



# AFP Practical Guide on radar speed measuring devices (ACT Policing)

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## 1. Disclosure and compliance

This document is classified **UNCLASSIFIED** and is intended for internal AFP use.

Disclosing any content must comply with Commonwealth law and the [AFP National Guideline on disclosure of information](#).

## Compliance

This instrument is part of the AFP's professional standards framework. The [AFP Commissioner's Order on Professional Standards \(CO2\)](#) outlines the expectations for appointees to adhere to the requirements of the framework. Inappropriate departures from the provisions of this instrument may constitute a breach of AFP professional standards and be dealt with under Part V of the [Australian Federal Police Act 1979](#) (Cth).

## 2. Acronyms

<b>ACT</b>	Australian Capital Territory
<b>AFP</b>	Australian Federal Police

## 3. Definitions

**Police radar** – means any of the Australian Standard AS 2898 - 2003 Type I or II radar speed measuring devices, such as:

- the Kustom Signals Inc Silver Eagle
- the Kustom Signals Inc Raptor RP1
- any other radar speed measuring device specified/approved for use in the [Road Transport \(Safety & Traffic Management\) Regulation 2000](#).

**Suitably qualified member** – means a member who has been deemed competent by the CPO to operate police radar.

## 4. Guideline authority

This guideline was issued by the Chief Police Officer for the ACT using power under s. 37(1) of the [Australian Federal Police Act 1979](#) (Cth) as delegated by the Commissioner under s. 69C of the Act.

## 5. Introduction

This practical guide outlines how members must set up and use radar speed measuring devices.

## 6. Operator certification

Members must not operate police radar unless they have been trained and are authorised to do so.

Members qualified to operate police radar who have not operated the device within 12 months may be re-accredited at the discretion of the Officer in Charge, Traffic Operations.

When a new type of radar device (as defined by the Australian Standard AS 2898-2003) is brought into operation by ACT Policing, each operator should be trained prior to operational use.

## 7. Set up and maintenance

Certified radar operators must:

- set up and operate police radars in accordance with standard operating procedures derived from the:
  - ACT Policing Radar Operator's Course curriculum
  - ACT Policing Radar Operator's manual
  - operator manuals issued by the manufacturer of the radar device
  - Australian Standard AS 2898-2003
- ensure the police radar has been certified for use on a particular day, and at least within 12 months prior to use
- select safe and suitable locations for proper operation of police radar
- ensure police radar is only used on relatively straight sections of road
- perform tuning fork tests on police radars:
  - prior to device operation (start up) or not more than 9 hours after the set up test
  - upon shut down of the device
- maintain and secure all radar equipment in their possession
- not attempt any repairs or allow any other person to perform any repairs to the radar instrument other than approved persons.

Faulty equipment must not be used and should be forwarded to Traffic Operations as soon as is practicable, together with an explanation of the fault encountered.

## 8. Target identification

To identify a target, members must:

- visually observe and estimate the target speed
- ensure they obtain a clear audible tone
- if in mobile mode, for at least 3 seconds:
  - obtain a numeric reading on the patrol display and target windows
  - ensure the patrol display correlates with the certified speedometer.

## 9. General operation

When using police radar, certified operators must:

- consider the accuracy tolerance described in s. 11 of this guideline
- always operate in 'hold' mode until the target is visually observed
- ensure that the antenna is mounted:
  - with consideration for possible sources of interference during inclement weather (reduced range)
  - in a position which does not expose it to moisture, unless waterproof
  - either in or on the police vehicle but no closer than 100mm from an occupant
  - pointing straight ahead and parallel to the roadway when in mobile mode
  - pointing straight ahead or directly to the rear and parallel to the roadway in stationary mode

- between 1 and 2 metres from the ground
- using an antenna mount to ensure it is insulated from the vehicle.

Members may lock on the speed of a target vehicle and offer the offending motorist the opportunity to view the locked speed.

## 10. Mobile mode

Members operating police radars in mobile mode must:

- ensure that the designated radar vehicle is driven by a suitably qualified member
- ensure the vehicle's speedometer was certified within 12 months of use
- ensure the police vehicle's speed is similar to or less than the speed restriction for that part of road
- maintain a reasonably constant speed as far as possible
- ensure the police vehicle is travelling at no less than the radar instrument's minimum threshold as stated by the manufacturer
- compare the vehicle's certified speedometer with the patrol speed to ensure correlation whilst checking the speed
- take steps to prevent the shadowing effect (formerly known as differential effect) when checking oncoming vehicles
- try and obtain target history
- consider the 'check until passed' methodology to avoid claims of interference
- not operate the radar in the "same direction moving mode".

Members may utilise 'fastest mode' if target vehicles are accounted for and sufficient vehicle history of both the offending vehicle and other vehicles within the radar beam are accounted for.

## 11. Prosecution

Members must take into account the accepted accuracy of police radar when issuing traffic infringement notices. The accuracy tolerance is 1 kilometre per hour in stationary mode and 2 kilometres per hour in mobile mode (Australian Standard AS 2898-2003).

Non-certified members must not issue a traffic infringement notice for radar offences detected by certified members but may corroborate their evidence.

If a plea of not guilty is entered, the member must, in addition to submitting a hearing brief in accordance with the [AFP Practical Guide on briefs of evidence \(ACT Policing\)](#), obtain and attach the following documents to the brief of evidence:

- the certificate showing when the police vehicle's speedometer was certified as accurate. This can be obtained from:
  - AFP Radio Technicians if a Ballinger or similar type of additional digital speedometer was used
- a calibration certificate for the particular police radar (available from Traffic Operations)
- a certificate of approval to operate police radar (available from Traffic Operations)
- a completed [Section 25 Radar Certificate](#) form (AFP Forms).

## 12. Safety

Members operating police radar in inclement weather must consider:

- the reduced range caused by atmospheric conditions
- safety issues relating to visibility, reasonable reaction distances for drivers and methods of stopping offending vehicles.

When operating police radar in stationary situations at night, members should, wherever possible, utilise:

- street lighting
- battery powered wands to direct drivers
- police vehicles emergency warning lights when stopping offending vehicles.

Members who move onto the road to stop vehicles must ensure they:

- are clearly visible to all approaching traffic
- wear reflective safety vests, when possible
- allow the driver a reasonable distance to react to instructions and/or signals.

## 13. Further advice

Queries about the content of this guideline should be referred to the Officer in Charge Traffic Operations.

## 14. References

### Legislation

- [Australian Road Rules](#)
- [Road Transport \(Safety & Traffic Management\) Regulation 2000](#)

### AFP governance

- [AFP Practical Guide on briefs of evidence \(ACT Policing\)](#)

### Other sources

- Australian Standard AS 2898-2003
- [Section 25 Radar Certificate](#) (AFP Forms)