

Explanation of Changes Change 1

**Direct questions through appropriate facility/service center office staff
to the Office of Primary Interest (OPI)**

m. 2-1-4. OPERATIONAL PRIORITY

This change adds the term FALLEN HERO and provides guidance on priority handling of these flights, when able.

n. 2-6-4. ISSUING WEATHER AND CHAFF AREAS

This change adds the correlation of the six STARS weather levels into four precipitation intensity levels.

o. 3-3-7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT

This change aligns its content with FAA Order 6750.24, Appendix A, requiring that the remote sensor unit must be operational when the weather is below CAT II ILS minimums.

p. 3-4-10. RUNWAY EDGE LIGHTS 3-4-15. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHT OPERATION

This change updates the requirements for runway edge lights usage.

q. 3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

This change requires controllers, when a runway hold short instruction is required, to issue only the portion of the taxi/route instruction up to the runway hold short point. This change also adds instructions to issue a hold short of a departure hold area and adds a when required component.

r. 3-9-4. LINE UP AND WAIT (LUAW)

This change adds guidance on LUAW clearance and clarifies the meaning of the phrase "imminent departure."

s. 5-2-18. VALIDATION OF MODE C READOUT

This change removes the requirement to validate Mode C readouts between En Route Automation Modernization (ERAM) facilities, except in certain circumstances.

t. 5-4-7. POINT OUT

13-1-8. RECORDING OF CONTROL DATA

After initiating a point out, this change will allow controllers using ERAM to receive non-verbal approval via a coordination portal of the full data block. Automated approval is also reflected on the En Route Decision Support Tool (EDST) display.

u. 5-4-8. AUTOMATED INFORMATION TRANSFER (AIT)

5-4-9. INTERFACILITY AUTOMATED INFORMATION TRANSFER

This change adds language into paragraph 5-4-8 to delete the same facility limitation and include letters of agreement (LOA), adds a clarifying note as to the purpose of Automated Information Transfer (AIT), deletes paragraph 5-4-9 entirely, renumbers two subsequent paragraphs, and corrects several references.

v. 5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES- DUAL & TRIPLE

This change removes the prohibition to the use of Fused Display Mode (FUSION) on Final Monitor Aid (FMA) displays when conducting final monitor activities.

w. 7-4-3. CLEARANCE FOR VISUAL APPROACH

This change provides clarity and assists controllers in understanding that pilot-applied visual separation must only be used at airports with an operating control tower. It adds a reference to paragraph 7-2-1 to support the requirement that approved separation must exist after the application of pilot-applied visual separation.

x. 9-2-20. WEATHER RECONNAISSANCE FLIGHTS

This change adds guidance on handling aircraft operations associated with Weather Reconnaissance Area (WRA) and provides a reference to the National Hurricane Operations Plan (NHOP) Memorandum of Agreement (MOA).

y. 9-2-23. OPEN SKIES TREATY AIR-CRAFT

This change updates and clarifies: (1) that Open Skies Treaty (F and D) aircraft are nonparticipating aircraft, (2) modifies the time requirement for coordination and the using agency to deactivate/release SUA/ATCAA to the controlling agency, (3) identifies differences between SUA/ATCAA with or without an associated ATC facility, and (4) an

LOA/LOP is not required to transit deactivated/released SUA/ATCAA airspace.

z. Entire publication

Due to a change in Air Traffic position classification, the term “front-line manager” has been replaced with “operations supervisor.”

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

BRIEFING GUIDE

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

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

2. BACKGROUND: Fallen members of the United States military are often returned home by aircraft. These aircraft can be commercial air carriers, charters, or military flights. Currently, there is no way to identify these flights and no guidance to provide priority handling. We are now providing that guidance and a mechanism for identifying these flights.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>2-1-4. OPERATIONAL PRIORITY</p> <p>Title through p</p> <p>Add</p>	<p>2-1-4. OPERATIONAL PRIORITY</p> <p>No Change</p> <p><u>q. If able, provide priority handling to FALLEN HERO flights when “FALLEN HERO” is indicated in the remarks section of the flight plan or requested in air/ground communications.</u></p>

1. PARAGRAPH NUMBER AND TITLE: 2-6-4. ISSUING WEATHER AND CHAFF AREAS

2. BACKGROUND: The Central Service Area ATSAP Event Review Committee received an information request on the six STARS weather levels and how to correlate them to the four precipitation intensity levels. STARS, ARTS, and other terminal systems can display six levels of precipitation intensities. FAA Order JO 7110.65, 2-6-4, Issuing Weather and Chaff Areas, subparagraph c, describes four intensities of precipitation: light, moderate, heavy, extreme. The Pilot/Controller Glossary definition of Precipitation Radar Weather Descriptions makes a reference to Advisory Circular 00-45G which once contained the correlation (paragraph 3.3.1.11) of the six levels into four precipitation intensities. However, AC 00-45H, effective November 14, 2016, was updated and that legacy information was removed. The information, which is not accessible to air traffic, is legaced in the STARS Technical Manual, paragraph 3.2.1.1.1.18, Weather Coordinate Conversion and Level Mapping.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>2-6-4. ISSUING WEATHER AND CHAFF AREAS</p> <p>Title through c4 REFERENCE</p> <p>Add</p> <p>Add</p> <p>Add</p> <p>Add</p> <p><u>d</u> through <u>k</u></p>	<p>2-6-4. ISSUING WEATHER AND CHAFF AREAS</p> <p>No Change</p> <p><u>d. TERMINAL: In STARS, ARTS, and other systems that display six levels of precipitation intensities, correlate precipitation descriptors from subparagraph c as follows:</u></p> <p><u>1. Level 1 = LIGHT</u></p> <p><u>2. Level 2 = MODERATE</u></p> <p><u>3. Levels 3 and 4 = HEAVY</u></p> <p><u>4. Levels 5 and 6 = EXTREME</u></p> <p>Re-letter <u>e</u> through <u>l</u>.</p>

1. PARAGRAPH NUMBER AND TITLE: 3-3-7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT

2. BACKGROUND: Technical Operations revised FAA Order 6750.24, Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements, on June 14, 2016, altering Appendix A concerning the Instrument Landing System (ILS) category requirements for Far Field Monitor (FFM) remote sensor unit operations. The revision changed the ILS category from a CAT I to a CAT II for remote sensor operations. The corresponding provision in FAA Order JO 7110.65 requires an update to align with the revision in FAA Order 6750.24.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>3-3-7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT</p> <p style="text-align: center;">Title through c</p> <p>d. Operation of the FFM remote sensing unit will be based on the prevailing weather. The FFM remote sensing unit must be operational when the weather is below CAT I ILS minimums.</p> <p style="text-align: center;">Add</p>	<p>3-3-7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT</p> <p style="text-align: center;">No Change</p> <p>d. Operation of the FFM remote sensing unit will be based on the prevailing weather. The FFM remote sensing unit must be operational when the weather is below CAT II ILS minimums.</p> <p><u>REFERENCE</u> <i>FAA Order 6750.24, Appendix A, Abnormal Checklist</i></p>

1. PARAGRAPH NUMBER AND TITLE:

3-4-10. RUNWAY EDGE LIGHTS

3-4-15. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHTS OPERATION

2. BACKGROUND: FAA Order JO 7110.65, paragraph 3-4-15, requires controllers to turn on runway edge lights for the runway in use whenever the associated approach lights are on. There are occasions where the runway edge lights are not specifically required yet the approach lights must be on. The applicable setting(s) chart(s) provide the appropriate use and settings criterion.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>3-4-10. RUNWAY EDGE LIGHTS</p> <p style="text-align: center;">Title through e <i>NOTE</i></p> <p><u>REFERENCE-</u> <i>FAA Order JO 7110.65, Para 3-4-15, Simultaneous Approach and Runway Edge Light Operation.</i> <i>FAA Order JO 7210.3, Para 10-6-3, Incompatible Light System.</i> <i>FAA Order JO 7210.3, Para 10-6-9, Runway Edge Lights Associated With Medium Approach Light System/Runway Alignment Indicator Lights.</i></p>	<p>3-4-10. RUNWAY EDGE LIGHTS</p> <p style="text-align: center;">No Change</p> <p><u>REFERENCE-</u> <i>FAA Order JO 7210.3, Para 10-6-3, Incompatible Light System.</i> <i>FAA Order JO 7210.3, Para 10-6-9, Runway Edge Lights Associated With Medium Approach Light System/Runway Alignment Indicator Lights.</i></p>

<u>OLD</u>	<u>NEW</u>
<p><u>3-4-15. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHTS OPERATION</u></p> <p><u>Turn on the runway edge lights for the runway in use whenever the associated approach lights are on. If multiple runway light selection is not possible, you may leave the approach lights on and switch the runway lights to another runway to accommodate another aircraft.</u></p>	<p>Delete</p> <p>Delete</p>

REFERENCE-
FAA Order JO 7110.65, Para 3-4-10, Runway Edge Lights.

Delete

3-4-16 through **3-4-20**

Renumber **3-4-15** through **3-4-19**.

1. PARAGRAPH NUMBER AND TITLE: 3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

2. BACKGROUND: The Runway Safety Call to Action 2015, Summary Report, Phase 2, contains recommendations to mitigate Category A and B Runway Incursions. The report contains a section titled Procedures and Awareness. The events reviewed indicated that procedures and awareness played a significant factor in runway incursions. One of the recommendations was to evaluate explicit taxi instructions contained in FAA Order JO 7110.65, paragraph 3-7-2. The action was to consider adding specificity and reducing ground movement instructions into easily remembered segments. The Root Cause Analysis Team (RCAT) reviews serious runway incursions. After an analysis of multiple events, the RCAT recommended an evaluation of FAA Order JO 7110.65 Paragraph 3-7-2, Taxi and Ground Movement Operations, and suggested the FAA add requirement(s) to provide taxi instructions up to the hold-point/location when taxi instructions are issued. The Risk Mitigation Monitoring Evaluation team conducted an evaluation of the runway-to-runway crossing clearance procedure. Inconsistencies in the interpretation and application of this procedure were discovered. One such inconsistency involved a taxi route or vehicle operation along a runway that intersects with another runway. It was not clear if air traffic control needed to issue a crossing clearance to a vehicle performing a runway operation. Several subject matter experts from the previous 2014 Safety Risk Management Panel met to establish clarity of intent regarding vehicle operations on a runway. While Notice 7110.708 introduced clarifying language to exclude vehicles from participating in multiple runway crossings, the panel never intended to change the industry baseline understanding of vehicle operations on a runway.

3. CHANGE:

OLD

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance must include the specific route to follow. When a taxi clearance to a runway is issued to an aircraft, confirm the aircraft has the correct runway assignment.

NOTE 1 and NOTE 2

a. When authorizing a vehicle to proceed on the movement area or an aircraft to taxi to any point other than assigned takeoff runway, specify the route/taxi instructions, including specific instructions on where to cross a runway. If it is the intent to hold the aircraft/vehicle short of any given point along the taxi route, issue the route and then state the holding instructions.

Add

Add

NEW

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance/route must include the specific route to follow. When a taxi clearance to a runway is issued to an aircraft, confirm the aircraft has the correct runway assignment.

No Change

a. When authorizing an aircraft to taxi or a vehicle to proceed on the movement area, specify the taxi instructions/route. If it is the intent to hold the aircraft/vehicle short of:

1. A runway: issue the route up to the runway hold short point. When issuing a runway crossing clearance, include specific instructions on where to cross the runway;

2. Any other point along the route, issue:

Add

(a) the route up to the hold short point, or

Add

(b) the entire route and then state the hold short instructions.

Add

After issuing a crossing clearance, specify the taxi instructions/route an aircraft/vehicle is to follow, if not previously issued.

NOTE-

1. The absence of holding instructions authorizes an aircraft/vehicle to cross all taxiways that intersect the taxi route.

NOTE-

The absence of holding instructions authorizes an aircraft/vehicle to cross all taxiways that intersect the taxi route.

2. Movement of aircraft or vehicles on non-movement areas is the responsibility of the pilot, the aircraft operator, or the airport management.

Delete

PHRASEOLOGY-
HOLD POSITION.

PHRASEOLOGY-
HOLD POSITION.

HOLD FOR (reason)

HOLD FOR (reason)

CROSS (runway/taxiway), at (runway/taxiway)

CROSS (runway), at (runway/taxiway)

or

or

TAXI/CONTINUE TAXIING/PROCEED[VIA (route),

TAXI/CONTINUE TAXIING/PROCEED VIA (route),

or

or

ON (runway number or taxiways, etc.),

ON (runway number or taxiways, etc.),

or

or

TO (location),

TO (location),

or

or

(direction),

(direction),

or

or

ACROSS RUNWAY (number), at (runway/taxiway).

ACROSS RUNWAY (number), at (runway/taxiway).

or

or

VIA (route), HOLD SHORT OF (location)

VIA (route), HOLD SHORT OF (location)

or

or

FOLLOW (traffic) (restrictions as necessary)

FOLLOW (traffic) (restrictions as necessary)

or

or

BEHIND (traffic).

BEHIND (traffic).

EXAMPLE-

No Change

b. When authorizing an aircraft to taxi to an assigned takeoff runway, state the departure runway followed by the specific taxi route. Issue hold short restrictions when an aircraft will be required to hold short of a runway or other points along the taxi route.

NOTE through *EXAMPLE*

c. Aircraft must receive a clearance for each runway their route crosses. An aircraft must have crossed a previous runway before another runway crossing clearance may be issued. At those airports where the taxi distance between runway centerlines is 1,300 feet or less, multiple runway crossings may be issued with a single clearance. The air traffic manager must submit a request to the appropriate Service Area Director of Operations for approval before authorizing multiple runway crossings.

NOTE through *d EXAMPLE*

e. Vehicles must receive a clearance for each runway their route crosses. A vehicle must have crossed a previous runway before another runway crossing clearance may be issued.

NOTE-
A clearance is required for vehicles to operate on any active, inactive, or closed runway except for vehicles operating on closed runways in accordance with a Letter of Agreement (LOA).

Add

Add

f. Crossing of active runway(s) by aircraft/vehicle(s):

g1 through g2 (b)(3)

Add

g through j

b. When authorizing an aircraft to taxi to an assigned takeoff runway, state the departure runway followed by the specific taxi route. Issue hold short **instructions, in accordance with paragraph a above,** when an aircraft will be required to hold short of a runway or other points along the taxi route.

No Change

c. **Issue a crossing clearance to aircraft** for each runway their route crosses. An aircraft must have crossed a previous runway before another runway crossing clearance may be issued. At those airports where the taxi distance between runway centerlines is 1,300 feet or less, multiple runway crossings may be issued with a single clearance. The air traffic manager must submit a request to the appropriate Service Area Director of **Air Traffic Operations and receive** approval before authorizing multiple runway crossings.

No Change

e. **Issue a crossing clearance to vehicles** for each runway their route crosses. A vehicle must have crossed a previous runway before another runway crossing clearance may be issued.

No Change

f. Vehicles that have been issued a clearance onto a runway to conduct runway operations are authorized to cross intersecting runways, unless otherwise restricted. Issue hold short instructions as needed.

NOTE-
Vehicles should not normally use runways as transition routes to other parts of the airfield. These movements are not considered runway operations and the use of alternative routes is preferred.

g. Crossing of active runway(s) by aircraft/vehicle(s):

No Change

REFERENCE-
FAA Order JO 7110.65, 3-10-4, Intersecting Runway/Intersecting Flight Path Separation
FAA Order JO 7210.3, 10-3-7, Land and Hold Short Operations (LAHSO)

Re-letter **h** through **k**.

j. Issue instructions to aircraft/vehicle to hold short of an approach hold area.

PHRASEOLOGY-
HOLD SHORT OF (runway) APPROACH

k. Issue instructions to aircraft/vehicle to hold short of an approach/**departure** hold area **when required.**

PHRASEOLOGY-
HOLD SHORT OF (runway) APPROACH

HOLD SHORT OF (runway)DEPARTURE

1. PARAGRAPH NUMBER AND TITLE: 3-9-4. LINE UP AND WAIT (LUAW)

2. BACKGROUND: Recent data has indicated issues revolving around the use of Line Up and Wait (LUAW). The Vice President of Air Traffic Services tasked AJT-2 to develop a LUAW Collective Work Group to review current requirements with a focus on areas that could be improved and to determine if changes are needed to the LUAW procedures as contained in FAA Order JO 7110.65. AJT-22, Safety and Technical Training AJI, NATCA, and Mission Support Terminal Procedures, AJV-82 met as a LUAW Collective Work Group. The group reviewed current requirements with a focus on areas that could be improved and to determine if changes are needed to the LUAW procedures recommended by the AJT-22 LUAW Advisory Work Group.

3. CHANGE:

OLD
3-9-4. LINE UP AND WAIT (LUAW)
Title through **b PHRASEOLOGY**
Add

NEW
3-9-4. LINE UP AND WAIT (LUAW)
No Change

NOTE-
When using LUAW, an imminent departure is one that will not be delayed beyond the time that is required to ensure a safe operation. An aircraft should not be in LUAW status for more than 90 seconds without additional instructions.

1. PARAGRAPH NUMBER AND TITLE: 5-2-18. VALIDATION OF MODE C READOUT

2. BACKGROUND: A proposal was received to remove the requirement for controllers to validate Mode C readouts after accepting an interfacility handoff between En Route Automation Modernization (ERAM) facilities. FAA Order JO 7110.65, Paragraph 5-2-18, Validation of Mode C Readout, requires controllers to “Ensure that Mode C altitude readouts are valid after accepting an interfacility handoff...” This requirement applies whether or not the facilities are using the same automation platform. According to second level engineering, with a few minor exceptions which do not involve Mode C validation, ERAM processes and shares data interfacility in the same manner as intrafacility – the automation is validating the altitude and providing an indication to the controller when an altitude is deemed invalid, missing, or out of conformance. To enhance the efficiency of air traffic procedures, the guidance in paragraph 5-2-18 should be modified to reflect the capabilities of current equipment.

3. CHANGE:

OLD
5-2-18. VALIDATION OF MODE C READOUT

NEW
5-2-18. 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, missing, or unreasonable Mode C readouts. When an X is displayed adjacent to the Mode C, the Mode C altitude readout must be validated after the X is no longer displayed in the data block. (CTRD equipped tower cabs are not required to validate Mode C readouts after receiving interfacility handoffs from TRACONS according to the procedures in Para 5-4-3, Methods, subpara a4.)

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:**

Add

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.

Add

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.

Add

b. ERAM facilities are not required to validate Mode C altitude readouts after accepting interfacility handoffs from other ERAM facilities, except:

Add

1. After initial track start or track start from coast is required, or

Add

2. During and after the display of a missing, unreasonable, exceptional, or otherwise unreliable Mode C readout indicator.

a through e

Re-letter **c through g.**

1. PARAGRAPH NUMBER AND TITLE:

5-4-7. POINT OUT

13-1-8. RECORDING OF CONTROL DATA

2. BACKGROUND: In an effort to reduce verbal coordination and increase efficiency in the National Airspace System (NAS), automated point outs are being introduced into the En Route Automation Modernization (ERAM) platform. After initiating a point out, controllers will be able to view a non-verbal response from the receiving sector via a coordination portal of the full data block or through the En Route Decision Support Tool (EDST).

3. CHANGE:

OLD

NEW

5-4-7. POINT OUT

5-4-7. POINT OUT

Title through a

No Change

1. Obtain verbal approval before permitting an aircraft to enter the receiving controller’s delegated airspace. TERMINAL. Automated approval may be utilized in lieu of verbal, provided the appropriate automation software is operational (automated point out function), and the procedures are specified in a facility directive/LOA.

Add

1. Obtain approval before permitting an aircraft to enter the receiving controller’s delegated airspace.

(a) EN ROUTE: Automated approval may be utilized in lieu of verbal approval. If the receiving controller takes no action, revert to verbal procedures.

Add

NOTE–
1. Use fourth line data for aircraft not on their flight plan route.
2. Where specified in a letter of agreement, some facilities may restrict interfacility automated point outs.

Add

REFERENCE–
FAA Order JO 7110.65, Para 2–10–1, En Route Or Oceanic Sector Team Responsibilities.
FAA Order JO 7110.65, Para 5–4–3, Methods.
FAA Order JO 7110.65, Para 5–4–10, En Route Fourth Line Data Usage.
FAA Order JO 7110.65, Para 5–14–3, Computer Entry of Flight Plan Information.

Add

(b) TERMINAL: Automated point out approval may be utilized in lieu of verbal provided the procedures are contained in a facility directive/LOA.

OLD

13–1–8. RECORDING OF CONTROL DATA

Title through a

b. When a point out has been approved, remove the yellow color coding on the ACL.

NEW

13–1–8. RECORDING OF CONTROL DATA

No Change

b. When a **verbal** point out has been approved, remove the yellow color coding on the ACL.

1. PARAGRAPH NUMBER AND TITLE:

5–4–8. AUTOMATED INFORMATION TRANSFER (AIT)

5–4–9. INTERFACILITY AUTOMATED INFORMATION TRANSFER

2. BACKGROUND: The question has been raised from an En Route facility whether the provisions of FAA Order JO 7110.65, Paragraph 5–4–10, Prearranged Coordination, could be used in the Interfacility En Route environment with climbing or descending aircraft. In studying the particular request, we believe it would more appropriately be covered by FAA Order JO 7110.65, Paragraph 5–4–9, Interfacility Automated Information Transfer. However, use of paragraph 5–4–9 is authorized only for transfer of radar identification of aircraft ”at assigned altitude in level flight.” In researching the history of paragraph 5–4–9, we can find no reason for the inclusion of such a limitation. Additionally, ERAM automation has expanded the types of interfacility information which can be coordinated bi–directionally via full data blocks to more than just radar identification. Deleting paragraph 5–4–9 will allow the use of Automated Information Transfer in many situations where an operational advantage can be gained, thus reducing controller and pilot workload and frequency congestion, and simplifying FAA Order JO 7110.65.

3. CHANGE:

OLD

5-4-8. AUTOMATED INFORMATION TRANSFER (AIT)

Title through b

c. Within the same facility, except as provided in Paragraph 5-4-9, Interfacility Automated Information Transfer; and

d. When following procedures specified in your facility AIT directive.

Add

REFERENCE-
 FAA Order JO 7110.65, Para 5-4-11, En Route Fourth Line Data Block Usage.

NEW

5-4-8. AUTOMATED INFORMATION TRANSFER (AIT)

No Change

Delete

c. When following procedures specified in your facility AIT directive **and/or LOA.**

NOTE-
Information transferred using AIT procedures may be bi-directional, and may involve more than two sectors. Complete coordination, awareness of traffic flow, and understanding of each position's responsibilities concerning AIT procedures cannot be overemphasized.

REFERENCE-
 FAA Order JO 7110.65, Para 5-4-10, En Route Fourth Line Data Block Usage.
 FAA Order JO 7210.3, Para 4-3-8, Automated Information Transfer (AIT)

OLD

5-4-9. INTERFACILITY AUTOMATED INFORMATION TRANSFER

EN ROUTE

Transfer radar identification without verbal coordination under the following conditions:

a. During radar handoff; and

b. Via information displayed in full data blocks; and

c. On aircraft at assigned altitude in level flight; and

d. Only the first sector within the receiving facility must utilize the procedure; and

e. When following procedures specified in your facility AIT directive and LOA.

5-4-10

NEW

Delete

Delete

Delete

Delete

Delete

Delete

Delete

Delete

Rename **5-4-9.**

OLD

5-4-11. EN ROUTE FOURTH LINE DATA BLOCK USAGE

a. The fourth line of the data block must be displayed. When used for forwarding control information, only the specified messages listed in this section may be used. Any additional control information must be forwarded via other communications methods. Free text may be used by individual sector teams for recording information the team deems appropriate for managing the sector, but must be removed prior to initiation of identification transfer.

REFERENCE-
 FAA Order JO 7110.65, Para 5-4-5, Transferring Controller Handoff, subpara b.
 FAA Order JO 7110.65, Para 5-4-8, Automated Information Transfer (AIT).
 FAA Order JO 7110.65, Para 5-4-9, Interfacility Automated Information Transfer.

b through h EXAMPLE

REFERENCE-
 FAA Order JO 7110.65, Para 5-4-11, En Route Fourth Line Data Block Usage, subpara g NOTE.

NEW

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

No Change

REFERENCE-
 FAA Order JO 7110.65, Para 5-4-5, Transferring Controller Handoff, subpara b.
 FAA Order JO 7110.65, Para 5-4-8, Automated Information Transfer (AIT).

No Change

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

1. PARAGRAPH NUMBER AND TITLE: 5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES - DUAL & TRIPLE

2. BACKGROUND: FAA Order JO 7110.65, paragraph 5-9-7 prohibits the use of Fused Display Mode (FUSION) in conjunction with Final Monitor Aid (FMA) displays when conducting final monitoring activities. The results of a recent safety case were assessed by a safety risk management panel (SRMP) which found no hazards with this operation and concluded that the use of FUSION on FMA displays while conducting final monitoring activities does not introduce any additional risk into the NAS.

3. CHANGE:

OLD

5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES - DUAL & TRIPLE

Title through b3 NOTE

c. FUSION must be discontinued on the FMA displays and set to a single-sensor, when conducting final monitoring activities.

REFERENCE-
 FAA Order JO 7110.65, Para 5-5-4, minima.

d through f

NEW

5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES - DUAL & TRIPLE

No Change

Delete

Delete

Re-letter **c** through **e**.

1. PARAGRAPH NUMBER AND TITLE: 7-4-3. CLEARANCE FOR VISUAL APPROACH

2. BACKGROUND: Air Traffic Procedures (AJV-8) recently provided a clarification regarding successive visual approaches to a non-towered airport. AJV-8 was then made aware of a misunderstanding regarding the application of visual separation during successive visual approaches. When conducting successive visual approaches, the term “follow” is an application of pilot-applied visual separation and controllers must use the guidance contained in paragraph 7-2-1. The basic requirement for visual separation in paragraph 7-2-1 states “Visual separation may be applied when other approved separation is assured before and after the application of visual separation.” It is not possible to ensure approved separation after the application of pilot-applied visual separation at a non-towered airport. Therefore, pilot-applied visual separation to a non-towered airport is not authorized.

3. CHANGE:

OLD

7-4-3. CLEARANCE FOR VISUAL APPROACH

Title through c1

2. The aircraft is to follow a preceding aircraft and the pilot reports the preceding aircraft in sight and is instructed to follow it, or

NOTE

3. The pilot reports the airport or runway in sight but not the preceding aircraft. Radar separation must be maintained until visual separation is provided.

Add

NEW

7-4-3. CLEARANCE FOR VISUAL APPROACH

No Change

2. At locations with an operating control tower, the aircraft is to follow a preceding aircraft and the pilot reports the preceding aircraft in sight and is instructed to follow it, or

No Change

3. At locations with an operating control tower, the pilot reports the airport or runway in sight but not the preceding aircraft. Radar separation must be maintained until visual separation is provided.

*REFERENCE-
FAA Order JO 7110.65 7-2-1, Visual Separation*

1. PARAGRAPH NUMBER AND TITLE: 9-2-20. WEATHER RECONNAISSANCE FLIGHTS

2. BACKGROUND: In 2016, the National Hurricane Operations Plan (NHOP) Working Group (WG) finalized a Memorandum of Agreement (MOA) between the National Oceanic and Atmospheric Administration (NOAA) Aircraft Operations Center (AOC), U.S. Air Force Reserve Command 53rd Weather Reconnaissance Squadron (WRS), and the Federal Aviation Administration (FAA) in Support of the NHOP. This MOA established procedures for weather reconnaissance/research aircraft operations in a Weather Reconnaissance Area (WRA), which is airspace identified in a WRA Notice to Airmen (NOTAM). To ensure air traffic control (ATC) and pilots are informed about WRAs and weather reconnaissance/research aircraft operations, a series of Document Change Proposals (DCP) are being processed that add WRA information and update weather reconnaissance sections in FAA orders and publications. One DCP, in particular, inserts a copy of the MOA into the appendices of FAA Order JO 7610.4, Special Operations.

3. CHANGE:

OLD

9-2-20. WEATHER RECONNAISSANCE FLIGHTS

NEW

9-2-20. WEATHER RECONNAISSANCE FLIGHTS

Title through 9–2–19c
Add

No Change

d. Aircraft operations associated with a Weather Reconnaissance Area (WRA) must be conducted in accordance with the Memorandum of Agreement between the National Oceanic and Atmospheric Administration Aircraft Operations Center, U.S. Air Force Reserve Command 53rd Weather Reconnaissance Squadron, and the Federal Aviation Administration Air Traffic Organization in Support of the National Hurricane Operations Plan (FAA Order JO 7610.4, Appendix 3), and the associated letters of agreement.

1. PARAGRAPH NUMBER AND TITLE: 9–2–23. OPEN SKIES TREATY AIRCRAFT

2. BACKGROUND: The Treaty on Open Skies promotes openness and transparency in military activities through reciprocal, unarmed observation flights over the entire national territories of other states' parties. In the implementation of the treaty, the FAA is responsible for developing and implementing the national air traffic control (ATC) rules, procedures, and guidelines to conduct Open Skies Treaty (F and D) flights in United States airspace. The ATC procedures must ensure flight safety, priority handling over regular air traffic, and permit observation flights to transit treaty defined hazardous airspace, prohibited areas, restricted areas, and danger areas. Previous issues with Open Skies Treaty (F and D) priority missions and Special Use Airspace (SUA) management highlight the need to clarify requirements for the facilitation of Open Skies Treaty (F and D) aircraft transiting active SUA/Air Traffic Control Assigned Airspace (ATCAA). The handling of aircraft transiting active SUA/ATCAA is dependent on their status, participating or nonparticipating. Open Skies Treaty (F and D) aircraft have been identified as a nonparticipating aircraft in this change. In accordance with FAA Order JO 7110.65, paragraph 9–3–2, a letter of agreement (LOA) is only required for nonparticipating aircraft to transit active SUA/ATCAA. Nonparticipating aircraft do not require a LOA for transiting deactivated airspace. Additionally, a Department of Defense (DOD) ATC facility with delegated SUA/ATCAA airspace will provide required ATC separation during the Open Skies Treaty (F and D) aircraft transit. Using agencies, without a DOD ATC facility, must deactivate/release SUA/ATCAA airspace to the controlling agency to permit the Open Skies Treaty (F and D) aircraft to transit without delay or impediment. Therefore, FAA Order JO 7110.65, paragraph 9–2–23 is receiving an update with clarification.

3. CHANGE:

OLD

9–2–23. OPEN SKIES TREATY AIRCRAFT

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.

EXAMPLE–

OSY123D

Mission suffixes:

*F = Observation Flights (Priority).

*D = Demonstration Flights (Priority).

*T = Transit Flights (Nonpriority).

NEW

9–2–23. OPEN SKIES TREATY AIRCRAFT

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.

EXAMPLE–

OSY123D

Mission suffixes:

*F = Observation Flights (Priority).

*D = Demonstration Flights (Priority).

*T = Transit Flights (Nonpriority).

NOTE-

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

2. Transit flights are for the sole purpose moving an OPEN SKIES aircraft from airport to airport in preparation for an actual OPEN SKIES "F" or "D" mission.

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

REFERENCE-

FAA Order JO 7110.65, Para 2-1-4, Operational Priority, subpara n.
FAA Order JO 7210.3, Para 5-3-7, OPEN SKIES Treaty Aircraft.
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) and must be allowed to transit such airspace as filed after appropriate and timely coordination has been accomplished between the using agency and controlling agency. A letter of agreement is required between the using agency and the controlling agency for Open Skies F and D aircraft to transit active SUA. When Open Skies F and D aircraft transit SUA, an ATC facility must provide approved separation services at all times.

Add

REFERENCE-

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

1. F and D Treaty flights transiting SUA will be handled in the following manner:

(a) The ATC facility controlling the F and D Treaty flight must advise the using/scheduling agency or appropriate ATC facility upon initial notification and when the aircraft is 15 minutes from the SUA boundary; and

(1) For SUA that has an ATC facility providing services to the area, provide approved separation. If the ATC facility is unable to provide approved separation from the activities in the SUA, the using agency must confirm that all operations in the SUA have ceased.

Add

NOTE-

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.

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

REFERENCE-

FAA Order JO 7110.65, Para 2-1-4, Operational Priority, subpara l
FAA Order JO 7210.3, Para 5-3-7, Open Skies Treaty Aircraft.
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.

NOTE-

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

REFERENCE-

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:

(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

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

REFERENCE-

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

(2) For SUA not associated with an ATC facility, the using/scheduling agency must return the SUA to the controlling agency and confirm that all operations in the SUA have ceased.

Add

(b) If the controlling facility/using agency is unable to confirm that all conflicting activities in the SUA have ceased, the OPEN SKIES aircraft must not be permitted access to the SUA.

Add

2. Return SUA to the using agency, if appropriate, within (15) minutes after the F and D Treaty aircraft clears the SUA.

(2) For active SUA/ATCAA without an ATC facility, the using agency must deactivate/release 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/releasing 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.

(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.

(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.

REFERENCE-
FAA Order JO 7110.65, Para 9-3-2, Separation Minima

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.