

# **BRIEFING GUIDE**

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

## Table of Contents

Paragraph Number	Title	Page
1-2-6	ABBREVIATIONS .....	BG-3 BG-6
2-1-4	OPERATIONAL PRIORITY .....	BG-8 BG-9
2-1-27	PILOT DEVIATION NOTIFICATION .....	BG-11
2-4-20	AIRCRAFT IDENTIFICATION .....	BG-8
2-6-4	ISSUING WEATHER AND CHAFF AREAS .....	BG-12
2-6-6	HAZARDOUS INFLIGHT WEATHER ADVISORY .....	BG-14
5-1-2	ATC SURVEILLANCE SOURCE USE .....	BG-3
5-2-7	VFR CODE ASSIGNMENTS .....	BG-15
5-3-4	TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS ...	BG-6
5-4-6	RECEIVING CONTROLLER HANDOFF .....	BG-6
5-4-10	EN ROUTE FOURTH LINE DATA BLOCK USAGE .....	BG-12 BG-16
5-5-4	MINIMA .....	BG-3
5-5-7	PASSING OR DIVERGING .....	BG-3
5-5-9	SEPARATION FROM OBSTRUCTIONS .....	BG-3
5-13-8	CONTROLLER INITIATED COAST TRACKS .....	BG-3
6-4-3	MINIMA ON OPPOSITE COURSES .....	BG-17
6-5-4	MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES	BG-17
6-5-5	RNAV MINIMA- DIVERGING/CROSSING COURSES .....	BG-17
8-7-4	LATERAL SEPARATION .....	BG-20
8-8-4	LATERAL SEPARATION .....	BG-20
8-9-4	LATERAL SEPARATION .....	BG-20
8-10-4	LATERAL SEPARATION .....	BG-20
9-2-12	LAW ENFORCEMENT OPERATIONS .....	BG-22
9-2-17	SAMP FLIGHTS .....	BG-8
9-2-22	OPEN SKIES TREATY AIRCRAFT .....	BG-9
13-1-1	DESCRIPTION .....	BG-24

**1. PARAGRAPH NUMBER AND TITLE:**

1-2-6. ABBREVIATIONS

5-1-2. ATC SURVEILLANCE SOURCE USE

5-5-4. MINIMA

5-5-7. PASSING OR DIVERGING

5-5-9. SEPARATION FROM OBSTRUCTIONS

5-13-8. CONTROLLER INITIATED COAST TRACKS

**2. BACKGROUND:** The Standard Terminal Automation Replacement System (STARS) Multi-Sensor Mode display is analogous to a mosaic display based on raw sensor data. The STARS Multi-Sensor Mode displays a target's position from raw sensor data, based on the data from the highest ranked sensor in the sort cell hierarchy. If data from the highest ranked sensor are unavailable, data will be used from the next highest ranked sensor that is available. Safety analysis and safety risk management documentation support the approval of Automatic Dependent Surveillance-Broadcast (ADS-B) and Wide Area Multilateration (WAM) when using STARS Multi-Sensor Mode for 5 NM separation. Enhanced Backup Surveillance (EBUS) has been decommissioned throughout the National Airspace System (NAS).

**3. CHANGE:****OLD****1-2-6. ABBREVIATIONS**

As used in this order, the abbreviations listed below have the following meanings indicated. (See TBL 1-2-1.)

*TBL 1-2-1***FAA Order JO 7110.65 Abbreviations**

EBUS . . . . . Enhanced Backup Surveillance System

**OLD****5-1-2. ATC SURVEILLANCE SOURCE USE****Title through b**

c. All procedures and requirements relating to ATC services using secondary radar targets apply to ATC services provided to targets derived from ADS-B and WAM.

**OLD****5-5-4. MINIMA**

Separate aircraft by the following minima:

**a. TERMINAL.** Single Sensor ASR or Digital Terminal Automation System (DTAS):

**NOTE-**

*Includes single sensor long range radar mode.*

Add

**a1 through a4 NOTE****NEW****1-2-6. ABBREVIATIONS**

No Change

No Change

Delete

**NEW****5-1-2. ATC SURVEILLANCE SOURCE USE**

No Change

**c. Targets derived from ADS-B and WAM may be used for the provision of all terminal services when operating in STARS Fusion, STARS FMA, and STARS Multi-Sensor Mode, including those associated with any published instrument procedure annotated "radar required."**

**NEW****5-5-4. MINIMA**

No Change

No Change

**NOTE-**

**1. Includes single sensor long range radar mode.**

**2. ADS-B and WAM are not selectable sources when in Single Sensor Mode.**

No Change

Add	<b><u>5. If TRK appears in the data block, handle in accordance with paragraph 5-3-7, Identification Status, subparagraph b, and take appropriate steps to establish nonradar separation.</u></b>
Add	<b><u>NOTE-</u></b> <b><u>TRK appears in the data block whenever the aircraft is being tracked by a radar site other than the radar currently selected. Current equipment limitations preclude a target from being displayed in the single sensor mode; however, a position symbol and data block, including altitude information, will still be displayed. Therefore, low altitude alerts must be provided in accordance with paragraph 2-1-6, Safety Alert.</u></b>
<b>b through b3</b>	No Change
<b><u>4. ADS-B may be integrated as an additional surveillance source when operating in FUSION mode. The display of ADS-B targets is permitted and does not require radar reinforcement.</u></b>	Delete
<b><u>NOTE-</u></b> <b><u>ADS-B surveillance must only be used when operating in FUSION.</u></b>	Delete
<b><u>5. The use of ADS-B only information may be used to support all radar requirements associated with any published instrument procedure that is annotated "Radar Required".</u></b>	Delete
<b>b6</b>	Renumber <b>b4</b>
<b><u>c. EBUS, Terminal Mosaic/Multi-Sensor Mode</u></b>	<b><u>c. STARS Multi-Sensor Mode – 5 miles.</u></b>
<b><u>NOTE-</u></b> <b><u>Mosaic/Multi-Sensor Mode combines radar input from 2 to 16 sites into a single picture utilizing a mosaic grid composed of radar sort boxes.</u></b>	<b><u>NOTE-</u></b> <b><u>STARS Multi-Sensor Mode displays target symbols derived from radar, ADS-B, and WAM.</u></b>
<b><u>1. Below FL 600– 5 miles.</u></b>	Delete
<b><u>2. At or above FL 600– 10 miles.</u></b>	Delete
<b><u>3. Facility directives may specify 3 miles for areas meeting all of the following conditions:</u></b>	Delete
<b><u>(a) Radar site adaptation is set to single sensor.</u></b>	Delete
<b><u>(b) Significant operational advantages can be obtained.</u></b>	Delete
<b><u>(c) Within 40 miles of the antenna.</u></b>	Delete
<b><u>(d) Up to and including FL 230.</u></b>	Delete
<b><u>(e) Facility directives specifically define the area where the separation can be applied and define the requirements for displaying the area on the controller's display.</u></b>	Delete
<b><u>REFERENCE-</u></b> <b><u>FAA Order JO 7210.3, Para 8-2-1, Three Mile Airspace Operations.</u></b>	Delete

4. When transitioning from terminal to en route control, 3 miles increasing to 5 miles or greater, provided:

Delete

(a) The aircraft are on diverging routes/courses, and/or

Delete

(b) The leading aircraft is and will remain faster than the following aircraft; and

Delete

(c) Separation constantly increasing and the first center controller will establish 5 NM or other appropriate form of separation prior to the aircraft departing the first center sector; and

Delete

(d) The procedure is covered by a letter of agreement between the facilities involved and limited to specified routes and/or sectors/positions.

Delete

**d through e4(e)**

No Change

**f. STARS Multi-Sensor Mode:**

Delete

**NOTE-**

Delete

1. In Multi-Sensor Mode, STARS displays targets as filled and unfilled boxes, depending upon the target's distance from the radar site providing the data. Since there is presently no way to identify which specific site is providing data for any given target, utilize separation standards for targets 40 or more miles from the antenna.

2. When operating in STARS Single Sensor Mode, if TRK appears in the data block, handle in accordance with paragraph 5-3-7, Identification Status, subparagraph b, and take appropriate steps to establish nonradar separation.

Delete

3. TRK appears in the data block whenever the aircraft is being tracked by a radar site other than the radar currently selected. Current equipment limitations preclude a target from being displayed in the single sensor mode; however, a position symbol and data block, including altitude information, will still be displayed. Therefore, low altitude alerts must be provided in accordance with paragraph 2-1-6, Safety Alert.

Delete

## **WAKE TURBULENCE APPLICATION**

No Change

**g through j**

Re-letter **f** through **i**

### **OLD**

#### **5-5-7. PASSING OR DIVERGING**

**Title through a2(b)**

**3.** Although approved separation may be discontinued, the requirements of paragraph 5-5-4, Minima, subparagraph g must be applied when wake turbulence separation is required.

#### **REFERENCE-**

FAA Order JO 7110.65, Para 1-2-2, Course Definitions.

### **NEW**

#### **5-5-7. PASSING OR DIVERGING**

No Change

No Change

No Change

**NOTE–**

Apply en route separation rules when using multi-sensor mode.

**b. EN ROUTE.** Vertical separation between aircraft may be discontinued when they are on opposite courses as defined in paragraph 1–2–2, Course Definitions; and

Delete

**b. EN ROUTE, TERMINAL (when STARS Multi-Sensor Mode is selected).** Vertical separation between aircraft may be discontinued when they are on opposite courses as defined in paragraph 1–2–2, Course Definitions; and

**OLD****5–5–9. SEPARATION FROM OBSTRUCTIONS**Title through **a5(b) NOTE**

Add

**NEW****5–5–9. SEPARATION FROM OBSTRUCTIONS**

No Change

**6. STARS Multi-Sensor Mode – 5 miles.****OLD****5–13–8. CONTROLLER INITIATED COAST TRACKS**

**a.** Initiate coast tracks only in Flight Plan Aided Tracking (FLAT) mode, except “free” coast tracking may be used as a reminder that aircraft without corresponding computer-stored flight plan information are under your control.

**NOTE–**

**1.** *To ensure tracks are started in FLAT mode, perform a start track function at the aircraft’s most current reported position, then immediately “force” the track into coast tracking by performing another start function with “CT” option in field 64. Making amendments to the stored route with trackball entry when the aircraft is rerouted, and repositioning the data block to coincide with the aircraft’s position reports are methods of maintaining a coast track in FLAT mode.*

**2.** *EBUS does not have the capability to initiate coast tracks.*

**NEW****5–13–8. CONTROLLER INITIATED COAST TRACKS**

No Change

**NOTE–**

*To ensure tracks are started in FLAT mode, perform a start track function at the aircraft’s most current reported position, then immediately “force” the track into coast tracking by performing another start function with “CT” option in field 64. Making amendments to the stored route with trackball entry when the aircraft is rerouted, and repositioning the data block to coincide with the aircraft’s position reports are methods of maintaining a coast track in FLAT mode.*

Delete

**1. PARAGRAPH NUMBER AND TITLE:**

1–2–6. ABBREVIATIONS

5–3–4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS

5–4–6. RECEIVING CONTROLLER HANDOFF

**2. BACKGROUND:** During an update to FAA Order JO 7110.65Z, “AM” was inadvertently deleted from paragraphs 5–3–4 and 5–4–6. Furthermore, “AM” was omitted from 1–2–6. “AM,” while not used by the En Route Automation Modernization (ERAM) and Standard Terminal Automation Replacement System (STARS) platform, is valid and relevant to the Micro-En Route Automated Radar Tracking System (MEARTS) platform. In addition, it was discovered that the current 2 mile disparity value published for the AMB definition is inaccurate as it is locally adaptable and the value could vary depending on the facility.

**3. CHANGE:****OLD****1-2-6. ABBREVIATIONS**

As used in this order, the abbreviations listed below have the following meanings indicated. (See TBL 1-2-1.)

*TBL 1-2-1*

**FAA Order JO 7110.65 Abbreviations****NEW****1-2-6. ABBREVIATIONS**

No Change

No Change

**OLD**

Abbreviation	Meaning
ALTRV . . . .	Altitude reservation
Add	Add
AMASS . . . .	Airport Movement Area Safety System
AMB . . . . .	Ambiguity—A disparity greater than <u>2 miles</u> exists between the position declared for a target by STARS and another facility's computer declared position during interfacility handoff

**NEW**

Abbreviation	Meaning
ALTRV . . . .	Altitude reservation
<b><u>AM . . . . .</u></b>	<b><u>Ambiguity—A disparity greater than a locally adapted distance exists between the position declared for a target by MEARTS and another facility's computer declared position during interfacility handoff</u></b>
AMASS . . . .	Airport Movement Area Safety System
AMB . . . . .	Ambiguity—A disparity greater than <u>a locally adapted distance</u> exists between the position declared for a target by STARS and another facility's computer declared position during interfacility handoff

**OLD****5-3-4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS**

Title through **a1**

2. The aircraft is being handed off using a NAS automated system and one of the following does not appear in the data block: "CST", "NAT", "NT", "AMB", "OLD", or "TRK".

**OLD****5-4-6. RECEIVING CONTROLLER HANDOFF**

Title through **e3**

**NEW****5-3-4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS**

No Change

2. The aircraft is being handed off using a NAS automated system and one of the following does not appear in the data block: "CST", "NAT", "NT", "AMB", "OLD", **"AM"**, or "TRK".

**NEW****5-4-6. RECEIVING CONTROLLER HANDOFF**

No Change

f. Take the identified action prior to accepting control of a track when the following indicators are displayed in the data block:

No Change

1. “AMB”: advise the other facility that a disparity exists between the position declared by their computer and that declared by your STARS system.

1. “AMB” **or** “**AM**”: advise the other facility that a disparity exists between the position declared by their computer and **the position** declared by your STARS/**MEARTS** system.

## 1. PARAGRAPH NUMBER AND TITLE:

2–1–4. OPERATIONAL PRIORITY

2–4–20. AIRCRAFT IDENTIFICATION

9–2–17. SAMP FLIGHTS

**2. BACKGROUND:** As the lead governmental organization for aerial sampling/surveying missions (SAMP) flights, the U.S. Air Force Technical Application Center (AFTAC) has determined clarity is needed to ensure mission security for SAMP aircraft. Additional characters added to the SAMP flight ID, such as the aircraft tail number, could compromise mission security. A change to this and other FAA orders will designate mission call signs to be “SAMP” followed by a three-digit flight number, i.e., SAMP123. Additional changes associated with “SAMP” missions were coordinated for paragraph 5–3–2, Aerial Sampling/Surveying for Nuclear Contamination, in FAA Order JO 7210.3, Facility Operation and Administration; and paragraph 12–4–3, Aerial Sampling/Surveying for Nuclear Contamination, in FAA Order JO 7610.4, Special Operations.

## 3. CHANGE:

### OLD

#### 2–1–4. OPERATIONAL PRIORITY

Title through **h NOTE**

i. Provide priority handling to USAF aircraft engaged in aerial sampling/surveying missions using the call sign “SAMP.”

#### **REFERENCE–**

FAA Order JO 7110.65, Para 9–2–17, SAMP Flights.

FAA Order JO 7210.3, Para 5–3–2, Aerial Sampling/Surveying For Nuclear Contamination.

FAA Order JO 7610.4, Para 12–4–3, Aerial Sampling/Surveying For Nuclear Contamination.

### OLD

#### 2–4–20. AIRCRAFT IDENTIFICATION

Title through **a10(a) EXAMPLE**

(b) USAF aircraft engaged in aerial sampling/surveying missions. State the call sign “SAMP” followed by the last three digits of the serial number.

#### **EXAMPLE–**

“SAMP Three One Six.”

#### **REFERENCE–**

FAA Order JO 7110.65, Para 9–2–17, SAMP Flights.

### NEW

#### 2–1–4. OPERATIONAL PRIORITY

No Change

i. Provide priority handling to USAF **or other government** aircraft engaged in aerial sampling/surveying missions using the call sign “SAMP.”

#### **REFERENCE–**

FAA Order JO 7110.65, Para 9–2–17, SAMP Flights.

FAA Order JO 7210.3, Para 5–3–2, Aerial Sampling/Surveying For Airborne Contamination.

### NEW

#### 2–4–20. AIRCRAFT IDENTIFICATION

No Change

(b) USAF **or other government** aircraft engaged in aerial sampling/surveying missions. State the call sign “SAMP” followed by **a three-digit flight** number.

No Change

No Change



**OLD****9-2-17. SAMP FLIGHTS**

Provide special handling to U.S. Government and military aircraft engaged in aerial sampling/surveying missions, sampling for nuclear, chemical, or hazardous material contamination. Honor inflight clearance requests for altitude and route changes to the maximum extent possible. Other IFR aircraft may be recleared so that requests by SAMP aircraft are honored. Separation standards as outlined in this order must be applied in all cases.

**REFERENCE-**

FAA Order JO 7110.65, Para 2-1-4, Operational Priority.  
FAA Order JO 7110.65, Para 2-4-20, Aircraft Identification.  
FAA Order JO 7610.4, Para 4-4-4, Avoidance of Hazardous Radiation Areas.

**NEW****9-2-17. SAMP FLIGHTS**

Provide special handling to **USAF or other government** aircraft **using the “SAMP” call sign and** engaged in aerial sampling/surveying missions for nuclear, chemical, or hazardous material contamination. **Approve** inflight clearance requests for altitude and route changes to the maximum extent possible. Other IFR aircraft may be recleared so that requests by SAMP aircraft are **approved**.

**REFERENCE-**

FAA Order JO 7110.65, Para 2-1-4, Operational Priority.  
FAA Order JO 7110.65, Para 2-4-20, Aircraft Identification.  
FAA Order JO 7610.4, Para 4-4-4, Avoidance of Hazardous Radiation Areas.  
**FAA Order JO 7210.3, Para 5-3-2, Aerial Sampling/Surveying for Airborne Contamination.**

**1. PARAGRAPH NUMBER AND TITLE:**

2-1-4. OPERATIONAL PRIORITY

9-2-22. OPEN SKIES TREATY AIRCRAFT

**2. BACKGROUND:** The United States formally withdrew from the Open Skies Treaty on November 22, 2020. Due to current world events, return to the Treaty is unlikely. Therefore, Open Skies Treaty references and procedures are being removed from all FAA orders.

**3. CHANGE:****OLD****2-1-4. OPERATIONAL PRIORITY**Title through **k** *REFERENCE*

**1. Provide priority handling to expedite the movement of OPEN SKIES Treaty observation and demonstration (F and D) flights.**

**NOTE-**

**An Open Skies Treaty (F and D) aircraft has priority over all “regular” air traffic. “Regular” is defined as all aircraft traffic other than:**

**1. Emergencies****2. Aircraft directly involved in presidential movement.****3. Forces or activities in actual combat.****4. MEDEVAC, and active SAR missions.****5. AIR EVAC and HOSP aircraft that have requested priority handling.****REFERENCE-**

FAA Order JO 7110.65, Para 9-2-22, Open Skies Treaty Aircraft.  
FAA Order JO 7210.3, Para 5-3-5, Open Skies Treaty Aircraft Priority Flights (F and D).  
*Treaty on Open Skies, Treaty Document, 102-37.*

**m** through **q****NEW****2-1-4. OPERATIONAL PRIORITY**

No Change

Delete

Delete

Delete

Re-letter **l** through **p**

**OLD****NEW****9-2-22. OPEN SKIES TREATY AIRCRAFT**

Delete

a. Open Skies aircraft will be identified by the call sign “OSY” (Open Skies) followed by the flight number and a one-letter mission suffix.

Delete

**EXAMPLE–**

Delete

OSY123DMission suffixes:\*F = Observation Flights (Priority).\*D = Demonstration Flights (Priority).\*T = Transit Flights (Nonpriority).**NOTE–**

Delete

1. Observation/Demonstration flights are conducted under rigid guidelines outlined in the Treaty on Open Skies that govern sensor usage, maximum flight distances, altitudes and priorities.

2. Transit flights are for the sole purpose of moving an Open Skies aircraft from airport to airport in preparation for an actual Open Skies “F” or “D” mission.

Delete

b. Provide priority and special handling to expedite the movement of an Open Skies observation or demonstration flight.

Delete

**REFERENCE–**

Delete

FAA Order JO 7110.65, Para 2-1-4, Operational Priority, subpara L.FAA Order JO 7210.3, Para 5-3-5, Open Skies Treaty Aircraft Priority Flights (F and D).Treaty on Open Skies, Treaty Document, 102-37.

c. Open Skies (F and D) Treaty aircraft, while maintaining compliance with ATC procedures, must have priority over activities in special use airspace (SUA)/Air Traffic Control Assigned Airspace (ATCAA). Open Skies (F and D) Treaty aircraft are nonparticipating aircraft and must be allowed to transit SUA/ATCAA as filed after appropriate and timely coordination has been accomplished between the using agency and controlling agency.

Delete

**NOTE–**

Delete

A letter of agreement is not required for nonparticipating aircraft to transit deactivated/released airspace.**REFERENCE–**

Delete

FAA Order JO 7110.65, Para 9-3-4, Transiting Active SUA/ATCAA.

1. Open Skies (F and D) Treaty flights transiting SUA/ATCAA will be handled in the following manner:

Delete

(a) The ATC facility controlling the Open Skies (F and D) Treaty flight must advise the using agency, or appropriate ATC facility, upon initial notification and when the aircraft is 30 minutes from the SUA/ATCAA boundary; and

Delete

(1) For active SUA/ATCAA with an ATC facility, coordinate and execute the transit of Open Skies (F and D) Treaty aircraft.

Delete

**REFERENCE–**

FAA Order JO 7110.65, Para 9–3–4, Transiting Active SUA/ATCAA.

Delete

(2) For active SUA/ATCAA without an ATC facility, the using agency must deactivate/re-lease the SUA/ATCAA to permit the Open Skies (F and D) Treaty aircraft to transit as filed in proximity to the active SUA/ATCAA. When deactivating/re-leasing the SUA/ATCAA for this purpose, the using agency is only required to deactivate/release the portion of the SUA/ATCAA to the controlling agency that is necessary to provide approved separation.

Delete

(b) The using agency must deactivate/release the SUA/ATCAA, or portion thereof, no later than 15 minutes prior to the Open Skies (F and D) Treaty aircraft reaching the SUA/ATCAA boundary.

Delete

(c) If the controlling agency is unable to confirm with the using agency that all conflicting activities in the SUA/ATCAA have ceased, the Open Skies aircraft must not be permitted access to the SUA/ATCAA.

Delete

**REFERENCE–**

FAA Order JO 7110.65, Para 9–3–2, Separation Minima.

Delete

2. Return SUA/ATCAA to the using agency, if requested, within (15) minutes after the Open Skies (F and D) Treaty aircraft clears the SUA/ATCAA.

Delete

d. Clear the aircraft according to the filed flight plan.

Delete

1. Do not ask the pilot to deviate from the planned action or route of flight except to preclude an emergency situation or other higher priority aircraft.

Delete

2. Do not impose air traffic control delays except to preclude emergency situations or other higher priority aircraft.

Delete

**NOTE–**

If for reasons of flight safety the route or altitude must be changed, return the aircraft to the filed flight plan route as soon as practical.

Delete

## **1. PARAGRAPH NUMBER AND TITLE: 2–1–27. PILOT DEVIATION NOTIFICATION**

**2. BACKGROUND:** The March 2021 Air Traffic Procedures Bulletin contained an article on Pilot Deviations, including the phrase “Brasher Notification,” sometimes used to reference the phraseology that an Air Traffic Controller will use to notify a pilot of a possible pilot deviation. The article also contained historical information referencing the origins of the phrase “Brasher Notification.” While there is no official definition, the use of the

phrases “Brasher Notification” or “Brasher Warning” has become prevalent throughout the National Airspace System when referring to the associated phraseology in FAA Order JO 7110.65, Air Traffic Control, paragraph 2–1–27, Pilot Deviation Notification.

### 3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<b>2–1–27. PILOT DEVIATION NOTIFICATION</b>	<b>2–1–27. <u>POSSIBLE</u> PILOT DEVIATION NOTIFICATION</b>
When it appears that the actions of a pilot constitute a pilot deviation, notify the pilot, workload permitting.	No Change
<b>PHRASEOLOGY–</b> (Identification) <i>POSSIBLE PILOT DEVIATION ADVISE YOU CONTACT (facility) AT (telephone number).</i>	No Change
Add	<b>NOTE–</b> <u><i>The phraseology example identified in this paragraph is commonly referred to as the “Brasher Notification” or “Brasher Warning,” which gives flight crews the opportunity to make note of the occurrence for future reference. The use of these terms during direct pilot communications is not appropriate.</i></u>
<b>REFERENCE–</b> FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Aircraft Incident Notification, Investigation, and Reporting, Chapter 11, Para 3, Air Traffic Facility Responsibilities.	No Change

### 1. PARAGRAPH NUMBER AND TITLE:

2–6–4. ISSUING WEATHER AND CHAFF AREAS

5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE

**2. BACKGROUND:** The language in FAA Order JO 7110.65, subparagraph 2–6–4k, was in conflict with FAA Order JO 7110.65, subparagraph 5–4–10f Note 2 and Note 3, when coordinating weather deviations using the 4<sup>th</sup> line of the Full Data Block (FDB) in the En Route Automation Modernization (ERAM) system. Additionally, FAA Order JO 7110.65, subparagraph 5–4–10f, was unclear on the designated characters used when deviating between two headings.

### 3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<b>2–6–4. ISSUING WEATHER AND CHAFF AREAS</b>	<b>2–6–4. ISSUING WEATHER AND CHAFF AREAS</b>
<b>Title through j</b> <i>REFERENCE</i>	No Change
<b>k.</b> En Route Fourth Line Data Transfer	No Change

1. The inclusion of a NAVAID, waypoint, or /F in the fourth line data indicates that the pilot has been authorized to deviate for weather and must rejoin the route at the next NAVAID or waypoint in the route of flight.

**REFERENCE–**

FAA Order JO 7110.65, Para 5–4–10, En Route Fourth Line Data Block Usage.

**EXAMPLE–**

“Deviation twenty degrees right approved, when able proceed direct O’Neill VORTAC and advise.” In this case, the corresponding fourth line entry is “D20R/ONL” or “D20R/F.”

**OLD**

**5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE**

**Title through d EXAMPLE**

e. Aircraft assigned a heading until receiving a fix or joining a published route must be designated with assigned heading format followed by the fix or route.

**EXAMPLE–**

H080/ALB, 080/J121, PH/ALB

**NOTE–**

1. The notation “PH” may be used to denote present heading.
2. The character “H” may be omitted as a prefix to the heading assignment only if necessary due to character field limitations, and it does not impede understanding.

Add

f. Coordination format for weather deviations must use the designated characters:

D–deviation

L–left

R–right

N–north

E–east

S–south

W–west

/F – direct next NAVAID/waypoint

D+2 headings – deviate between.

1. The inclusion of /(NAVAID) or /(waypoint), when preceded by the designated characters for weather deviations, indicates that a pilot has been authorized to deviate for weather and rejoin the route at the specified NAVAID or waypoint. The use of /F, following the designated weather deviation characters, indicates that a pilot has been authorized to deviate and rejoin the route of flight at the next NAVAID or waypoint in the flight plan.

No Change

**EXAMPLE–**

“Deviation twenty degrees right approved, when able proceed direct O’Neill VORTAC and advise.” In this case, the corresponding fourth line entry is “D20R/ONL,” or “D20R/F” if O’Neill is the next NAVAID in the flight plan.

**NEW**

**5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE**

No Change

No Change

Delete

No Change

No Change

**EXAMPLE–**

H080/ALB, 080/J121, PH/ALB

f. Coordination format for weather deviations must use the designated characters:

D–deviation

L–left

R–right

N–north

E–east

S–south

W–west

/F–direct next NAVAID/waypoint **in the flight plan**

**D(heading)–(heading)–deviate between two specified headings.**

**NOTE–**

1. Two digits specify turns in degrees and must include direction character(s). Three digits specify heading(s).
2. The inclusion of a /NAVAID, /waypoint, or /F indicates that the pilot has been authorized to deviate for weather and must rejoin the route at the next NAVAID, waypoint, or fix in the route of flight in accordance with the phraseology in paragraph 2–6–4.

**EXAMPLE–**

D90/ATL, DL/KD75U, D090/F

3. The absence of a NAVAID, waypoint, or /F indicates that the pilot has been authorized to deviate for weather only, and the receiving controller must provide a clearance to rejoin the route in accordance with subparagraph 2–1–15c.

**EXAMPLE–**

DN, D20L, D30R, D080+120

No Change

2. The inclusion of /(NAVAID) or /(waypoint), when preceded by the designated characters for weather deviations, indicates that a pilot has been authorized to deviate for weather and rejoin the route at the specified NAVAID or waypoint. The use of /F, following the designated weather deviation characters, indicates that a pilot has been authorized to deviate and rejoin the route of flight at the next fix in the route in accordance with paragraph 2–6–4.

**EXAMPLE–**

D90L/ATL, DL/KD75U, D090/F

3. The absence of /NAVAID, /waypoint, or /F after the weather deviation designated characters indicates that the pilot has been authorized to deviate for weather, and the receiving controller must provide a clearance to rejoin the route of flight in accordance with subparagraph 2–1–15c.

**EXAMPLE–**

DN, D20L, D30R, D180–210

## 1. PARAGRAPH NUMBER AND TITLE: 2–6–6. HAZARDOUS INFLIGHT WEATHER ADVISORY

**2. BACKGROUND:** Airmen’s Meteorological Information (AIRMET) is a concise description using abbreviated text of the occurrence or forecast occurrence of specified weather phenomena which may affect the safety of aircraft operations, but at intensities lower than those which require the issuance of a Significant Meteorological Information (SIGMET). Since the 1950s AIRMET information has been issued in text format known also as Traditional Alphanumeric Code (TAC). En route controllers are required to broadcast notification that an AIRMET has been issued or updated when the area affected by the AIRMET is within 150 NM of their sector or area of jurisdiction (50 NM for terminal facilities). Controllers do not broadcast the text of the AIRMET, they only broadcast that the AIRMET exists. In 2010, the FAA approved the G–AIRMET as an alternate way to provide AIRMET information over the contiguous United States (CONUS). For the purposes of this DCP, and in recognition that there are several uses/definitions for the acronym, CONUS, references herein to CONUS are specific to the contiguous United States (i.e., “lower 48”). The Graphical–AIRMET (G–AIRMET) is AIRMET information described at discrete times no more than 3 hours apart for a period of up to 12 hours into the future. The legacy TAC AIRMET over the CONUS is to be retired leaving the G–AIRMET as the only format to advise of AIRMET criteria since the G–AIRMET provides higher resolution weather information to operators. With the retirement of the TAC AIRMET over the CONUS, controllers will no longer receive this advisory; therefore, the requirement in FAA Order JO 7110.65 to broadcast the AIRMET over the CONUS can be removed. Pilots already receive this advisory information through other sources such as Flight Service.

**3. CHANGE:****OLD****2-6-6. HAZARDOUS INFLIGHT WEATHER ADVISORY**

Controllers must advise pilots of hazardous weather that may impact operations within 150 NM of their sector or area of jurisdiction. Hazardous weather information contained in the advisories includes Airmen's Meteorological Information (AIRMET), Significant Meteorological Information (SIGMET), Convective SIGMET (WST), Urgent Pilot Weather Reports (UUA), and Center Weather Advisories (CWA). Facilities must review alert messages to determine the geographical area and operational impact of hazardous weather information. Advisories are not required if aircraft on your frequency(s) will not be affected.

Add

**NEW****2-6-6. HAZARDOUS INFLIGHT WEATHER ADVISORY**

Controllers must advise pilots of hazardous weather that may impact operations within 150 NM of their sector or area of jurisdiction. Hazardous weather information contained in the advisories includes Airmen's Meteorological Information (AIRMET) **(except over the CONUS)**, Significant Meteorological Information (SIGMET), Convective SIGMET (WST), Urgent Pilot Weather Reports (UUA), and Center Weather Advisories (CWA). Facilities must review alert messages to determine the geographical area and operational impact of hazardous weather information. Advisories are not required if aircraft on your frequency(s) will not be affected.

**NOTE-**

**In recognition that there are several uses/definitions for the acronym CONUS, references herein to CONUS are specific to the contiguous United States (i.e., "lower 48").**

**1. PARAGRAPH NUMBER AND TITLE: 5-2-7. VFR CODE ASSIGNMENTS**

**2. BACKGROUND:** Civilian Visual Flight Rules (VFR) standard formation flights often pass through air traffic control sectors unrecognized since the lead aircraft squawks beacon code 1200 with the trailing aircraft squawking standby. This can result in incomplete VFR advisories issued to aircraft that are receiving ATC services. To address this issue, a dedicated beacon code of 1203 is being reserved for VFR standard formation flights that are not in communication with ATC. When controllers observe this beacon code, they can provide more accurate traffic information when providing traffic advisories and safety alerts. Pilots will be instructed via appropriate publications to begin squawking this code when participating in VFR standard formation flights.

**3. CHANGE:****OLD****5-2-7. VFR CODE ASSIGNMENTS****Title through a1(b) NOTE**

**b.** Instruct an IFR aircraft that cancels its IFR flight plan and is not requesting radar advisory service, or a VFR aircraft for which radar advisory service is being terminated, to squawk VFR.

**PHRASEOLOGY-**  
**SQUAWK VFR.**

or

**SQUAWK 1200.**

**NEW****5-2-7. VFR CODE ASSIGNMENTS**

No Change

No Change

No Change

**NOTE–**

1. Aircraft not in contact with ATC may squawk **1255** in lieu of **1200** while en route to/from or within designated firefighting areas.

No Change

2. VFR aircraft that fly authorized SAR missions for the USAF or USCG may be advised to squawk **1277** in lieu of **1200** while en route to/from or within the designated search area.

No Change

3. VFR gliders should squawk **1202** in lieu of **1200**. Gliders operate under some flight and maneuvering limitations. They may go from essentially stationary targets while climbing and thermaling to moving targets very quickly. They can be expected to make radical changes in flight direction to find lift and cannot hold altitude in a response to an ATC request. Gliders may congregate together for short periods of time to climb together in thermals and may cruise together in loose formations while traveling between thermals.

No Change

Add

4. The lead aircraft in a standard VFR formation flight not in contact with ATC should squawk 1203 in lieu of 1200. All other aircraft in the formation should squawk standby.

**REFERENCE–**

FAA Order JO 7110.66, National Beacon Code Allocation Plan.

No Change

**1. PARAGRAPH NUMBER AND TITLE:**

5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE

**2. BACKGROUND:** Language in FAA Order JO 7110.65, 5–4–10g and h, requires that the designation characters “M” or “S” be displayed when assigned speeds are entered in the 4<sup>th</sup> line of the Full Data Block (FDB). However, En Route Automation Modernization (ERAM) uses several methods to input and process assigned speed data that do not include the display of “M” or “S” due to a four character limit for speed entries in the 4<sup>th</sup> line of the FDB.

**3. CHANGE:****OLD****5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE**

Title through f **NOTE 3 EXAMPLE**

g. Coordination format for assigned airspeeds must use the designation character “S” preceding a three–digit number.

**NEW****5–4–10. EN ROUTE FOURTH LINE DATA BLOCK USAGE**

No Change

g. Coordination format for **specific** assigned airspeeds must use the designation character “S” preceding a three–digit number. **A three–digit number followed by a “+” must be used to denote an assigned speed at or greater than the displayed value, or followed by a “–” to denote an assigned speed at or less than the displayed value.**



**NOTE-**

A “+” notation may be added to denote an assigned speed at or greater than the displayed value. A “-” notation may be added to denote an assigned speed at or less than the displayed value.

**EXAMPLE-**

S210, S250, S250+, S280-

**h.** Aircraft assigned a Mach number must use the designation “M” preceding the two-digit assigned value.

**EXAMPLE-**

M80, M80+, M80-

**REFERENCE-**

FAA Order JO 7110.65, Para 5-4-10, En Route Fourth Line Data Block Usage, subpara g NOTE.

Delete

**EXAMPLE-**

S210, **250+**, 280-

**h.** Aircraft assigned a Mach number must use the designation “M”, **“M.”, or “.”** preceding the two-digit assigned value. **The displayed Mach number shall also be followed by a “+” to denote an assigned speed at or greater than the displayed value, or a “-” to denote an assigned speed at or less than the displayed value.**

**EXAMPLE-**

M80, M80+, M80-, **M.80, .80, .80-**

Delete

**1. PARAGRAPH NUMBER AND TITLE:**

6-4-3. MINIMA ON OPPOSITE COURSES

6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES

6-5-5. RNAV MINIMA- DIVERGING/CROSSING COURSES

**2. BACKGROUND:** Recently, the Stage 2-4 En Route Training Update team conducted a First Course Conduct (FCC) event for Radar Associate Controller training. During that training, it was discovered that the usage of the term “expanded route” in FAA JO 7110.65Z, subparagraph 6-4-3(c) and (d) and subparagraph 6-5-5(b) was unclear as there is no standard definition for “expanded route” and thus, no way to determine when to apply the 18 mile separation standard. Additionally, while researching the background for these changes it was discovered that FIG 6-5-4 contained incorrect information regarding the degree of the angle used to calculate the expanded route.

**3. CHANGE:****OLD****6-4-3. MINIMA ON OPPOSITE COURSES****Title through b**

c. Two RNAV aircraft have reported passing the same position and are at least *8 miles* apart if operating along a route that is 8 miles or less in width; or *18 miles* apart if operating along an expanded route; except that *30 miles* must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitations beyond 130 miles.

d. An aircraft utilizing RNAV and an aircraft utilizing VOR have reported passing the same position and the RNAV aircraft is at least 4 miles beyond the reported position when operating along a route that is 8 miles or less in width; 9 miles beyond the point when operating along an expanded route; except that 15 miles must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitation beyond 130 miles; or 3 minutes apart whichever is greater.

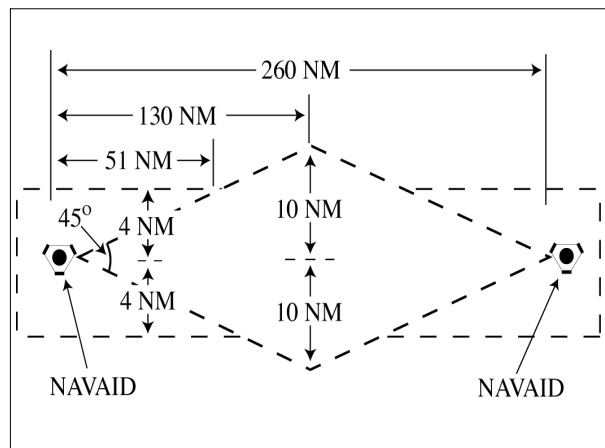
**NEW****6-4-3. MINIMA ON OPPOSITE COURSES****No Change**

c. Two RNAV aircraft have reported passing the same position and are at least *8 miles* apart if operating along a route that is 8 miles or less in width; or *18 miles* apart if operating along any route segment that is greater than 8 miles in width; except that *30 miles* must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitations beyond 130 miles.

d. An aircraft utilizing RNAV and an aircraft utilizing VOR have reported passing the same position and the RNAV aircraft is at least 4 miles beyond the reported position when operating along a route that is 8 miles or less in width; 9 miles beyond the point when operating along any route segment that is greater than 8 miles in width; except that 15 miles must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitation beyond 130 miles; or 3 minutes apart whichever is greater.

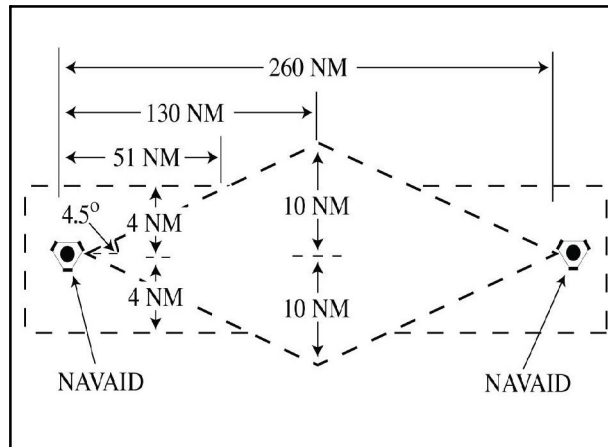
**OLD****6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES**

Protect airspace along other than established airways or routes as follows: (See FIG 6-5-4.)

**NEW****6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES****No Change****OLD****FIG 6-5-4****Minima Along Other Than Established Airways or Routes**

**NEW**

FIG 6-5-4

**Minima Along Other Than Established Airways or Routes**

**REFERENCE-**  
P/CG Term- Airway.  
P/CG Term- Route.

No Change

**OLD****6-5-5. RNAV MINIMA- DIVERGING/  
CROSSING COURSES****Title through a**

**b.** When operating along an expanded route- 9 miles, except that 15 miles must be applied along that portion of any route segment requiring extended usable distance limitation beyond 130 miles of the reference facility.

**NOTE-**

Except for GNSS-equipped aircraft /G, /L, /S, and /V, not on a random impromptu route, paragraph 5-5-1, Application, requires radar separation be provided to RNAV aircraft operating at and below FL450 on Q routes or random RNAV routes, excluding oceanic airspace.

**NEW****6-5-5. RNAV MINIMA- DIVERGING/  
CROSSING COURSES****No Change**

**b.** When operating along any route segment that is greater than 8 miles in width - 9 miles, except that 15 miles must be applied along that portion of any route segment requiring extended usable distance limitation beyond 130 miles of the reference facility.

No Change

**1. PARAGRAPH NUMBER AND TITLE:**

8-7-4. LATERAL SEPARATION

8-8-4. LATERAL SEPARATION

8-9-4. LATERAL SEPARATION

8-10-4. LATERAL SEPARATION

**2. BACKGROUND:** To align with ICAO Annex 6, Annex 11, and Procedures for Air Navigation Services, Air Traffic Management (ICAO Doc 4444), the lateral separation minima for air traffic will be reduced from 30 NM to 23 NM for eligible aircraft pairs in oceanic airspaces under the control jurisdiction of Oakland ARTCC, Anchorage ARTCC, and New York ARTCC. For air traffic operating in these airspaces and using this minima, RCP 240 (Required Communication Performance), RSP 180 (Required Surveillance Performance), and at least RNP 4 (Required Navigation Performance) are required. Other requirements include direct controller/pilot communications via voice or Controller Pilot Data Link Communications and that the required ADS-C contracts are maintained and monitored by an automated flight-data processor (e.g., ATOP). FAA Order JO 7110.65, Chapter 8, Offshore/Oceanic Procedures, will be updated to reflect this new minima. This allows FAA to harmonize with its adjacent Air Navigation Service Providers.

**3. CHANGE:****OLD****8-7-4. LATERAL SEPARATION**

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 4, Lateral Separation, apply the following:

**a.** ~~30 NM~~ to (at a minimum, RNP-4, RCP 240, and RSP 180) approved aircraft operating within airspace designated for RNP-4 when direct controller/pilot communications, via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

**b.** 50 NM between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft which:

**1.** Operate on routes or in areas within WATRS, the San Juan CTA/FIR or the Atlantic portion of the Miami Oceanic CTA/FIR; or

**2.** Operate in the New York Oceanic CTA/FIR outside of WATRS.

**NOTE-**

*This reduced lateral separation must not be used if track-keeping capability of the aircraft has been reduced for any reason.*

**NEW****8-7-4. LATERAL SEPARATION**

No Change

**a.** 23 NM to **approved aircraft** (at a minimum, RNP-4, RCP 240, and RSP 180) operating within airspace designated for **23 NM lateral separation** when direct controller/pilot communications via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

**b.** 50 NM between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft **that operate in the New York Oceanic CTA/FIR or the San Juan Oceanic CTA/FIR or the Atlantic portion of the Miami Oceanic CTA/FIR.**

Delete

Delete

No Change

**OLD****8-8-4. LATERAL SEPARATION**

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 4, Lateral Separation, apply the following:

a. 30 NM to (at a minimum, RNP-4, RCP 240, and RSP 180) approved aircraft operating within airspace designated for RNP-4 when direct controller/pilot communications, via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

b. 50 NM between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft which:

1. Operate on routes or in area within WATRS, the San Juan CTA/FIR or the Atlantic portion of the Miami Oceanic CTA/FIR; or

2. Operate in the New York Oceanic CTA/FIR outside of WATRS; or

3. Operate in the Houston Oceanic CTA/FIR or the Gulf of Mexico portion of the Miami CTA/FIR.

Add

**NOTE-**

*This reduced lateral separation must not be used if track-keeping capability of the aircraft has been reduced for any reason.*

**OLD****8-9-4. LATERAL SEPARATION**

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 4, Lateral Separation, apply the following:

a. Within areas where Required Navigation Performance 10 (RNP-10) separation and procedures are authorized, apply 50 NM to RNP-10 approved aircraft.

b. Apply 30 NM to (at a minimum, RNP-4, RCP 240, and RSP 180) approved aircraft operating within airspace designated for RNP-4 when direct controller/pilot communications, via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

**NEW****8-8-4. LATERAL SEPARATION**

No Change

a. 23 NM to **approved aircraft** (at a minimum, RNP-4, RCP 240, and RSP 180) operating within airspace designated for **23 NM lateral separation** when direct controller/pilot communications via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

b. 50 NM between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft **that**:

1. Operate **in the New York Oceanic CTA/FIR; or**

2. Operate in the **San Juan Oceanic CTA/FIR; or**

3. Operate in the Houston Oceanic CTA/FIR; **or**

4. Operate **in the Atlantic or Gulf of Mexico portion of the Miami CTA/FIR.**

No Change

**NEW****8-9-4. LATERAL SEPARATION**

No Change

a. Within areas where Required Navigation Performance separation and procedures are authorized, apply 50 NM to **RNP 4 or** RNP-10 approved aircraft.

b. Apply 23 NM to **approved aircraft** (at a minimum, RNP-4, RCP 240, and RSP 180) operating within airspace designated for **23 NM lateral separation** when direct controller/pilot communications via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (e.g., ATOP).

**OLD****8-10-4. LATERAL SEPARATION**

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 4, Lateral Separation, apply the following:

a. 50 NM to RNP-10 approved aircraft within areas where RNP-10 separation and procedures are authorized.

b. 30 NM to (at a minimum, RNP-4, RCP 240, and RSP 180) approved aircraft operating within the Anchorage Oceanic CTA and Anchorage Continental CTA when direct controller/pilot communications, via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (for example, ATOP).

**NOTE-**

*The minimum described in subparagraph b is not applicable within airspace in the Anchorage Arctic CTA.*

**NEW****8-10-4. LATERAL SEPARATION**

No Change

a. **Within areas where Required Navigation Performance separation and procedures are authorized, apply 50 NM to RNP 4 or RNP 10 approved aircraft.**

b. **Apply 23 NM to approved aircraft** (at a minimum, RNP-4, RCP 240, and RSP 180) operating within the Anchorage Oceanic CTA and Anchorage Continental CTA when direct controller/pilot communications via voice or Controller Pilot Data Link Communications (CPDLC) and the required ADS-C contracts are maintained and monitored by an automated flight data processor (**e.g., ATOP**).

No Change

**1. PARAGRAPH NUMBER AND TITLE: 9-2-12. LAW ENFORCEMENT OPERATIONS**

**2. BACKGROUND:** In support of national defense, homeland security, intelligence or law enforcement operations, System Operations Security assigns beacon codes and U. S. Special call signs for sensitive government operations. In order to ensure effective air traffic services to these missions, it is necessary the requested and/or displayed beacon codes not be changed and call signs remain unaltered by ATCS during those operations. Paragraph 9-2-12 was also rewritten to eliminate outdated terminology, as well as to harmonize the language contained therein with other orders such as FAA Order JO 7210.3 and FAA Order JO 7110.67.

**3. CHANGE:****OLD****9-2-12. LAW ENFORCEMENT OPERATIONS**

a. In the event information is received pertaining to stolen aircraft, the controller must forward all information to the OS/CIC for reporting on the Domestic Events Network (DEN).

**REFERENCE-**

*FAA Order JO 7210.3, Para 2-7-7, Cooperation With Law Enforcement Agencies.*

Add

**NEW****9-2-12. LAW ENFORCEMENT AND SENSITIVE GOVERNMENT MISSIONS**

a. **Provide the maximum assistance possible to law enforcement aircraft when requested.**

Delete

**1. If requested by the pilot/flight crew, communicate with law enforcement aircraft on a separate and unique communications frequency whenever possible.**

Add

**2. Ensure assistance to law enforcement aircraft does not compromise approved separation minima or place the aircraft in unsafe proximity to terrain, obstructions or other aircraft.**

Add

**3. When requested, assist law enforcement in locating suspect aircraft.**

Add

**4. Forward any information received pertaining to stolen aircraft to the OS/CIC for reporting on the Domestic Events Network (DEN).**

Add

**REFERENCE–**  
**FAA Order JO 7210.3, Para 2–7–7, Cooperation With Law Enforcement Agencies.**

**b. Special law enforcement operations.**

**1. Special law enforcement operations include inflight identification, surveillance, interdiction and pursuit activities performed in accordance with official civil and/or military mission responsibilities.**

**2. To facilitate accomplishment of these special missions, exemptions from specified parts of Title 14 of the Code of Federal Regulations have been granted to designated departments and agencies. However, it is each organization's responsibility to apprise ATC of their intent to operate under an authorized exemption before initiating actual operations.**

**REFERENCE–**  
**FAA Order JO 7210.3, Para 19–3–1, Authorizations and Exemptions from Title 14, Code of Federal Regulations (14 CFR).**

**3. Additionally, some departments and agencies that perform special missions have been assigned coded identifiers to permit them to apprise ATC of ongoing mission activities and solicit special air traffic assistance.**

**REFERENCE–**  
**FAA Order 7110.67, Air Traffic Management Security Services for Special Operations.**

**NOTE–**  
**As specified in paragraph 2–1–4, Operational Priority, priority of handling for aircraft operating with coded identifiers will be the same as that afforded to SAR aircraft performing a SAR mission.**

Add

**b. Sensitive government missions.**

**1. Sensitive government missions include inflight identification, surveillance, interdiction and pursuit activities conducted by government aircraft for national defense, homeland security, and intelligence or law enforcement purposes.**

**2. Provide support to national security and homeland defense activities as specified in paragraph 2–1–2, Duty Priority.**

Delete

**3. To facilitate accomplishment of sensitive government missions, exemptions from specified parts of Title 14 of the Code of Federal Regulations have been granted to designated departments and agencies. Each organization's exemption identifies its responsibilities for notifying ATC of its intent to operate under an exemption before commencing operations.**

Delete

Delete

**REFERENCE–**  
**FAA Order JO 7210.3, Para 19–3–1, Authorizations and Exemptions from Title 14, Code of Federal Regulations (14 CFR).**

Add	<b><u>4. Departments and agencies that conduct sensitive government missions are assigned U.S. special call signs. Additionally, some have pre-assigned beacon codes to permit them to apprise ATC of ongoing mission activities and solicit air traffic assistance. To support these sensitive government missions, ATC must:</u></b>
Add	<b><u>(a) Not change the sensitive beacon codes requested or displayed by these operators.</u></b>
Add	<b><u>(b) To the maximum extent possible, ensure the full call sign designator of aircraft conducting sensitive government operations is entered into FAA automation systems.</u></b>
Add	<b><u>(c) Not alter or abbreviate the U.S. special call signs used by aircraft for sensitive government operations.</u></b>
Add	<b><u>REFERENCE– FAA Order JO 7110.67, Air Traffic Management Security Procedures and Requirements for Special Operations.</u></b>
<b><u>c. Assistance to law enforcement aircraft operations.</u></b>	Delete
<b><u>1. Provide the maximum assistance possible to law enforcement aircraft, when requested, in helping them locate suspect aircraft.</u></b>	Delete
<b><u>2. Communicate with law enforcement aircraft, when possible and if requested, on a frequency not paired with your normal communications frequencies.</u></b>	Delete
<b><u>3. Do not allow assistance to law enforcement aircraft to violate any required separation minima.</u></b>	Delete
<b><u>4. Do not assist VFR law enforcement aircraft in any way that will create a situation which, in your judgment, places the aircraft in unsafe proximity to terrain or other aircraft.</u></b>	Delete

---

## 1. PARAGRAPH NUMBER AND TITLE: 13–1–1. DESCRIPTION

**2. BACKGROUND:** Recently, the definition of CURRENT PLAN was removed from the Pilot/Controller Glossary (P/CG). The deletion was made as it was discovered that the definition did not meet the intentions of the original authors, nor did it provide an accurate reflection of how it functioned within the En Route Decision Support Tool (EDST) system. However, as “current plan” data is a term used when determining how the EDST functions, the term will be placed into paragraph 13–1–1 and a definition will be added in a NOTE at the end of the paragraph.



**3. CHANGE:****OLD****13-1-1. DESCRIPTION**

En Route Decision Support Tool (EDST) is an integrated function of ERAM that is used by the sector team in performing its strategic planning responsibilities. EDST uses flight plan data, forecast winds, aircraft performance characteristics, and track data to derive expected aircraft trajectories, and to predict conflicts between aircraft and between aircraft and special use or designated airspace. It also provides trial planning and enhanced flight data management capabilities.

Add

**NEW****13-1-1. DESCRIPTION**

En Route Decision Support Tool (EDST) is an integrated function of ERAM that is used by the sector team in performing its strategic planning responsibilities. EDST uses **current plan** data, forecast winds, aircraft performance characteristics, and track data to derive expected aircraft trajectories, and to predict conflicts between aircraft and between aircraft and special use or designated airspace. It also provides trial planning and enhanced flight data management capabilities.

**NOTE-**

**For use by the EDST, the current plan is what the En Route Automation System (EAS) predicts an aircraft will fly. This may include clearances that have not yet been issued to the aircraft. Current plans are used to model a flight trajectory and, when applicable, for detecting conflicts.**

---