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**AIR NAVIGATION SERVICES.**

**RADAR SERVICES**

**RADAR CONTROL**

- A Indicates changes*
- A This AIC replaces AIC 44-1 dated 93-05-15.*
- 1. Pilots are often not conversant with the use of Radar in the Air Traffic Service System. Consequently they believe that they are under Radar Control when in fact they are not.*
  - 2. The main terms used by Air Traffic Controllers while controlling air traffic to indicate to Pilots that a Radar service is being provided are:-*

*"Radar contact", "Identified" or "Identified and under Radar control". In the case of "Radar contact" or "Identified", this simply means that the aircraft has been positively identified by the air traffic controller, and that the service being provided is one of purely monitoring the aircraft's progress and its response to air traffic clearances. This also enables the air traffic controller to utilize Radar separation standards, which require aircraft to be separated by a distance of at least 5 NM, instead of the far more restrictive procedural (non-radar) separation standards. In these circumstances the pilot is entirely responsible for maintaining terrain clearance. Should the air traffic controller wish to alter the flight path of the aircraft, that is to divert the aircraft from its normal flight path, he must advise the pilot that the aircraft is "identified and under Radar control." The reason for altering the normal flight path of the aircraft must be conveyed to the pilot in the following manner:-*

*"Identified, under Radar control, turn left/right - for vectors to the ILS runway-."*

*At this time, and provided the aircraft is on an IFR flight, air traffic control, becomes responsible for the prevention of collision with the terrain. To quote from I.C.A.O. Annex 11 - "The objectives of the air traffic services do not include prevention of collision with terrain, except when an IFR flight is being vectored by radar" unquote.*
  - 3. Pilots must not be lulled into a false sense of security because they know that Radar is available at a particular station, and must never assume that they are "Under Radar Control". Should there be any doubt in the pilot's mind he must ask the air traffic controller to confirm whether or not he is being provided with a Radar control service.*
  - 4. Operating in a radar environment does not absolve the pilot from compliance with part 91.06.15 of the Civil Aviation Regulations, 1997, as amended (Reporting position.) The air traffic controller may instruct the pilot to "omit report" at one or more reporting positions, in which case this will absolve the pilot from compliance with the above regulation.*