

5.2.2.3 Do not use the MSDPS data block as a radar identification method.

5.2.2.4 Use the MSDPS data block to maintain target identity unless it is a COAST status.

5.2.3 PSR IDENTIFICATION PROCEDURES

5.2.3.1 Identify a primary target by one of the following procedures:

- a) By observing a target whose position with respect to VOR/DME corresponds with the direct position report received from an aircraft, and the observed track is consistent with the reported heading or route of flight.

Note: Use a primary target as means of radar identification only when it is displayed together with a beacon target of the same aircraft.

- b) By correlating an observed radar position indication with an aircraft which is known to have just departed, provided that the identification is established within 2 km (1 NM) from the end of the runway used. Particular care should be taken to avoid confusion with aircraft holding over or overflying the aerodrome, or with aircraft departing from or making a missed approach over adjacent runways.

5.3 TRANSFER OF IDENTIFICATION

5.3.1 Transfer of identification from one controller to another should only be attempted when it is considered that the aircraft is within the accepting controller's surveillance coverage.

5.3.2 Transfer of identification will be affected by one of the following methods:

- a) Designation of the position indication by automated means, provided that only one position indication is thereby indicated and there is no possible doubt of correct identification;
- b) Notification of the aircraft's discrete SSR code;
- c) Notification that the aircraft is SSR Mode S-equipped with aircraft identification feature when SSR Mode S coverage is available;
- d) Direct designation (pointing with the finger) of the position indication, if the two situation displays are adjacent.

Note. — Attention must be given to any errors which might occur due to parallax effects.

- e) Designation of the position indication by reference to, or in terms of bearing and distance from, a geographical position.

Note.— Caution must be exercised before transferring identification using this method, particularly if other position indications are observed on similar headings and in close proximity to the aircraft under control. Inherent radar deficiencies, such as inaccuracies in bearing and distance of the radar position indications displayed on individual situation displays and parallax errors, may cause the indicated position of an aircraft in relation to the known point to differ between the two situation displays. Following additional conditions are prescribed for the application of this method: