

**APPROACH GATE-** An imaginary point used within ATC as a basis for vectoring aircraft to the final approach course. The gate will be established along the final approach course 1 mile from the final approach fix on the side away from the airport and will be no closer than 5 miles from the landing threshold

## **Section 9. Radar Arrivals**

### **VECTORS TO FINAL APPROACH COURSE**

Except as provided in paragraph 7-4-2, Vectors for Visual Approach, vector arriving aircraft to intercept the final approach course:

At least 2 miles outside the approach gate unless one of the following exists:  
When the reported ceiling is at least 500 feet above the **MVA/MIA** and the visibility is at least 3 miles (report may be a **PIREP** if no weather is reported for the airport), aircraft may be vectored to intercept the final approach course closer than 2 miles outside the approach gate but no closer than the approach gate.

If specifically requested by the pilot, aircraft may be vectored to intercept the final approach course inside the approach gate but no closer than the final approach fix.

**EXCEPTION.** Conditions 1 and 2 above do not apply to **RNAV** aircraft being vectored for a **GPS** or **RNAV** approach.

Provide a minimum of 1,000 feet vertical separation between aircraft on opposite base legs unless another form of approved separation is established during turn-on to final approach.

For a precision approach, at an altitude not above the glideslope/ glidepath or below the minimum glideslope intercept altitude specified on the approach procedure chart.

For a nonprecision approach, at an altitude which will allow descent in accordance with the published procedure.

### **FINAL APPROACH COURSE INTERCEPTION**

Assign headings that will permit final approach course interception on a track that does not exceed the interception angles specified in **TBL 5-9-1**.

***TBL 5-9-1***  
**Approach Course Interception Angle**

<b>Distance from interception point to approach gate</b>	<b>Maximum interception angle</b>
Less than 2 miles or triple simultaneous approaches in use	20 degrees
2 miles or more	30 degrees (45 degrees for helicopters)

If deviations from the final approach course are observed after initial course interception, apply the following:

Outside the approach gate: apply procedures in accordance with subparagraph [a](#), if necessary, vector the aircraft for another approach.

Inside the approach gate: inform the pilot of the aircraft's position and ask intentions.

***PHRASEOLOGY-***

*(Ident) (distance) MILE(S) FROM THE AIRPORT, (distance) MILE(S) RIGHT/LEFT OF COURSE, SAY INTENTIONS.*