HIGH-TACAN approach procedure (HITAP)

Recommended for: ADC, APC, and ACC. PP,SPP,CP	**Goals:** • Show what a HITAP is. • Know how to clear a HITAP. • Show the phraseology for a HITAP. • Focus in the importance of providing altimeter setting data to pilot
Time: 40mins. aprox.	**Minimum Rank:** AS3/FS3
Trainees: ATCO/PILOTS	**Where:** Teamspeak
Comms: Teamspeak - cc.ts.ivao.aero	**Charts:** LETO IAC

What is a HIGH-TACAN (HITAP) approach procedure?

TACAN approach is an instrumental approach procedure, based in a TACAN. It is very similar to a VOR approach procedure, started at a high altitude, usually close to FL200.

Since only military OAT aircrafts due to their equipment are able to tune TACAN frequencies, this approach procedure is exclusive for military aircrafts.

IAF for TAP is usually the TACAN itself or a fix defined by an azimuth/distance from TACAN. The procedure can finish as a non-precision approach or, finish as a precision approach linking with an ILS approach procedure (i.e. HITACAN/ILS approach).

In an overall view, TAP procedure is the same that a VOR approach but, its phraseology may differ to adapt to the military specific phraseology.

How to clear a HITAP?

As we said before, HITAP is quite similar to VOR approach.

As general rule, the aircraft will be established in a published holding patter waiting for the approach clearance from the ATCO.

Once cleared to HITAP, will leave the holding pattern, reporting when leaving IAF and when reaching FAF (A.K.A. "gate") and then continue approach until DA/DH to report airfield in sight and be cleared to land or in case it reaches the minima and doesn´t have airfield in sight start a missed approach procedure.

Since this approach procedure is started above transition level, it is very important to provide the AD QNH to the pilot when clearing the approach and we must consider all FL/altitudes as occupied from the minimum holding level/altitude to ground.

Phraseology to be used when clearing/flying a HITAP.

We will now see the phraseology to be used when clearing/flying a HITAP. As example, we will use HITAP or ILS1 23 LETO, whose charts you can download from the provided links.

[P]: Pilot´s communication.

[C]: ATCO´s communication.

HITAP 23 o ILS1 LETO

[P]: Torrejón, good afternoon, Poker 22.Established on holding pattern of HITAP ILS 1 rw 23, FL200, Ready for approach.

[C]: Poker 22 Good afternoon, QNH 1015, transition level 140 Cleared HITAP ILS1 rw 23 Report leaving IAF & FL200.

[P]: Cleared HITAP rw23 will report leaving IAF & FL200 QNH 1015, Poker 22.

[P]: Leaving IAF & FL200, Poker 22

[C]: Copy, Poker 22. Report established on localizer

[P]: Will report established on localizer, Poker 22.

[P]: Established on localizer, Poker 22.

[C]: Poker 22, report AD in sight or starting missed approach.

[P] Will report AD in sight or going around.

[P]: AD in sight.

[C]: Poker 22, check gear down and locked, wind 230 15 kt rw 23 cleared to land.

[P]: Gear down and locked, cleared to land rw 23, Poker 22

Please note that these are the minimum comms to handle a HITAP in a proper way but we may need to modify it depending on the Traffic circumstances, we can also add more notification points in order to increase the safety inside our airspace.

Some examples of additional comms:

[C]: Report established on 048TJZ radial (This is the point when pilot turns to final)

[C]: Report 20miles to TJZ (altitude check point for 5500ft).