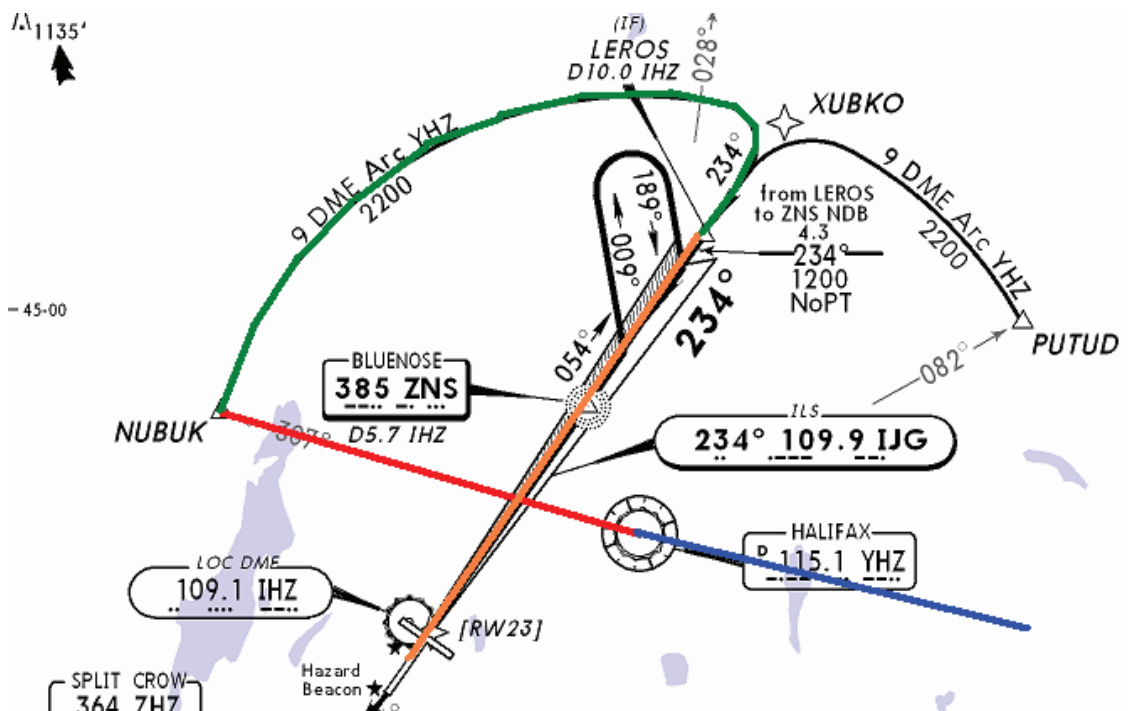
- If cleared for a “straight in approach” you **are** cleared to descend with the altitudes published on the chart for the particular arc, and then with the FMC.

You should also note that the above two points are subject to changes in different countries. Most ICAO countries will practice the above methodology; however, my phrasing will not necessarily be the same as air traffic control will put it. It’s always worth checking what the rule is in your arrival country before; or if you can’t find out: ask the controller for either vectors, or clarification on the above.

The hypothetical situation:

Let us imagine, for purposes of illustration that we will pass over the Halifax (YHZ) VOR, to fly the 307 radial outbound to NUBUK intersection, to then make a right hand turn to fly the 9 DME arc for the ILS on runway 23.

As with every approach, one of the first and foremost things to do is to check the chart. Earlier on was a section of the mentioned procedure, here is the chart again:



The blue line is the route our aircraft will take to YHZ VOR.

The red line is the route our aircraft will take flying the 307 radial outbound to NUBUK.

The Green line is the 9 DME arc that will be flown to LEROS, the IF, or transition onto the ILS.

The orange line is the ILS approach that is not covered in this document.