Regulations Part 91, prescribes standard takeoff rules for certain civil users. At some airports, obstructions or other factors require the establishment of nonstandard takeoff minimums, departure procedures, or both to assist pilots in avoiding obstacles during climb to the minimum en route altitude. Those airports are listed in FAA/DOD Instrument Approach Procedures (IAPs) Charts under a section entitled "IFR Takeoff Minimums and Departure Procedures." The FAA/DOD IAP chart legend illustrates the symbol used to alert the pilot to nonstandard takeoff minimums and departure procedures. When departing IFR from such airports or from any airports where there are no departure procedures, DPs, or ATC facilities available, pilots should advise ATC of any departure limitations. Controllers may query a pilot to determine acceptable departure directions, turns, or headings after takeoff. Pilots should be familiar with the departure procedures and must assure that their aircraft can meet or exceed any specified climb gradients.

IF/IAWP– Intermediate Fix/Initial Approach Waypoint. The waypoint where the final approach course of a T approach meets the crossbar of the T. When designated (in conjunction with a TAA) this waypoint will be used as an IAWP when approaching the airport from certain directions, and as an IFWP when beginning the approach from another IAWP.

IFWP– Intermediate Fix Waypoint

ILS–
(See INSTRUMENT LANDING SYSTEM.)

ILS CATEGORIES– 1. Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800 feet.– 2. Special Authorization Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 150 feet and with runway visual range of not less than 1,400 feet, HUD to DH. 3. Category II. An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet (with autoland or HUD to touchdown and noted on authorization, RVR 1,000 feet).– 4. Special Authorization Category II with Reduced Lighting. An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet with autoland or HUD to touchdown and noted on authorization (no touchdown zone and centerline lighting are required).– 5. Category III:

a. IIIA.–An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 700 feet.

b. IIIB.–An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 150 feet.

c. IIIC.–An ILS approach procedure which provides for approach without a decision height minimum and without runway visual range minimum.

ILS PRM APPROACH– An instrument landing system (ILS) approach conducted to parallel runways whose extended centerlines are separated by less than 4,300 feet and at least 3,000 feet where closely spaced independent approaches are permitted. Also used in conjunction with an LDA PRM, or RNAV (GPS) PRM approach to conduct Simultaneous Offset Instrument Approach (SOIA) operations. No Transgression Zone (NTZ) monitoring is required to conduct these approaches. When the runway spacing is less than 3,600 feet, the NTZ must be monitored by a Precision Runway Monitor (PRM) or other high update rate surveillance system.
(Refer to AIM)

IM–
(See INNER MARKER.)

IMC–
(See INSTRUMENT METEOROLOGICAL CONDITIONS.)

IMMEDIATELY– Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

INCERFA (Uncertainty Phase) [ICAO]– A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

INCREASE SPEED TO (SPEED)–
(See SPEED ADJUSTMENT.)

INERTIAL NAVIGATION SYSTEM– An RNAV system which is a form of self-contained navigation.
(See Area Navigation/RNAV.)

INFLIGHT REFUELING–
(See AERIAL REFUELING.)