

This procedure is to be placed in effect in order to provide ATC services to pilots without live.

Pilots without live are required to review this procedure and memorize it. If at anytime a pilot does not apply by the following procedures, a supervisor will be notified. The supervisor will then review the procedure with pilot to ensure they do not disturb Radar in use procedures.

Air Traffic Controllers shall give clearances to Non-live pilots so that they apply to NRA procedures.

When aircraft are taxiing and awaiting departure or landing clearance and when aircraft are at cruising altitude procedures are exactly the same as Radar In Use procedures/Normal Ops.

A new routing system will be put in place called NRAR or Non Radar Available routes are strictly for pilots without radar services. These routes are created for the purpose of minimum disturbance to radar in use procedures.

Pilots will only be able to fly without live at KZLA (Southern California region).

If at anytime a radar position{tracon and center} wants the position of a NRA aircraft they shall simply ask; “{aircraft callsign} Say eta until next waypoint, and altitude”

If flying IFR-Pilots when filing a flight plan must put “NRA” in remarks section and the name of the NRAR (no radar available route) in the route of flights section. The pilot shall file the proper cruising altitude of the NRAR they are flying.

If flying VFR-Same procedures as radar in use procedures will be used. {using VFR NRAR squawk codes}Pilots when filing a flight plan must put “NRA” in the remarks section.

Can't accept: If aircraft are unable to Find or Fly to an assigned waypoint the controller shall assign a different waypoint near the original waypoint position.

All aircraft must not exceed 240 KIAS regardless of altitude or route.

Pilots! ATC will not clear you for a descent unless you request one! it is your responsibility as the pilot to request a descent.

On the following pages you will see the routes and how atc will clear aircraft to fly these routes.

Narrative to be continued

KSNA-KSAN has no IFR NRAR route this flight must be conducted by VFR Procedures using VFR NRAR Squawk codes

Squawk code usage for IFR NRAR- 1210-1245

Squawk code usage for VFR NRAR- 1246-1277

DO NOT GIVE OUT DUPLICATE SK CODES COMMUNICATE WITH OTHER CONTROLLERS TO INSURE THIS DOES NOT HAPPEN

The following airports will be the only airports aircraft can fly IFR between without Live, KLAX, KSAN, and KSNA. All other flights must be conducted with VFR in ZLA.

LAX01 {KLAX-KSAN} (Pronounced L.A Zero One N-Row)

Initial altitude- 030 (3,000)

Cruising Altitude- 090 (9,000)

Initial Hdg- left turn 080 direct MZB when able *aircraft must be at shoreline and at 3,000 feet first*

Route: MZB KSAN

After the aircraft reports reaching MZB (mission bay VOR) they must contact KSCT_TWR or whatever frequency is handling KSAN_TWR and advise the controller they will be entering a downwind for runway {which ever is in use} as per LAX01 NRAR. *clearance to

enter a downwind is not needed* After notifying the controller the pilot will then execute the downwind, turn their base, and request permission to land once on final.

ATC Initial Clearance- "(aircraft callsign), you are cleared to san diego int'l via the LAX01 NRAR, Climb via the NRAR except maintain three thousand, direct Mission Bay when able, expect niner thousand five minutes after departure, {departure frequency if any}, Sk {1210-1245}"

LAX02 {KLAX-KSNA} (Pronounced L.A Zero Two N-Row)

Initial altitude- 030 (3,000)

Cruising altitude- 090 (9,000)

Initial Hdg- left turn Hdg 080 direct SLI when able *aircraft must be at shoreline and at 3,000 feet first*

Route: SLI KSNA

After the aircraft reports they passed SLI they must alert the tracon controller {it might be a center frequency} the controller will than assign a strict heading of 110 to avoid the disney theme park restricted which extends from SFC to Flight level 300(30,000). Once the aircraft reports the visual they should be transferred to KSNA tower, the tower will than clear the aircraft to land on runway of the aircraft's choice unless winds are greater than 10 kts.

ATC initial clearance- "(aircraft callsign), you are cleared to John Wayne airport via the LAX02 NRAR, Climb via the NRAR except maintain three thousand, direct seal beach when able, expect niner thousand five minutes after departure, {departure frequency if any}, Sk{1210-1245}"

SAN01 {KSAN-KSNA} (pronounced San Diego Zero One N-rar)

Initial altitude- 050 (5,000)

Cruising altitude- 090 (9,000)

Initial Hdg- right turn 290 direct SLI when able

Route: SLI KSNA

After the aircraft reports that they passed SLI they must alert the tracon controller {it might be a center frequency} the controller will than assign a strict Hdg of 110 to avoid the disney theme park restricted airspace which extends from SFC to Flight level 300(30,000). Once the aircraft reports the visual they should be transferred to KSNA tower, the tower will than clear the aircraft to land on runway of the aircraft's choice unless winds are greater than 10 kts.

ATC initial clearance- '(aircraft callsign), you are cleared to John Wayne airport via the SAN01 NRAR, Climb via the NRAR except maintain five thousand, direct seal beach when able, expect niner thousand five minutes after departure, {departure frequency if any}. sk {1210-1245}"

SAN02 {KSAN-KLAX} (pronounced San Diego Zero One N-rar)

Initial altitude- 050 (5,000)

Cruising altitude-090 (9,000)

Initial Hdg- right turn 290 direct SLI when able

Route: SLI KLAX

After the aircraft reports that it has passed SLI they tracon/center shall issue the aircraft a heading of 284. Once the aircraft reports the visual they should be immediately transferred to the tower controller responsible for KLAX. The tower controller will than clear the aircraft to enter a pattern (downwind, base, final) for whatever runway the tower controller feels necessary. When aircraft reports they are on final they will than be issued landing clearance.

ATC initial clearance- “(aircraft callsign), you are cleared to L.A airport via the SAN02 NRAR, Climb via the NRAR except maintain five thousand feet, direct Seal Beach when able, expect niner thousand five minutes after departure, {departure frequency if any}, SK{1210-1245}”

SNA01- {KSNA-KLAX} (pronounced John Wayne Zero One N-rar)

Initial altitude- 030 (5,000)

Cruising altitude- 050 (5,000)

Route SLI KLAX

After the aircraft reports that it has passed SLI they tracon/center shall issue the aircraft a heading of 284. Once the aircraft reports the visual they should be immediately transferred to the tower controller responsible for KLAX. The tower controller will than clear the aircraft to enter a pattern (downwind, base, final) for whatever runway the tower controller feels necessary. When aircraft reports they are on final they will than be issued landing clearance.

ATC initial clearance- “(aircraft callsign), you are cleared to L.A airport via the SNA01 NRAR, Climb via the NRAR except maintain three thousand feet, direct Seal Beach when able, expect five thousand feet five minutes after departure, {departure frequency if any}, SK{1210-1245}

**VFR NRAR PROCEDURES ARE THE SAME AS RADAR
HOWEVER AVAILABLE PROCEDURES FLIGHT
FOLLOWING IS MANDATORY FOR VFR NRAR
FLIGHTS**

-narrative continued-

