

**FINAL APPROACH [ICAO]**– That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified.

- a. At the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or
- b. At the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which:
  1. A landing can be made; or
  2. A missed approach procedure is initiated.

**FINAL APPROACH COURSE**– A bearing/radial/track of an instrument approach leading to a runway or an extended runway centerline all without regard to distance.

**FINAL APPROACH FIX**– The fix from which the final approach (IFR) to an airport is executed and which identifies the beginning of the final approach segment. It is designated on Government charts by the Maltese Cross symbol for nonprecision approaches and the lightning bolt symbol, designating the PFAF, for precision approaches; or when ATC directs a lower-than-published glideslope/path or vertical path intercept altitude, it is the resultant actual point of the glideslope/path or vertical path intercept.

(See FINAL APPROACH POINT.)

(See GLIDESLOPE INTERCEPT ALTITUDE.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH-IFR**– The flight path of an aircraft which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport or the point where a circle-to-land maneuver or a missed approach is executed.

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH FIX.)

(See FINAL APPROACH POINT.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

(See ICAO term FINAL APPROACH.)

**FINAL APPROACH POINT**– The point, applicable only to a nonprecision approach with no depicted FAF (such as an on airport VOR), where the aircraft is established inbound on the final approach course from the procedure turn and where the final approach descent may be commenced. The FAP serves as the FAF and identifies the beginning of the final approach segment.

(See FINAL APPROACH FIX.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH SEGMENT**–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH SEGMENT [ICAO]**– That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**FINAL CONTROLLER**– The controller providing information and final approach guidance during PAR and ASR approaches utilizing radar equipment.

(See RADAR APPROACH.)

**FINAL GUARD SERVICE**– A value added service provided in conjunction with LAA/RAA only during periods of significant and fast changing weather conditions that may affect landing and takeoff operations.

**FINAL MONITOR AID**– A high resolution color display that is equipped with the controller alert system hardware/software used to monitor the no transgression zone (NTZ) during simultaneous parallel approach operations. The display includes alert algorithms providing the target predictors, a color change alert when a target penetrates or is predicted to penetrate the no transgression zone (NTZ), synthesized voice alerts, and digital mapping.

(See RADAR APPROACH.)