

radar which can be provided by a controller to a pilot of a radar identified aircraft.

**a. Radar Monitoring**– The radar flight-following of aircraft, whose primary navigation is being performed by the pilot, to observe and note deviations from its authorized flight path, airway, or route. When being applied specifically to radar monitoring of instrument approaches; i.e., with precision approach radar (PAR) or radar monitoring of simultaneous ILS, RNAV and GLS approaches, it includes advice and instructions whenever an aircraft nears or exceeds the prescribed PAR safety limit or simultaneous ILS RNAV and GLS no transgression zone.

(See ADDITIONAL SERVICES.)

(See TRAFFIC ADVISORIES.)

**b. Radar Navigational Guidance**– Vectoring aircraft to provide course guidance.

**c. Radar Separation**– Radar spacing of aircraft in accordance with established minima.

(See ICAO term RADAR SERVICE.)

**RADAR SERVICE [ICAO]**– Term used to indicate a service provided directly by means of radar.

**a. Monitoring**– The use of radar for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path.

**b. Separation**– The separation used when aircraft position information is derived from radar sources.

***RADAR SERVICE TERMINATED***– Used by ATC to inform a pilot that he/she will no longer be provided any of the services that could be received while in radar contact. Radar service is automatically terminated, and the pilot is not advised in the following cases:

**a.** An aircraft cancels its IFR flight plan, except within Class B airspace, Class C airspace, a TRSA, or where Basic Radar service is provided.

**b.** An aircraft conducting an instrument, visual, or contact approach has landed or has been instructed to change to advisory frequency.

**c.** An arriving VFR aircraft, receiving radar service to a tower-controlled airport within Class B airspace, Class C airspace, a TRSA, or where sequencing service is provided, has landed; or to all other airports, is instructed to change to tower or advisory frequency.

**d.** An aircraft completes a radar approach.

**RADAR SURVEILLANCE**– The radar observation of a given geographical area for the purpose of performing some radar function.

**RADAR TRAFFIC ADVISORIES**– Advisories issued to alert pilots to known or observed radar traffic which may affect the intended route of flight of their aircraft.

(See TRAFFIC ADVISORIES.)

**RADAR TRAFFIC INFORMATION SERVICE**–

(See TRAFFIC ADVISORIES.)

**RADAR VECTORING [ICAO]**– Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.

**RADIAL**– A magnetic bearing extending from a VOR/VORTAC/TACAN navigation facility.

**RADIO**–

**a.** A device used for communication.

**b.** Used to refer to a flight service station; e.g., “Seattle Radio” is used to call Seattle FSS.

**RADIO ALTIMETER**– Aircraft equipment which makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.

**RADIO BEACON**–

(See NONDIRECTIONAL BEACON.)

**RADIO DETECTION AND RANGING**–

(See RADAR.)

**RADIO MAGNETIC INDICATOR**– An aircraft navigational instrument coupled with a gyro compass or similar compass that indicates the direction of a selected NAVAID and indicates bearing with respect to the heading of the aircraft.

**RAIS**–

(See REMOTE AIRPORT INFORMATION SERVICE.)

**RAMP**–

(See APRON.)

**RANDOM ALTITUDE**– An altitude inappropriate for direction of flight and/or not in accordance with FAA Order JO 7110.65, Paragraph 4–5–1, VERTICAL SEPARATION MINIMA.

**RANDOM ROUTE**– Any route not established or charted/published or not otherwise available to all users.

**RC**–

(See ROAD RECONNAISSANCE.)