

1.1.9 Whenever an aircraft is assigned a vector which will take it through the final approach track, it should be advised accordingly, stating the reason for the vector.

Description of Radar

S.N.	Particulars	Terminal – MSSR	Enroute - MSSR
a.	SSR Name	T-MSSR	E-MSSR
b.	Interrogator Ident. Code (three-four letters)	KTMT	KTME
c.	SSR Location (City, Country)	Kathmandu, Nepal	Mt. Bhattedanda, Nepal
d.	SSR latitude and Longitude	27°42'23.770" N 085°22'01.506" E	27°32'07.047" N 085°17'22.052" E
e.	SSR Elevation (AMSL)	1362 m	2322 m
f.	Maximum detection range (Nautical miles)	200 NM	250 NM
g.	Number of channels available (typically one or two)	Two (CH-A / CH-B)	Two (CH-A / CH-B)

1.2 FUNCTIONS

The information provided by Radar surveillance systems and presented on a situation display may be used to perform the following functions in the provision of air traffic control service:

- a) provide Radar surveillance services as necessary in order to improve airspace utilization, reduce delays, provide for direct routings and more optimum flight profiles, as well as to enhance safety;
- b) provide vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level;
- c) provide vectoring to aircraft for the purpose of resolving potential conflicts;
- d) provide vectoring to arriving aircraft for the purpose of establishing an expeditious and efficient approach sequence;
- e) provide vectoring to assist pilots in their navigation, e.g. to or from a radio navigation aid, away from or around areas of adverse weather;
- f) provide separation and maintain normal traffic flow when an aircraft experiences communication failure within the area of coverage;
- g) maintain flight path monitoring of air traffic;
- h) when applicable, maintain a watch on the progress of air traffic, in order to provide a procedural controller with:
 - i) improved position information regarding aircraft under control;
 - ii) Supplementary information regarding other traffic; and
 - iii) information regarding any significant deviations by aircraft from the terms of their respective air traffic control clearances, including their cleared routes as well as levels, when appropriate.