BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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Vice President, Mission Support Services

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1. PARAGRAPH NUMBER AND TITLE: 2–1–4. OPERATIONAL PRIORITY

2. BACKGROUND: The Department of Defense (DoD) has requested modifications to National Airborne Operations Center (NAOC) and Special Air Missions (SCOOT) mission procedures and information in FAA Orders JO 7610.4, Sensitive Procedures and Requirements for Special Operations; and JO 7110.65, Air Traffic Control.

3. CHANGE:

OLD

2–1–4. OPERATIONAL PRIORITY

Title through **e**

f. Provide priority handling to NIGHT WATCH aircraft when NAOC (pronounced NA–YOCK) is indicated in the remarks section of the flight plan or in air/ground communications.

NOTE–
The term "NAOC" will not be a part of the call sign but may be used when the aircraft is airborne to indicate a request for special handling.

REFERENCE–
FAA Order JO 7610.4, Para 12–1–1, Applications.

g through **i** ***REFERENCE***

j. Provide priority handling to Special Air Mission aircraft when SCOOT is indicated in the remarks section of the flight plan or used in air/ground communications.

NOTE–
The term "SCOOT" will not be part of the call sign but may be used when the aircraft is airborne to indicate a request for special handling.

REFERENCE–
FAA Order JO 7610.4, Para 12–6–1, Applications.

NEW

2–1–4. OPERATIONAL PRIORITY

No Change

f. Provide priority handling to NIGHT WATCH **"NAOC" (pronounced NAY–OCK) aircraft when notified via landline or when "NAOC" is used** in air/ground communications. **When the term "NAOC" is used, approve any request(s) as soon as practicable**.

NOTE–
*The term "NAOC" will not be a part of the **Flight ID in the flight plan or used in conjunction with the call sign but may otherwise be used when the aircraft is airborne.***

No Change

No Change

j. Provide priority handling to Special Air Mission **"SCOOT"** aircraft when **notified via landline or when "SCOOT" is** used in air/ground communications. **When the term "SCOOT" is used, approve any request(s) as soon as practicable**.

NOTE–
*The term "SCOOT" will not be **a** part of the **Flight ID in the flight plan** but may be used **during radio communications in conjunction with the call sign**.*

No Change

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1. PARAGRAPH NUMBER AND TITLE: 5–2–15. VALIDATION OF MODE C READOUT

2. BACKGROUND: FAA Order JO 7110.65, paragraph 5–2–15, Validation of Mode C Readout, makes reference to a "Coast/Suspend Tabular List" that is no longer used in ERAM. The reference will be modified/updated accordingly to reflect the current environment.

3. CHANGE:

OLD

5–2–15. VALIDATION OF MODE C READOUT

Ensure that Mode C altitude readouts are valid after accepting an interfacility handoff, initial track start, track start from coast/suspend tabular list, or during and after an unreliable Mode C readout, except as follows:

NEW

5–2–15. VALIDATION OF MODE C ALTITUDE READOUT

a. Ensure that Mode C altitude readouts are valid after**:**

NOTE– *Consider a Mode C readout unreliable when any condition, not just those that display an indicator in the Data Block, exists that indicates that the Mode C may be in error.*	Delete
Add	**1. Initial track start.**
Add	**2. Track start from coast/frozen status.**
Add	**3. During and after an unreliable Mode C readout.**
Add	**4. Accepting an interfacility handoff, except:**
a. CTRD–equipped tower cabs are not required to validate Mode C altitude readouts after accepting interfacility handoffs from TRACONs according to the procedures in paragraph 5–4–3, Methods, subparagraph a4.	**(a)** CTRD–equipped tower cabs are not required to validate Mode C altitude readouts after accepting interfacility handoffs from TRACONs according to the procedures in paragraph 5–4–3, Methods, subparagraph a4.
b. ERAM facilities are not required to validate Mode C altitude readouts after accepting interfacility handoffs from other ERAM facilities, except:	**(b)** ERAM facilities are not required to validate Mode C altitude readouts after accepting interfacility handoffs from other ERAM facilities, except:
1. After initial track start or track start from coast is required, or	**(1)** After initial track start or track start from coast is required, or
2. During and after the display of a missing, unreasonable, exceptional, or otherwise unreliable Mode C readout indicator.	**(2)** During and after the display of a missing, unreasonable, exceptional, or otherwise unreliable Mode C readout indicator.
Add	***NOTE–*** ***Consider a Mode C readout unreliable when any condition exists that indicates the Mode C may be in error, not just those that display an indicator in the Data Block.***
c through **g**	Re–letter as **b** through **f**

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1. PARAGRAPH NUMBER AND TITLE:
5–5–4. MINIMA
5–5–9. SEPARATION FROM OBSTRUCTIONS

2. BACKGROUND: The Surveillance Acquisition and Sustainment Group of the Program Management Office (PMO) is undertaking the Mode S Beacon Replacement System (MSBRS) beginning in 2023. This secondary radar refresh seeks the replacement of all legacy Mode S and Condor MK2 beacon systems associated with ASR–8/9 and ASR–11 terminal airport surveillance radar (ASR) systems. The impending replacement requires the relevant provisions in JO 7110.65 to reflect the new system infrastructure. There will be no changes in separation standards as a result of this system replacement.

3. CHANGE:

OLD	NEW
5–5–4. MINIMA	**5–5–4. MINIMA**
Separate aircraft by the following minima:	No Change
a. *TERMINAL*. Single Sensor ASR or Digital Terminal Automation System (DTAS):	No Change

NOTE– **1.** *Includes single sensor long range radar mode.*	No Change
2. *ADS–B and WAM are not selectable sources when in Single Sensor Mode.*	No Change
1. When less than 40 miles from the antenna– *3 miles*.	No Change
2. When 40 miles or more from the antenna– *5 miles*.	No Change
3. For single sensor ASR–9 with Mode S, when less than 60 miles from the antenna– *3 miles*.	**3.** For single sensor **monopulse secondary surveillance radar (MSSR)**, when less than 60 miles from the antenna– *3 miles*.
4. For single sensor ASR–11 MSSR Beacon, when less than 60 miles from the antenna– *3 miles*.	Delete
NOTE– *Wake turbulence procedures specify increased separation minima required for certain classes of aircraft because of the possible effects of wake turbulence.*	No Change
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.	**4.** 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.
NOTE– *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.*	No Change
b through **d3(a)(1)**	No Change
(2) Within 60 NM of the preferred radar when using ASR–9 with Mode S or ASR–11 MSSR Beacon; or	**(2)** Within 60 NM of the preferred radar when using **an** MSSR; or
d3(a)(1) through **e3(b)**	No Change
(c) Within 40 NM of the sensor or within 60 NM of the sensor when using ASR–9 with Mode S or ASR–11 MSSR Beacon and within the 3 NM separation area.	**(c)** Within 40 NM of the sensor or within 60 NM of the sensor when using **an** MSSR and within the 3 NM separation area.
e3(d) through **e4**	No Change
(a) Up to and including FL230 within 40 miles from the antenna or within 60 NM when using ASR–9 with Mode S or ASR–11 MSSR Beacon and targets are from the adapted sensor.	**(a)** Up to and including FL230 within 40 miles from the antenna or within 60 NM when using **an** MSSR and targets are from the adapted sensor.

OLD	NEW
5–5–9. SEPARATION FROM OBSTRUCTIONS	**5–5–9. SEPARATION FROM OBSTRUCTIONS**
a. TERMINAL. Separate aircraft from prominent obstructions depicted on the radar display by the following minima:	No Change
1. When less than 40 miles from the antenna– *3 miles.*	No Change
2. When 40 miles or more from the antenna– *5 miles.*	No Change
3. For single sensor ASR–9 with Mode S, when less than 60 miles from the antenna – *3 miles.*	**3.** For single sensor **MSSR**, when less than 60 miles from the antenna – *3 miles.*
4. For single sensor ASR–11 MSSR Beacon, when less than 60 miles from the antenna – *3 miles.*	Delete
5. FUSION:	**4.** FUSION:
(a) Fusion target symbol – *3 miles*.	No Change
(b) When ISR is displayed – *5 miles*.	No Change
NOTE– *When operating in FUSION, distances from the antenna listed in paragraph 5–5–9, a1 through a4, do not apply.*	***NOTE–*** *When operating in FUSION, distances from the antenna listed in paragraph 5–5–9, a1 through a3, do not apply.*
a6	Renumber as **a5**

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1. PARAGRAPH NUMBER AND TITLE: 5–9–7. SIMULTANEOUS INDEPENDENT APPROACHES

2. BACKGROUND: In May 2021, Flight Standards Flight Research and Analysis Branch, AFS–430, completed a supplemental analysis of DOT/FAA/AFS–400/2018/R/22 which provided the foundational analysis for implementation of the revised High Update Rate (HUR) surveillance procedures now published in JO 7110.65 and JO 7210.3. This supplemental analysis was requested after a 2020 safety risk management panel on the subject. It was found that through additional review of ADS–B surveillance accuracy that was not known at the time of the first report, that runway centerline spacing (RCLS) could be further reduced.

3. CHANGE:

OLD	NEW
5–9–7. SIMULTANEOUS INDEPENDENT APPROACHES– DUAL & TRIPLE	**5–9–7. SIMULTANEOUS INDEPENDENT APPROACHES– DUAL & TRIPLE**
Title through **HIGH UPDATE RATE SURVEILLANCE**	No Change
b. At locations with high update rate surveillance, simultaneous independent approaches may be conducted where the surveillance update rate is 1 second or faster, the system processing time is 3 seconds or faster, and under the following conditions:	**b.** At locations with high update rate surveillance **capable of update rates of 1.2 seconds or faster, and where fusion display mode is utilized**, simultaneous independent approaches may be conducted under the following conditions:
1. Dual parallel runway centerlines are at least 3,200 feet apart, or dual parallel runway centerlines are at least 2,500 feet apart with a 2.5° to 3.0° offset approach to either runway.	**1.** Dual parallel runway centerlines are at least 3,100 feet apart, or dual parallel runway centerlines are at least 2,500 feet apart with a 2.5° to 3.0° offset approach to either runway.

2. Triple parallel runway centerlines are at least 3,400 feet apart, or triple parallel runway centerlines are at least 2,500 feet apart with a 2.5° to 3.0° offset approach to both outside runways, or triple parallel runway centerlines are at least 2,500 feet apart, a single 2.5° to 3.0° offset approach to either outside runway while parallel approaches to the remaining two runways are separated by at least 3,400 feet.	**2.** Triple parallel runway centerlines are at least 3,**1**00 feet apart, or triple parallel runway centerlines are at least 2,500 feet apart with a 2.5° to 3.0° offset approach to both outside runways, or triple parallel runway centerlines are at least 2,500 feet apart, **and** a single 2.5° to 3.0° offset approach to either outside runway while parallel approaches to the remaining two runways are separated by at least 3,**1**00 feet.
NOTE– *Aircraft without functioning ADS–B Out are restricted from utilizing these high update rate (HUR) procedures unless an alternative HUR surveillance source providing one–second or faster target report updating is utilized.*	No Change
3. A surveillance update rate of at least 1 second is required for monitoring the no transgression zone (NTZ) when conducting simultaneous independent approaches to the runway centerline spacing (RCLS) provided in this paragraph.	**3.** A surveillance update rate of at least 1**.2** second**s** is required for monitoring the no transgression zone (NTZ) when conducting simultaneous independent approaches to the runway centerline spacing (RCLS) provided in this paragraph.
NOTE– **1.** *HUR procedures cannot be conducted if notified that a one second update rate is not being provided.* **2.** *Where RCLS is ≤3400 feet, the normal operating zone (NOZ) is constant at 700 feet; and for RCLS ≥3400 feet, the no transgression zone (NTZ) remains constant at 2000 feet.*	***NOTE–*** **1.** *HUR procedures cannot be conducted if notified that a **1.2-**second update rate is not being provided.* No Change
b4 through **c**	No Change
1. Dual parallel runway centerlines are at least 3,000 and less than 4,300 feet apart.	**1.** Dual parallel runway centerlines are at least **2,500** and less than 4,300 feet apart.
2. Triple parallel runway centerlines are at least 3,000 but less than 5,000 feet apart.	**2.** Triple parallel runway centerlines are at least **2,500** but less than 5,000 feet apart.

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1. PARAGRAPH NUMBER AND TITLE: 7–4–6. RNAV VISUAL FLIGHT PROCEDURES (RVFP)

2. BACKGROUND: RNAV Visual Flight Procedures (RVFP) have been approved for use in the National Airspace System (NAS) as special procedures by the Flight Standards Service since 2010. These special procedures leverage the navigation data base and automation on board many modern aircraft. Facility personnel are made aware of RVFPs during the design and implementation process. Due to the nature of these procedures, RVFPs can only be issued to authorized operators.

3. CHANGE:

OLD	NEW
Add	**7–4–6. RNAV VISUAL FLIGHT PROCEDURES (RVFP)**
Add	**RNAV Visual Flight Procedures (RVFPs) are special procedures flown in VMC and clear of clouds and used by authorized operators only. Clear an aircraft for an RVFP when:**

Add	**a. Requested by the pilot, or if necessary, as addressed in a Letter of Agreement (LOA).**
Add	**b. The pilot reports the airport in sight or, at locations with an operating control tower, the preceding aircraft in sight.**
Add	**c. An altitude is assigned at or above the MVA/MIA, before issuing an approach clearance when conducting an RVFP. The pilot should join the RVFP at the beginning of the charted procedure, or if necessary, may join at another waypoint along the path of the charted procedure, except for waypoints beginning or within an RF leg.**
Add	**d. The official weather at the airport of intended landing indicates VFR and should meet or exceed the ceiling and visibility specified on the RVFP.**
Add	**e. The published name of the RVFP and the landing runway are specified in the approach clearance.**
Add	***PHRASEOLOGY–*** ***(Ident) CLEARED RNAV VISUAL RUNWAY (number) APPROACH***
Add	***NOTE–*** ***Refer to the facility RVFP LOAs, if applicable, to determine the authorized operators.***
Add	***REFERENCE–*** ***FAA Order 8260.60, Special Procedures.***
7–4–6	Renumber as **7–4–7**