

Federal Aviation Agency



AC NO: 90-30A

AIR TRAFFIC CONTROL
AND GENERAL OPERATIONS

EFFECTIVE :

11/21/67

SUBJECT : PRECISION APPROACH RADAR (PAR) SERVICE

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1. PURPOSE. This circular provides information concerning Precision Approach Radar (PAR) service at Federal Aviation Administration (FAA) operated air traffic control facilities.
 2. CANCELLATION. AC 90-30, Precision Approach Radar (PAR) Service, dated January 1, 1966.
 3. BACKGROUND.
 - a. The need for PAR service has been under study for several years. To determine the day-to-day user demand for PAR service, a one-year survey of PAR activity was initiated at 15 selected airports where PAR operation was placed on a standby "pilot request" basis. Detailed actual use data were gathered during 1966. The data collected and current system operational factors were found to justify FAA discontinuance of PAR service at 14 of the locations studied.
 - b. A similar survey at all remaining airports where FAA provides this service will be conducted.
 4. PAR SERVICE DISCONTINUANCE LOCATIONS. PAR service has been or will be discontinued at the locations listed below - exact dates will be announced by NOTAM:
 - a. Detroit, Michigan (Willow Run Airport)
 - b. New York, New York (LaGuardia Airport)
 - c. Oakland, California
 - d. Pittsburgh, Pennsylvania
 - e. Indianapolis, Indiana
 - f. Washington, D. C. (National Airport)
 - g. San Francisco, California
 - h. Boston, Massachusetts
 - i. Atlanta, Georgia
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- j. Chicago, Illinois (Midway Airport)
 - k. Dallas, Texas
 - l. Philadelphia, Pennsylvania
 - m. St. Louis, Missouri
 - n. Washington, D. C. (Dulles Airport)
5. FULL PAR SERVICE RETAINED. PAR at Albuquerque, New Mexico, now on standby status, will be retained and restored to full operational status after relocation to meet a military requirement. Details of the relocation will be published via NOTAM.
6. LOCATIONS TO PROVIDE PAR SERVICE ON PILOT REQUEST. Effective December 1, 1967, PAR systems at the following locations will be placed in operational standby status until further notice, and associated PAR service will be provided only when specifically requested by the pilot. Such request should be made on initial contact:
- a. Portland, Oregon
 - b. Seattle, Washington
 - c. Los Angeles, California
 - d. Minneapolis, Minnesota
 - e. Kansas City, Missouri
 - f. Chicago, Illinois (O'Hare Airport)
 - g. Atlantic City, New Jersey
 - h. New York, New York (Kennedy Airport)
7. LOCATIONS NOT AFFECTED. PAR service will continue on a full operational basis in accordance with existing standards and procedures at the following locations:
- a. Andrews AFB, Maryland
 - b. Charleston, South Carolina
 - c. Colorado Springs, Colorado
 - d. Anderson AFB, Guam


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