

Note 1. — When an IFR flight is being vectored, the pilot may be unable to determine the aircraft's exact position in respect to obstacles in this area and consequently the altitude which provides the required obstacle clearance.

5.5.4.3 Whenever possible, minimum vectoring altitudes should be sufficiently high to minimize activation of aircraft ground proximity warning systems.

Note. — Activation of such systems will induce aircraft to pull up immediately and climb steeply to avoid hazardous terrain, possibly compromising separation between aircraft.

5.5.4.4 Controller will request the pilot to report incidents involving activations of aircraft ground proximity warning systems so that their locations can be identified and altitude, routing and/or aircraft operating procedures can be altered to prevent recurrences.

5.5.4.5 In terminating vectoring of an aircraft, the controller will instruct the pilot to resume own navigation, giving the pilot the aircraft's position and appropriate instructions, as necessary, in the form prescribed in 1.5.4.2 b), if the current instructions had diverted the aircraft from a previously assigned route.

Note: Avoidance with terrain/obstruction will be controller's responsibility.

5.6 NAVIGATION ASSISTANCE

5.6.1 An identified aircraft observed to deviate significantly from its intended route or designated holding pattern will be advised accordingly. Appropriate action will also be taken if, in the opinion of the controller, such deviation is likely to affect the service being provided.

5.6.2 The pilot of an aircraft requesting navigation assistance from an air traffic control unit providing Radar surveillance services will state the reason (e.g. to avoid areas of adverse weather or unreliable navigational instruments) and will give as much information as possible in the circumstances.

5.6.3 RADAR ASSISTANCE TO VFR AIRCRAFT IN WEATHER DIFFICULTY.

5.6.4 If a VFR aircraft requests radar assistance when it encounters or is to encounter IFR weather conditions, advise the aircraft in the following order.

- 1) Ask the pilot if he/she is qualified for and capable of conducting IFR flight.
- 2) If the pilot states he/she is qualified for and capable of IFR flight, request him/her to file an IFR flight plan and then issue clearance to destination airport, as appropriate.
- 3) If the pilot states he/she is not qualified for or not capable of conducting IFR flight, or if he/she refuses to file an IFR flight plan, take whichever of the following actions is appropriate.
 - a) Ask pilot if he will elect to conduct VFR flight to another airport where VMC exist. If required, inform the pilot of aircraft where VMC are reported.
 - b) If the aircraft is equipped with a transponder, identify the aircraft and:
 1. If the pilot declines to conduct VFR flight to another airport, provide radar monitoring and radar separation.