

trollers would have specific knowledge of all traffic within that airspace and could use this knowledge for the issuance of traffic information to aircraft under their jurisdiction. This information could also be utilized as a basis for subsequently providing separation of traffic within the expanded airport traffic area. This service could be made available to both VFR and IFR traffic and would not necessarily require that aircraft be operated solely under instrument flight rules in all cases.

The airlines recommend that: (a) The "airport traffic area" be enlarged to include that airspace from 2,000 to 5,000 feet out to at least a 15-mile radius of the airport; (b) traffic information be provided to all aircraft which have been authorized to operate within the airport traffic area; (c) this service be expanded to provide separation between aircraft where traffic warrants.

SPECIAL VFR

Certain minimum visibility and distances from clouds are specified by the regulations for VFR operation within controlled airspace. No reduction in these minima is permitted along controlled airways. When weather is such that these minima cannot be observed along the airways, flights must be conducted under instrument flight rules (IFR). By contrast, however, within airport control zones, even those with a high volume of traffic, a reduction in the basic VFR weather minima is permitted for "special VFR" operations. Although a 1-mile minimum visibility is stipulated for such operations, there is no minimum ceiling specified. Pilots are merely required to remain "clear of clouds." Despite the fact that "special VFR" traffic must obtain a traffic clearance in order to safely intermix with full-scale IFR operations in the control zone under these marginal conditions, the "special VFR" pilot need not be instrument qualified and the aircraft need not be equipped for instrument flying. As a consequence, air traffic controllers are limited in the separation standards they can use.

The airlines recommend that "special VFR" procedures be eliminated for fixed-wing aircraft at all airports used by the airlines within the 48 contiguous United States.

ELIMINATING THE "POPUP" PROBLEM

Traffic information derived from radar observations has helped reduce the collision hazard. With alphanumeric radar displays showing automatic altitude readout on the radarscope, the traffic information service will be greatly improved for both VFR and IFR traffic. However, controllers, particularly in air route traffic control centers, are faced with the problem of unanticipated radio calls from VFR flights which desire radar traffic advisories. Descriptively named "pop-ups," such traffic requires an extensive exchange of communications to ascertain the type of aircraft, the pilot's desire, position, altitude, intended route, and destination, and to effect radar identification.

If the controller had advance information, possibly in the form of a simple flight plan, appropriate flight progress strips could be prepared in advance and the controller would then be alerted to forth-