

Federal Aviation Agency

ADVISORY CIRCULAR

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AIR TRAFFIC CONTROL
AND GENERAL OPERATIONS

EFFECTIVE :

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Cancelled See -30A

SUBJECT : PRECISION APPROACH RADAR (PAR) SERVICE

1. **PURPOSE.** This circular provides information concerning the provision of Precision Approach Radar (PAR) service at Federal Aviation Agency (FAA) operated air traffic control facilities.
 2. **BACKGROUND.** For the past several years, the FAA has been taking an increasingly hard look at services and facilities in the system that tended to become marginal on a cost versus benefit basis. In this light, a comprehensive study of 27 locations, where the Agency currently provides PAR service, has been conducted. This study concluded that expenditures for the operation and maintenance of PAR systems could not be justified except at selected locations. Accordingly, a plan was developed to discontinue PAR service except at those locations where peculiar circumstances or military requirements justified retention. This plan which proposed to retain PAR service at only 12 locations, was submitted to appropriate civil aviation organizations for comment on June 18, 1965. The majority of comments received from these organizations recommended retention of PAR service. Therefore, at the locations in question a more thorough review will be conducted which will provide for the compilation of statistics showing actual demand for and utilization of PAR services.
 3. **LOCATIONS TO PROVIDE PAR SERVICE ON PILOT REQUEST.** Effective January 1, 1966, and for a period not to exceed one year, PAR systems at the following locations will be placed in an operational standby status until further notice, and associated PAR services will be provided only when specifically requested by a pilot. Such request will be made on initial contact with approach control.
 - (1) Detroit, Michigan (Willow Run Airport) 1/
 - (2) New York, New York (LaGuardia Airport)
 - (3) Oakland, California
- 1/ PAR service to be decommissioned concurrent with relocation of Terminal Radar Control Facility (TRACON) to Detroit (Metro) Airport.

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- (4) Pittsburgh, Pennsylvania
- (5) Indianapolis, Indiana
- (6) Washington, D. C. (National Airport)
- (7) San Francisco, California 2/
- (8) Boston, Massachusetts
- (9) Atlanta, Georgia
- (10) Chicago, Illinois (Midway Airport)
- (11) Dallas, Texas
- (12) Philadelphia, Pennsylvania
- (13) St. Louis, Missouri
- (14) Washington, D. C. (Dulles Airport)
- (15) Albuquerque, New Mexico

4. DATA COLLECTION ON PAR USAGE. Air Traffic Control facilities will record pertinent data on each aircraft requesting PAR service. This information will be used by the Agency in making determinations on a location-by-location basis with respect to future changes in the PAR program.
5. LOCATIONS NOT AFFECTED. PAR service will continue in accordance with existing standards and procedures at the following locations:

- (1) Andrews AFB, Maryland
- (2) Portland, Oregon
- (3) Seattle, Washington
- (4) Los Angeles, California
- (5) Andersen AFB, Guam
- (6) Colorado Springs, Colorado
- (7) Lincoln AFB, Nebraska (see NOTE)
- (8) Minneapolis, Minnesota
- (9) Kansas City, Missouri
- (10) Chicago, Illinois (O'Hare Airport)
- (11) Atlantic City, New Jersey
- (12) New York, New York (Kennedy Airport)

NOTE: The PAR system at this location will be decommissioned concurrent with the closure of the Air Force Base approximately July 1, 1966.


Archie W. League, Director
Air Traffic Service

- 2/ PAR service to be decommissioned concurrent with establishment of common IFR room at Oakland.