vZBW Radar Reference Sheet

Checklist:

(1)	Sign on/off Policy
(2)	Facility or General SOP
(3)	VFR chart for your facilities from Skyvector.com
(4)	IAP charts for the preferred approaches to the primary field
(5)	DP charts (if available) for your facilities
(6)	Airport Diagram for your primary field
(7)	Airport information pages for all fields in your TRACON
(8)	Visibility Center set (.vis XXXX)
(9)	Primary frequency selected and voice room activated
(10)	If no Tower online, ATIS recorded and connected
(11)	Alias file available for reference
(12)	2 Parts Vodka, 1 part Cointreau, 1 part Lime juice, 2 parts Cranberry juice, 1 slice of lemon. Shaken in ice.

Radar Identification:

(a) Ensure one of the methods of radar identification has been applied. *Ref: 7110.65, 5-3-2/5-3-3*

(b) Once radar contact has been established, provide pilot with a position report. *Ref: 7110.65 5-3-6*

(c) If no altitude is reported by the pilot, verify Mode C readout (check their altitude).

Handoffs:

(a) Ensure that all aircraft are squawking normal (Mode C) and the correct code.

(b) Ensure that all tags (v/r/t) are set and the scratchpad is clear.

(c) Ensure that IFR aircraft not on a preferred route are coordinated.

Untowered/Uncontrolled Airports:

(a) For IFR departures, ensure that a release time is issued, including void time.

(b) For IFR arrivals, issue weather and request the runway and approach the pilot would prefer.

(c) Terminate radar service once established on the approach with no conflicts.

(d) Point out all relevant traffic

(e) Receive IFR cancellation. Remember the "one in, one out" rule.

Arrivals:

Approach Gate: A point that is along the final approach course 1 mile from the final approach fix on the side away from the airport and will be no closer than 5 miles from the landing threshold.

(a) Check ATIS information.

(b) If no ATIS given ensure adequate weather and arrival info supplied.

(c) Remember "PTAC" (Position, Turn, Altitude, Clearance). Ensure speed restriction restated with approach clearance if necessary.

(d) Intercept angles:
2NM or less from the approach gate – 20 degrees
Greater than 2NM from the approach gate – 30 degrees
Helicopters – 45 degrees

Radar Separation Minimums

Basic radar

Vertical
Ref: 4-5-1

<=FL410	- 1,000ft
>FL410	- 2,000ft

Lateral (TRACON)
Ref: 5-5-4(a)(g)

<=40NM*	- 3NM
>40NM*	- 5NM

Terminal**	- 2.5NM

Lateral (Enroute)
Ref: 5-5-4(b)

<=FL600	- 5NM
>FL600	- 10NM

*Refers to distance from radar antenna site.

**Within 10NM of the landing Rwy. Max Rwy occupancy time 50secs. All Rwy turnoffs visible from Tower.

Wake turbulence

Approach   Ref: 5-5-4(e)

Succeeding	Preceding			
	Small	Large	757	Heavy
Small	3	3	5	5
Large	3	3	4	5
Heavy	3	3	4	4

Landing   Ref: 5-5-4(f)

Succeeding	Preceding			
	Small	Large	757	Heavy
Small	3	4	5	6
Large	3	3	4	5
Heavy	3	3	4	4

VFR Separation Minimums

Class C Airspace   (VFR from IFR only**)   Ref: 7-8-3

(1) 500ft vertical or (2) Visual Separation (ref: 7-2-1) or (3) Target resolution*	*Issue Wake Turbulence Advisories when applicable*

TRSA Airspace   (VFR from IFR & VFR)   Ref: 7-7-3

(1) Wake turbulence or, (2) Visual separation or, (3) Target resolution* or, (4) 500ft vertical	*Apply Wake Turbulence Separation when applicable*

Class B Airspace   (VFR from IFR & VFR)   Ref: 7-9-4

(1) Wake turbulence or, (2) Visual separation or, (3) Target resolution* or, (4) 1.5NM (>19,000lbs) or, (5) 500ft vertical	*Apply Wake Turbulence Separation when applicable*

* Target resolution requires that targets (primary beacons) do not touch.
Class B airspace - Target resolution can only be applied when both aircraft weigh less than 19,000lbs

** In Class C airspace VFR from VFR receives traffic advisories on a workload permitting basis only.