

2. If the aircraft has already encountered IMC, inform the pilot of the appropriate minimum altitude such as MEA, MVA, MSA, etc., and if available, terrain/obstacle clearance minimum altitude.
3. If the pilot desires radar vectoring, advise him/her to climb to MVA for initiation of radar vectoring to destination airport. In case of MSDPS outage, provide only radar monitoring service.

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

5.6.5 Use the following techniques to the extent possible while providing radar assistance to a pilot not qualified to operate in IFR conditions.

- a) Avoid radio frequency changes
- b) Make turn while the aircraft is in VFR conditions so that it will be in a position to fly a straight course while in IFR condition.
- c) Have a pilot lower gear and slow aircraft to approach speed while in VFR conditions.
- d) Avoid requiring a climb or descend while in a turn if in IFR conditions.
- e) Avoid abrupt maneuvers.
- f) Vector aircraft to VMC.

5.7 INTERRUPTION OR TERMINATION OF RADAR SURVEILLANCE SERVICE

5.7.1 An aircraft which has been informed that it is provided with Radar surveillance service should be informed immediately when, for any reason, the service is interrupted or terminated.

Note.— The transition of an aircraft across adjoining areas of radar coverage will not normally constitute an interruption or termination of the Radar surveillance service.

5.7.2 When the control of an identified aircraft is to be transferred to a control sector that will provide the aircraft with procedural separation, the transferring controller will ensure that appropriate procedural separation is established between that aircraft and any other controlled aircraft before the transfer is affected.

5.8 MINIMUM LEVELS

- 5.8.1 The controller will at all times be in possession of full and up-to-date information regarding:
- a) Established minimum flight altitudes within the area of responsibility;
 - b) the lowest usable flight level or levels; and
 - c) Established Minimum Vector Altitudes applicable to procedures based on vectoring.

5.9 INFORMATION REGARDING ADVERSE WEATHER

5.9.1 Information that an aircraft appears likely to penetrate an area of adverse weather should be issued in sufficient time to permit the pilot to decide on an appropriate course of action, including that of requesting advice on how best to circumnavigate the adverse weather area, if so desired.