Vectoring: Responsibilities And Expectations

The FAA's bible on controller responsibilities—Order JO 7110.65x, Air Traffic Control—details the circumstances and considerations involved in vectoring:

WHERE?

In controlled airspace, or in Class G airspace only upon request and as an additional service.

WHY

"For separation, safety, noise abatement, operational advantage, confidence maneuver, or when a pilot requests."

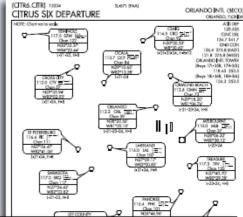
HOW HIGH?

At or above the minimum vectoring altitude (MVA) or the minimum IFR altitude, except as authorized for radar approaches.

HOW DOES IT TERMINATE?

ATC provides navigational guidance until the aircraft is:

- Established within the airspace to be protected for the non-radar route to be flown or;
- On a heading that will intercept the non-radar route to be flown and;
- Informed of its position unless the aircraft is RNAV, FMS, or DME equipped and being vectored toward a Vortac/Tacan or waypoint.



DEPARTURE ROUTE DESCRIPTION

All aircraft climb on heading as assigned for vectors to appropriate fix, maintain 1500'. Expect further clearance to filed altitude/flight level 10 minutes after departure.

AUX/12* MSL.

Avy 358: The belghing 2707* from DER, 54* jet of centerfine, up to 81* ACU/17* MSL.

Insert beginning 2163* from DER, 607* right of centerfine, up to 93* ACU/16* MSL.

Rey 368: Upt to nigh 1063* from DER, 775* glid of centerfine, 34* ACU/123* MSL.

Rey 368: Upt to nigh 1063* from DER, 725* jet of centerfine, 34* ACU/123* MSL.

The beginning 1565* from DER, 725* jet of centerfine, 34* ACU/123* MSL.

DEPARTURE ROUTE DESCRIPTION

All circreft climb on heading as assigned for vectors to appropriate fix, maintain 1500'. Expect further decrance to filed althody/light level 10 minutes after departure.

CITRUS SIX DEPARTURE

ORIANDO, FICHEN ORIANDO INTL (MICO)