

jointly by FAA and a military service. Specific facility nomenclatures are used for administrative purposes only and are related to the physical location of the facility and the operating service generally as follows:

1. Army Radar Approach Control (ARAC)  
(US Army).
2. Radar Air Traffic Control Facility (RATCF) (USN/FAA and USMC/FAA).
3. Radar Approach Control (RAPCON)  
(USAF/FAA, USN/FAA, and USMC/FAA).
4. Terminal Radar Approach Control (TRACON) (FAA).
5. Airport Traffic Control Tower (ATCT) (FAA). (Only those towers delegated approach control authority.)

**RADAR ARRIVAL**– An aircraft arriving at an airport served by a radar facility and in radar contact with the facility.

(See NONRADAR.)

**RADAR BEACON**–

(See RADAR.)

**RADAR CLUTTER [ICAO]**– The visual indication on a radar display of unwanted signals.

***RADAR CONTACT***–

a. Used by ATC to inform an aircraft that it is identified using an approved ATC surveillance source on an air traffic controller's display and that radar flight following will be provided until radar service is terminated. Radar service may also be provided within the limits of necessity and capability. When a pilot is informed of "radar contact," he/she automatically discontinues reporting over compulsory reporting points.

(See ATC SURVEILLANCE SOURCE.)

(See RADAR CONTACT LOST.)

(See RADAR FLIGHT FOLLOWING.)

(See RADAR SERVICE.)

(See RADAR SERVICE TERMINATED.)

(Refer to AIM.)

b. The term used to inform the controller that the aircraft is identified and approval is granted for the aircraft to enter the receiving controller's airspace.

(See ICAO term RADAR CONTACT.)

**RADAR CONTACT [ICAO]**– The situation which exists when the radar blip or radar position symbol of a particular aircraft is seen and identified on a radar display.

***RADAR CONTACT LOST***– Used by ATC to inform a pilot that the surveillance data used to determine the aircraft's position is no longer being received, or is no longer reliable and radar service is no longer being provided. The loss may be attributed to several factors including the aircraft merging with weather or ground clutter, the aircraft operating below radar line of sight coverage, the aircraft entering an area of poor radar return, failure of the aircraft's equipment, or failure of the surveillance equipment.

(See CLUTTER.)

(See RADAR CONTACT.)

**RADAR ENVIRONMENT**– An area in which radar service may be provided.

(See ADDITIONAL SERVICES.)

(See RADAR CONTACT.)

(See RADAR SERVICE.)

(See TRAFFIC ADVISORIES.)