

*Background*

There has been a considerable amount of discussion and study over the years with regard to proposals to raise the present three-mile VFR visibility requirement to five miles. This was done in the continental control area above 14,500 feet on the basis of high-speed aircraft operating in the upper airspace. Three miles remains an adequate visibility requirement for the slower speeds of 250 knots and below in the context of our recommendation for a speed limit below 10,000 feet. In the airspace above 10,000 feet MSL, where higher speeds would be permitted, increased visibility would appear to be a valid requirement for those aircraft that are operating at the higher speeds.

(5) Establish climb and descent corridors for high performance aircraft and require such aircraft to use these corridors unless adhering to the speed limits recommended in 3 above. Not more than two corridors should be established at any airport. The applicable rules would be essentially the same as those for military climb corridors. There would be no speed restrictions in the corridors.

*Background*

The airlines and the operators of general aviation turbine-powered aircraft are not able to utilize the maximum climb and descent capabilities of their aircraft with complete safety today because of the inability to see and avoid other aircraft or to take evasive action on a timely basis under conditions of high rate of climb or descent. This is especially true of many aircraft that have a high deck angle during such maneuvers. The climb corridor concept would expedite traffic safely and would permit better utilization of the characteristics of these high performance aircraft during climb and descent. Other aircraft would be permitted to transit or cross the corridor by means of a simple radio call to the traffic controller for transit permission. Two corridors only would be needed at each major airport, serving the most used directions of approach and departure. The needs of other runways not aligned with the corridor could be served by a combination of the airspace in the corridor and that of the 2,000 feet of airport traffic area extending at a five-mile radius around the airport, wherein communications with the tower already are required under most circumstances. Speed outside the corridor, but within the airport traffic area would be subject to the existing speed limits with authority for ATC to waive it if traffic conditions permit.

(6) Assign a high priority to improved conspicuity of aircraft.

*Background*

A considerable amount of effort has been expended in several different fields with respect to making an aircraft easily discernible to another pilot in the air. The efforts in this field have included reflective paints, distinctive painting schemes, high-intensity lighting and other means of enhancement of conspicuity. Several of these ideas have been partially explored, but the development efforts seem to have tapered off due to some of the difficulties encountered or to a degree of indifference with respect to activities in this field as compared to more glamorous devices for detection of other traffic.

(7) Increase the availability of radar advisories for all traffic.

*Background*

Most pilots know about and can get terminal area radar advisories. However, many pilots do not know that they also can get radar advisories while en route under the VFR rules. Further, the provision of this service is at the discretion of the controller and many times a pilot is refused service because the controller is "too busy with IFR flight plan traffic." This tends to discourage VFR pilots from even trying to use the en route radar system. The FAA must take positive steps to make this traffic advisory service available to all users of the airspace where radar coverage is available.

(8) Assign high priority to the development of a proximity warning indicator (PWI) that is operationally and economically suitable for use by general aviation aircraft.

*Background*

The AOPA staff has participated in the deliberations of the FAA-sponsored Collision Prevention Advisory Group for some eight years in reviewing all proposed developments in the collision prevention field. Our objec-