

- i) a maximum distance of 10 NM from the common reference point will be used by the two controllers; and
- ii) a maximum distance of 3 NM between the position indication as observed by the accepting controller and the one stated by the transferring controller will be used.
- f) Where applicable, issuance of an instruction to the aircraft by the transferring controller to change SSR code and the observation of the change by the accepting controller; or
- g) Issuance of an instruction to the aircraft by the transferring controller to squawk/transmit IDENT and observation of this response by the accepting controller.

*Note. — Use of procedures f) and g) requires prior coordination between the controllers, since the indications to be observed by the accepting controller are of short duration.*

## 5.4 POSITION INFORMATION

5.4.1 An aircraft provided with Radar surveillance service should be informed of its position in the following circumstances:

- a) Upon identification, except when the identification is established:
  - i) Based on the pilot's report of the aircraft position or within one nautical mile of the runway upon departure and the observed position on the situation display is consistent with the aircraft's time of departure; or
  - ii) By use of Mode S aircraft identification or assigned discrete SSR codes and the location of the observed position indication is consistent with the current flight plan of the aircraft; or
  - iii) By transfer of identification;
- b) When the pilot requests this information;
- c) When a pilot's estimate differs significantly from the controller's estimate based on the observed position;
- d) When the pilot is instructed to resume own navigation after vectoring if the current instructions had diverted the aircraft from a previously assigned route
- e) Immediately before termination of Radar surveillance service, if the aircraft is observed to deviate from its intended route.

5.4.2 Position information will be passed to aircraft in one of the following forms:

- a) As a well-known geographical position;
- b) Magnetic track and distance to a significant point, an en-route navigation aid, or an approach aid;
- c) Direction (using points of the compass) and distance from a known position;
- d) Distance to touchdown, if the aircraft is on final approach; or
- e) Distance and direction from the centre line of an ATS route.

5.4.3 Whenever practicable, position information will relate to positions or routes pertinent to the navigation of the aircraft concerned and shown on the situation display map.\