

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

## Recommendation Document

**SUBJECT:** Non-radar Terminal Areas.

**BACKGROUND/DISCUSSION:** Jeppesen charts indicate whether air traffic radar services are available during the approach-control (or CENRAP) phase of flight. NOS charts do not. This is information of considerable value to the pilot, both for flight planning and actual flight operations purposes.

**RECOMMENDATION:** Flight inspection is in a position to determine the adequacy of radar coverage in the terminal area. Where vectors-to-final cannot be provided because of marginal, or non-existent radar coverage, pilots should be made aware of this on instrument approach and departure charts. Jeppesen does a fairly good job on a subjective basis, but they should have reliable, objective source upon which to base this designation.

**COMMENTS:** This affects flight inspection policies and procedures and pertinent FAA policy directives.

**SUBMITTED BY:** Captain Simon Lawrence, Chairman  
Charting and Instrument Procedures Program  
AIR LINE PILOTS ASSOCIATION  
**PHONE:** (703) 689-4176  
**FAX:** (703) 689-4370  
**DATE:** October 12, 2000

---

**00-02 MEETING:** This issue was submitted by Mr. Simon Lawrence, ALPA. Mr. Lawrence requests the identification and an indication on the charts of all procedures where vectors to the final approach course area available. **ACTION:** ATA-100 will check to see what the source of the "circle R" symbol is that Jeppesen uses and report to the ACF.

---

**01-01 MEETING: Non-radar Terminal Areas** Mr. Simon Lawrence, ALPA, submitted this issue. Mr. Lawrence requests the identification and an indication on the charts of all procedures where vectors to the final approach course area available. Mr. Dick Powell reported that the circle R symbol appears in the A/FD when the approach control is not located at the airport. This data is forwarded to NFDC from the Regional 530 offices and NACO adds the symbol to the A/FD. The floor of the airspace and the scope of the long-range air traffic control center radars are studied for sufficient control of published instrument approaches. **OPEN**

---

**01-02 MEETING:** Ms. Pat Fair stated that ARS told her they have no charted coverage of Radar. She said that they have no reliable information that could be used for charting. It was stated that each facility knows where they have coverage. Mr. Marty Walker stated that even if you knew where to chart them, a pilot wouldn't always necessarily be able to get vectors even if the equipment would support it. Mr. Simon Lawrence withdrew this issue. **CLOSED**

---