

- 1) The pilot is able to intercept non-radar route achieving the MEA, an altitude restriction over fix, MCA, MRA, etc.
- 2) The aircraft satisfies MVA until intercepting the previously assigned non-radar route.

5.5.3.3.3 When terminating vector, inform the aircraft of its position and instruct the aircraft to resume its own navigation. When 5.6.1 applies, instruct the aircraft to proceed direct to NAVAID. Omit position information if the aircraft is DME equipped and proceeds to VORDME.

*RESUME OWN NAVIGATION (position with respect to route or fix along route)

*RESUME OWN NAVIGATION, DIRECT (name of VORDME)

*RESUME OWN NAVIGATION, DIRECT (name of NAVAID), TRACK (three digits) DISTANCE (number)

*FLY/TURN LEFT (or RIGHT) HEADING (number) TO INTERCEPT (specified) BEARING FROM/COURSE TO (name of NDB), THEN RESUME OWN NAVIGATION, (position with respect to route or fix along route)

5.5.3.3.4 Aircraft instructed to resume a procedure which contains restrictions will be advised to comply with those restrictions.

*COMPLY WITH RESTRICTIONS

5.5.4 GENERAL

5.5.4.1 Vectoring will be achieved by issuing to the pilot specific headings which will enable the aircraft to maintain the desired track. When vectoring an aircraft, a controller will comply with the following:

- a) whenever practicable, the aircraft will be vectored along tracks on which the pilot can monitor the aircraft position with reference to pilot-interpreted navigation aids (this will minimize the amount of navigational assistance required and alleviate the consequences resulting from an Radar surveillance system failure);
- b) When an aircraft is given its initial vector diverting it from a previously assigned route, the pilot will be informed what the vector is to accomplish, and the limit of the vector will be specified;
*VECTOR TO RATAN FOR VOR/DME APPROACH
- c) except when transfer of control is to be effected, aircraft will not be vectored closer than 3 NM or, where the minimum permissible separation is 5NM from the limit of the airspace for which the controller is responsible.
- d) controlled flights will not be vectored into uncontrolled airspace except in the case of emergency or in order to circumnavigate adverse meteorological conditions (in which case the pilot should be so informed), or at the specific request of the pilot; and

5.5.4.2 When vectoring an IFR flight and when giving an IFR flight a direct routing which takes the aircraft off an ATS route, the controller will issue clearances such that the prescribed obstacle clearance will exist at all times until the aircraft reaches the point where the pilot will resume own navigation. When necessary, the relevant minimum vectoring altitude shall include a correction for low temperature effect.