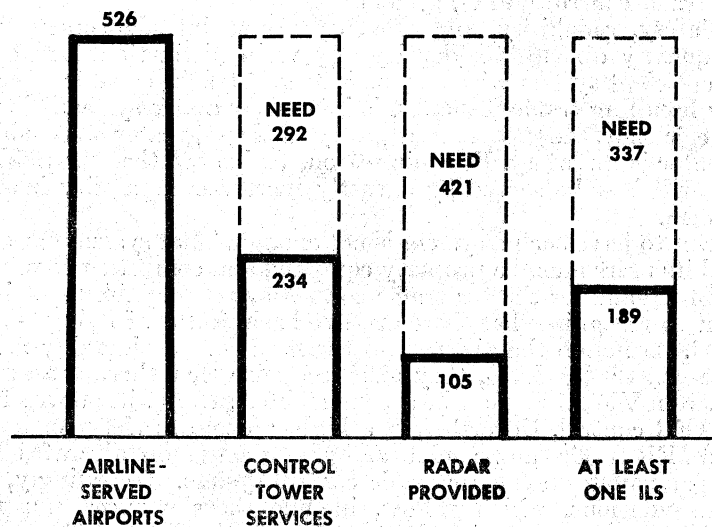


TOWERS, RADARS AND ILS AT AIRLINE-SERVED AIRPORTS IN CONTINENTAL U.S.



SOURCE: Air Transport Association

Figure 4.

TERMINAL RADAR SERVICE

Although it was originally looked upon as an aid to IFR traffic, radar has become an invaluable tool in handling VFR traffic as well, especially in terminal areas. But only 105 of the airports served by airlines have radar service. (See fig. 4.)

Without radar the higher speeds and growing volume of aircraft flying into and around airports make it increasingly difficult for tower controllers to visually observe and separate all aircraft. It is impossible for controllers to provide pilots with traffic information concerning other aircraft which the controllers cannot see, or of which they have no knowledge. Radar displays in the tower, permitting controllers to observe all traffic operating within their area of jurisdiction, will improve the safety of airport traffic control service. In most cases, it will be necessary to install the radar at individual airports to provide this radar service in the tower; in some cases the proximity of airports may be such that one radar could be made to serve the displays in two or more control towers.

The airlines recommend that FAA provide terminal radar service at every airport having regularly scheduled airline passenger service.

INCREASING THE UTILITY OF ATC RADAR

We have noted that because it provides precise, up-to-the-minute views of traffic movements in a given area, radar has become a fundamental tool in our ATC system. Nevertheless, radar has many limita-