

2. PROVISION OF RADAR SURVEILLANCE SERVICES

- 2.1 Information derived from Radar surveillance systems, including safety-related alerts and warnings such as Short Term Conflict Alert (STCA) and Minimum Safe Altitude Warning (MSAW), should be used to the extent possible in the provision of air traffic control service in order to improve capacity and efficiency as well as to enhance safety.
- 2.2 The number of aircraft simultaneously provided with Radar surveillance services will not exceed that which can safely be handled under the prevailing circumstances, taking into account:
- the structural complexity of the control area or sector concerned;
 - the functions to be performed within the control area or sector concerned;
 - assessments of controller workloads, taking into account different aircraft capabilities, and sector capacity; and
 - the degree of technical reliability and availability of the primary and backup communications, navigation and surveillance systems, both in the aircraft and on the ground.

3 USE OF SSR TRANSPONDERS

3.1 GENERAL

To ensure the safe and efficient use of Radar surveillance services, pilots and controllers will strictly adhere to published operating procedures and standard radiotelephony phraseology will be used. The correct setting of transponder codes and/or aircraft identification will be ensured at all times.

3.2 SSR CODE MANAGEMENT

- 3.2.1 The selection of SSR Code should be made as instructed by ATC except in the following cases.
- 3.2.2 While flying under VFR
- At or below 13,500 feet Code 1200
 - Above 13,500 feetCode 1400
- VFR aircraft equipped with 4096 code transponder and squawking Code 1200 or 1400 may be instructed to change the Code to discrete beacon code for operational benefit.
- 3.2.3 IFR aircraft entering radar controlled airspace from non-radar controlled airspace without Code instruction by ATC
- Code 2000.
- Note: It is preferable that Code 2000 be selected before the aircraft enters radar controlled airspace or before the aircraft establishes radio communication with the radar control facility.*
- 3.2.4 IFR aircraft going out of radar controlled airspace to non-radar controlled airspace
-Code 2000
- 3.2.5 When a pilot feels it necessary to show any of the following in flight conditions;
- Unlawful interferenceCode 7500
 - Communication failure Code 7600