

Note.— Depending on the capabilities of the Radar surveillance system, areas of adverse weather may not be presented on the situation display. An aircraft's weather radar will normally provide better detection and definition of adverse weather than radar sensors in use by ATS.

- 5.9.2 In vectoring an aircraft for circumnavigating any area of adverse weather, the controller should ascertain that the aircraft can be returned to its intended or assigned flight path within the coverage of the Radar surveillance system and, if this does not appear possible, inform the pilot of the circumstances.

Note.— Attention must be given to the fact that under certain circumstances the most active area of adverse weather may not be displayed.

- 5.9.3 Issue pertinent information about weather areas in sufficient time to permit pilot to decide on an appropriate course of action. Provide radar navigational guidance and/or approve deviations around weather areas when requested by the pilot. Do not use word "turbulence" in describing radar-derived weather.

*DEVIATION APPROVED ADVISE WHEN ABLE TO RESUME NORMAL NAVIGATION

- 5.9.4 Issue weather information by defining the area of coverage in terms of azimuth (by referring to the 12-hour clock) and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes.

*WEATHER AREA BETWEEN (number) O'CLOCK AND (number) O'CLOCK (number) MILES

*(Nautical mile) MILE BAND OF WEATHER FROM (fix or number of nautical miles and direction from fix) TO (fix or number of nautical miles and direction from fix)

5.10 REPORTING OF SIGNIFICANT METEOROLOGICAL INFORMATION TO METEOROLOGICAL OFFICES

Although a controller is not required to keep a special watch for heavy precipitation, etc. information on the position, intensity, extent and movement of significant meteorological conditions (i.e. heavy showers or well-defined frontal surfaces) as observed on situation displays should, when practicable, be reported to the associated meteorological office.

6 SEPARATION APPLICATION

- 6.1 Except as provided for in 6.6, 6.7 and 9.2.2, the separation minima specified in 5.3 will only be applied between identified aircraft when there is reasonable assurance that identification will be maintained.