

2. If unable, proceed to the point/route, which is informed when the vector is initiated as the vectoring target on the last assigned heading.
3. If unable, proceed to the nearest point on the cleared route in VMC.

1.8. Radar Traffic Information

1.8.1. Issuance

When the traffic is observed on the radar scope which might be in such proximity to the position of the controlled aircraft or her intended route of flight that it warrants pilot's attention, the radar traffic information will be issued.

1.8.2. Radar traffic information will normally include the following information concerning the target.

1.8.2.1. To the radar identified aircraft

- a) Azimuth from the aircraft in terms of the 12-hour clock.
- b) Distance from the aircraft in terms of nautical miles.
- c) Direction in which the target is proceeding.
- d) Type of aircraft and altitude, if known.

Example:

- Traffic one o'clock five miles northwest-bound DHC-6 8,500.
- Traffic numerous.

Note.— Altitude information includes one which has not been verified by ATC. In this case, ATC will add the word "altitude readout".

Example:

- Traffic eleven o'clock ten miles eastbound type unknown altitude readout 4,500.

1.8.2.2. To the non-radar identified aircraft

- a) Distance and direction with respect to a fix or an airport.
- b) Direction in-which the target is proceeding
- c) Type of aircraft and altitude, if unknown:

Example

- Traffic eight miles east of the airport northeast-bound.
- Traffic numerous targets vicinity Simara.

Note 1.— Traffic information is issued to the extent possible the workload of ATC permits. The issuance of the traffic information is, in the job priority, next to the provision of the required separation. Therefore the radar traffic information will not be always issued on all the relevant targets

Note 2.— Target's azimuth is expressed to the pilot with his/her proceeding direction on the radarscope as 12 o'clock. While an aircraft is flying applying drift correction to maintain her track, or is making a turn, informed azimuth of the target may be different from the real azimuth as seem from the cockpit.