

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. PRIMARY RADAR

1.1 Supplementary Services

1.1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirements. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services. The radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.1.2 A pilot will know when radar services are being provided because the radar controller will use the following call signs:

- a) Aircraft under area control - (Tripoli) for En-Route and TMA "TRIPOLI RADAR"
- b) Aircraft under area control - (Benina) TMA "BENINA RADAR"

1.1.3 Tripoli area control service operates radar station:

Tripoli MSSR-S

Location: N324033 E0130836

Range: 256 NM

1.1.4 Benina area control service operates radar station:

PSR+MSSR-S

Location: N320426 E0201932

Range: PSR 100 NM / MSSR-S 256 NM

1.1.5 Sirte area control service operates radar station:

Sirte PSR+MSSR-S

Location: N310348 E0163448

Range: PSR 100 NM / MSSR-S 256 NM

1.1.6 Sebha area control service operates radar station:

Sebha PSR+MSSR-S

Location: N265926 E0142720

Range: PSR 100 NM / MSSR-S 256 NM

1.1.7 Tazerbo area control service operates radar station:

Tazerbo MSSR-S

1.2 The Application of Radar Control Service

1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.2.2 Radar control service is provided in controlled airspace to aircraft operating within Tripoli TMA and Benina TMA and along airways within radar coverage. This service may include:

- a) radar separation of arriving, departing and en-route traffic;
- b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from normal flight path;
- c) radar vectoring when required;
- d) assistance to aircraft in emergency;
- e) assistance to aircraft crossing controlled airspace;
- f) warnings and position information on other aircraft considered to constitute a hazard;
- g) information to assist in the navigation of aircraft.

1.2.3 The minimum horizontal radar separations shall be at least:

- a) 10 NM En-route;
- b) 6 NM TMA

1.2.4 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.3 Radar and Radio Failure Procedures

1.3.1 Radar Failure

In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the appropriate ATS unit.

1.3.2 Radio Failure

1.3.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn of turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

2. SECONDARY SURVEILLANCE RADAR (SSR)

2.1 Emergency Procedures

2.1.1 Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Tripoli FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

2.1.2 Pilots of aircraft about to enter Tripoli FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A/3, Code 2000 before entry and maintain that code setting until otherwise instructed.

2.1.3 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

2.1.4 In all other circumstances, the transponder shall be set to Mode A/3, Code 7700. Notwithstanding the procedure in 2.1.1 above, a pilot may select Mode A/3, Code 7700 whenever the nature of the emergency is such that this appears to be the most suitable course of action.

Note: Continuous monitoring of responses on Mode A/3, Code 7700 is provided.

2.2 Radio Communication Failure and Unlawful Interference Procedures

2.2.1 Radio Communication Failure Procedures

In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

2.2.2 Unlawful Interference Procedures

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 7700.

Note: Mode A, Code 7500 is permanently monitored in the Tripoli FIR.

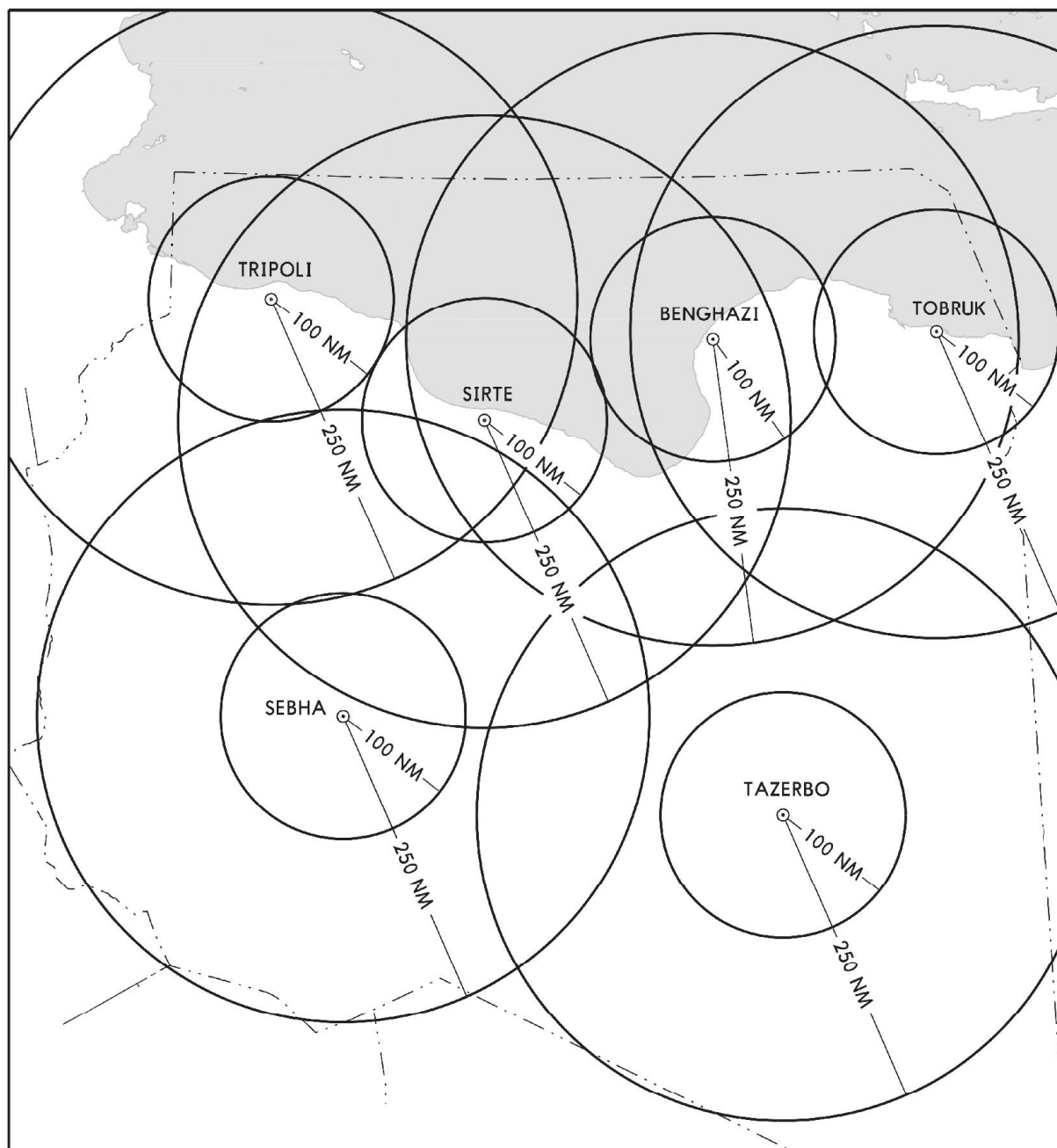
2.3 System of SSR Code Assignment

2.3.1 Originating region code assignment method (ORCAM) is applied as per mid region plan.

2.3.2 The following functional codes are assigned by TRIPOLI ACC:

- a) Domestic traffic mode A/3 codes 2300-2377
- b) International traffic mode A/3 codes 4000-4077
- c) Radio communication frequencies
- d) Radar services will be made on frequencies 120.9 MHz or 128.4 MHz.

2.4 Graphic portrayal of area of coverage of radar/SSR



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