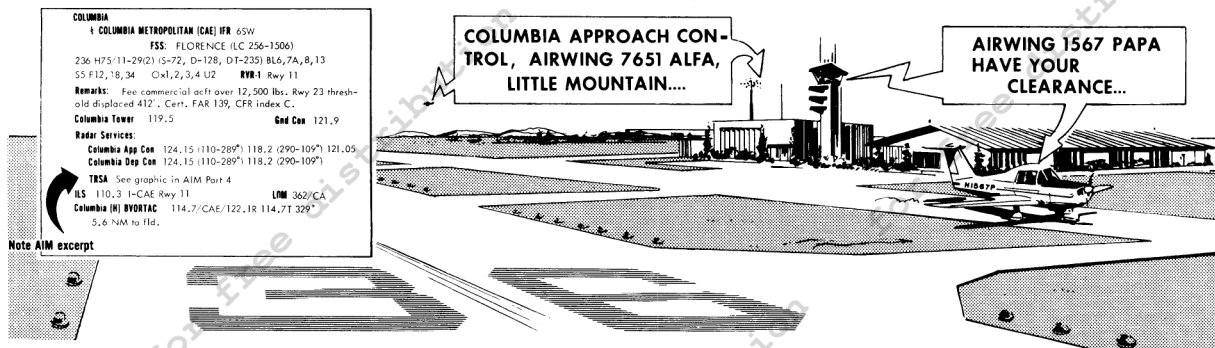


**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
VFR PILOT EXAM-O-GRAM® NO. 55
TERMINAL RADAR SERVICE AREAS (TRSAs)**

"STAGE III"



Due to implementation of an increasing number of TRSAs at certain busy terminal locations, written tests for pilot certification require a knowledge of these areas and the service provided within them. This Exam-O-Gram is to help pilots in becoming familiar with the areas and the service provided.

In the interest of safety, TRSAs have been established at airports where the volume of different types — small, large, slow, and fast — of VFR and IFR aircraft can best be served by radar sequencing and separation. The service provided within a TRSA is called STAGE III SERVICE. DO NOT confuse Stage III service with Stage I or Stage II Service. Stage I Service provides traffic information and limited vectoring to VFR aircraft on a workload permitting basis. Stage II Service is to adjust the flow of arriving VFR and IFR aircraft into the traffic pattern in a safe and orderly manner and to provide radar traffic information to departing VFR aircraft. Stage III Service provides separation between all participating VFR aircraft and all IFR aircraft operating within TRSAs. Radar equipped FAA Air Traffic Control (ATC) facilities provide Stage III Service.

Arriving aircraft landing at airports within a TRSA and aircraft desiring to transit the TRSA should contact Approach Control or Departure Control (as the case may be) from outside the TRSA on the specified frequencies in relation to geographical fixes depicted on TRSA Charts. The TRSA Charts are found in the Airman's Information Manual (AIM).

Departing aircraft will be issued a clearance by the control tower advising them when to contact Departure Control and the frequency to use.

Part I of AIM contains a detailed explanation of the program. A list of participating terminals, TRSA Charts, flight procedures, ATC procedures, and a further description of services provided are contained in Part 4 of AIM. Parts 3 and 4 of AIM advertise Stage III Service.

Stage III Services within a TRSA are provided on a voluntary pilot participation basis. Pilot participation is urged but is not mandatory. ATC takes the positive approach and assumes that all VFR aircraft want the service unless the pilot advises otherwise.

Remember, unless you advise you do not want Stage III Service when you contact Ground Control for taxi information or Approach Control for radar service, you will be issued a clearance. Be prepared to copy the clearance!

Typical Departure Communications Procedures.

PILOT: "Ground control Airwing 1567 Papa, at Ace Aviation, VFR southeastward, have information BRAVO, ready to taxi."

GROUND: "Airwing 1567 Papa, have your clearance; after takeoff turn right heading 080, maintain VFR at or below 4,500, departure frequency 121.05, squawk 0464. Taxi to Runway 35 via taxiway A."

PILOT: "1567 Papa, roger."

TOWER (after takeoff): "Airwing 1567 Papa, contact departure."

PILOT: "1567 Papa, roger."

PILOT: "Departure, Airwing 1567 Papa, turning to 080."

DEPARTURE: "Airwing 1567 Papa, radar contact, traffic 2 o'clock, 3 miles northbound, turn right heading 125°."

PILOT: "1567 Papa, looking, turning right to 125°."

DEPARTURE (later): "Airwing 67 Papa, 25 miles southeast of Columbia, fly on course, squawk VFR, radar service terminated."

PILOT: "67 Papa, roger."

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

Typical Arrival Communications Procedures.

PILOT: "Columbia Approach Control, Airwing 7651 Alfa, Little Mountain, heading 120°, 3,500 feet, squawking 1200, landing at Columbia METRO with information BRAVO."

APPROACH: "Airwing 7651 Alfa, squawk 0410 for identification."

PILOT: "7651 Alfa squawking 0410."

APPROACH: "Airwing 51 Alfa, radar contact, turn right heading 140° for vector to Runway 5. Maintain VFR, descend and maintain 2,500 feet."

PILOT: "51 Alfa leaving 3,500."

APPROACH (later): "Airwing 51 Alfa, traffic a Rovercraft, 12 o'clock, 3 miles eastbound. Advise when you have the Rovercraft in sight."

PILOT: "51 Alfa, I have visual contact with the Rovercraft."

APPROACH: "Airwing 51 Alfa, follow the Rovercraft, contact tower on 119.5."

PILOT: "51 Alfa, roger."

As the above arrival procedures illustrate, ATC may provide nonradar separation when prevailing conditions permit. If the pilot has visual contact with the preceding aircraft, he may be directed to follow it for a "visual approach" or to depart the TRSA, as the case may be.

This service is not to be interpreted as relieving pilots of their responsibilities to see and avoid other aircraft operating in basic VFR conditions. Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with VFR is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

-2-

VFR - No. 55
1/77

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