

# **BRIEFING GUIDE**

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

**Table of Contents**

<b>Paragraph Number</b>	<b>Title</b>	<b>Page</b>
1-1-9	REQUESTS FOR INTEPRETATIONS OR CLARIFICATIONS TO THIS ORDER .....	BG-3
1-2-6	ABBREVIATIONS .....	BG-3
2-1-20	WAKE TURBULENCE CAUTIONARY ADVISORIES .....	BG-4
2-6-2	PIREP SOLICITATION AND DISEMINATION .....	BG-5
3-7-3	GROUND OPERATIONS .....	BG-4
4-7-12	APPLICATION .....	BG-6

**1. PARAGRAPH NUMBER AND TITLE:** 1–1–9. REQUESTS FOR INTERPRETATIONS OR CLARIFICATIONS TO THIS ORDER

**2. BACKGROUND:** The term “District Manager” is being replaced with the term “General Manager” due to an organizational realignment.

**3. CHANGE:**

**OLD**

**1–1–9. REQUESTS FOR INTERPRETATIONS OR CLARIFICATIONS TO THIS ORDER**

a. Interpretation requests from field air traffic personnel must be submitted as follows:

1. The request must be submitted, in writing, by an Air Traffic Facility/District manager to their Service Area Director.

**NEW**

**1–1–9. REQUESTS FOR INTERPRETATIONS OR CLARIFICATIONS TO THIS ORDER**

No Change

1. The request must be submitted, in writing, by an Air Traffic Facility/General manager to their Service Area Director.

**1. PARAGRAPH NUMBER AND TITLE:** 1–2–6. ABBREVIATIONS

**2. BACKGROUND:** The United States Navy (USN) and the United States Marine Corps (USMC) have implemented the term RAPCON (Radar Approach Control) when referring to their radar approach control facilities. This implementation is a result of the USN and USMC’s adoption of the FAA’s credentialing system, and their desire for uniformity with the United States Air Force (USAF). Through research of terms for Department of Defense (DoD) radar air traffic control facilities, it was discovered that the term ARAC was inadvertently removed from FAA Order JO 7110.65, Air Traffic Control, Abbreviations, in the early 1980s without explanation. The removal of ARAC from this order is inconsistent with other FAA Orders and inconsistent with operations at Army approach control facilities 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**

Add

RAPCON – Radar Approach Control Facility (USAF)

RATCF – Radar Air Traffic Control Facility (USN)

**NEW**

**1–2–6. ABBREVIATIONS**

No Change

No Change

**ARAC – Army Radar Approach Control facility (US Army)**

RAPCON – Radar Approach Control facility (USAF, USN and USMC)

RATCF – Radar Air Traffic Control Facility (USN and USMC)

**1. PARAGRAPH NUMBER AND TITLE:**

- 2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES
- 3-7-3. GROUND OPERATIONS

**2. BACKGROUND:** As wake turbulence aircraft re-categorization and new research continue to improve safety, it is imperative that FAA Order JO 7110.65 be updated to reflect these developments. The terms thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash are no longer defined as wake turbulence.

**3. CHANGE:**

**OLD**

**2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES**

Title through a

b. Issue cautionary information to any aircraft if in your opinion, wake turbulence may have an adverse effect on it. When traffic is known to be a super aircraft, include the word super in the description. When traffic is known to be a heavy aircraft, include the word heavy in the description.

**NOTE-**  
*Wake turbulence may be encountered by aircraft in flight as well as when operating on the airport movement area. Because wake turbulence is unpredictable, the controller is not responsible for anticipating its existence or effect. Wake generated by super/heavy aircraft while climbing or descending through another aircraft's projected flight path may increase the chance of a wake encounter. Although not mandatory during ground operations, controllers may use the words jet blast, propwash, or rotor-wash, when issuing a caution advisory.*

**NEW**

**2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES**

No Change

b. Issue cautionary information to any aircraft if in your opinion, wake turbulence may have an adverse effect on it. When traffic is known to be a Super aircraft, include the word Super in the description. When traffic is known to be a Heavy aircraft, include the word Heavy in the description.

**NOTE-**  
*Wake turbulence is generated when an aircraft produces lift. Because the location of wake turbulence is difficult to determine, the controller is not responsible for anticipating its existence or effect. Aircraft flying through a Super/Heavy aircraft's flight path may have an increased chance of a wake encounter.*

**OLD**

**3-7-3. GROUND OPERATIONS**

**WAKE TURBULENCE APPLICATION**

Avoid clearances which require:

a. Super or heavy aircraft to use greater than normal taxiing power.

b. Small aircraft or helicopters to taxi in close proximity to taxiing or hover-taxi helicopters.

**NOTE-**  
*Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft.*

**NEW**

**3-7-3. GROUND OPERATIONS**

Delete

No Change

No Change

b. Small aircraft or helicopters to taxi in close proximity to taxiing or hover-taxi helicopters.

**NOTE-**  
*Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories.*

Add

**EXAMPLE-**  
**“Follow Boeing 757, Runway Three-Six Left, taxi via Alpha, Caution jet blast.”**

**or**

**When appropriate,**

**“Follow CH-53, Runway Two-One, taxi via Bravo, Caution rotor wash.”**

**REFERENCE-**  
AC 90-23, Aircraft Wake Turbulence, Para 10 and Para 11.

No Change

**1. PARAGRAPH NUMBER AND TITLE: 2-6-2. PIREP SOLICITATION AND DISSEMINATION**

**2. BACKGROUND:** On March 29, 2017, the National Transportation Safety Board (NTSB) adopted its special investigation report titled, “Improving Pilot Weather Report Submission and Dissemination to Benefit Safety in the National Airspace System.” The report specified a recommendation (A-17-23) for the Federal Aviation Administration (FAA) to revise FAA Order JO 7110.65 to ensure pilot weather reports (PIREPs) language and guidance harmonizes with FAA Order JO 7210.3, Facility Operation and Administration, FAA Order JO 7110.10, Flight Service, and Aeronautical Information Manual (AIM) for PIREP coding, handling, solicitation, and dissemination. Additionally, the FAA included PIREPs in the ATO’s TOP 5 safety issues. The ATO created a Corrective Action Plan (CAP) to mitigate PIREP-related concerns; these changes are a result of the CAP.

**3. CHANGE:**

**OLD**

**2-6-2. PIREP SOLICITATION AND DISSEMINATION**

Emphasis must be placed on the solicitation and dissemination of PIREPs. Timely dissemination of PIREPs alerts pilots to weather conditions and provides information useful to forecasters in the development of aviation forecasts. PIREPs also provide information required by ATC in the provision of safe and efficient use of airspace. This includes reports of strong frontal activity, squall lines, thunderstorms, light to severe icing, wind shear and turbulence (including clear air turbulence) of moderate or greater intensity, braking action, volcanic eruptions and volcanic ash clouds, detection of sulfur gases in the cabin, and other conditions pertinent to flight safety. Null reports are critical to aviation weather forecasters and pilots and must be disseminated. Controllers must provide the information in sufficient detail to assist pilots in making pertinent decisions pertinent to flight safety.

**NEW**

**2-6-2. PIREP SOLICITATION AND DISSEMINATION**

Emphasis must be placed on the solicitation and dissemination of **Urgent (UUA) and Routine (UA)** PIREPs. Timely dissemination of PIREPs alerts pilots to weather conditions and provides information useful to forecasters in the development of aviation forecasts. PIREPs also provide information required by ATC in the provision of safe and efficient use of airspace. This includes reports of strong frontal activity, squall lines, thunderstorms, light to severe icing, wind shear and turbulence (including clear air turbulence) of moderate or greater intensity, braking action, volcanic eruptions and volcanic ash clouds, detection of sulfur gases in the cabin, and other conditions pertinent to flight safety. Controllers must provide the information in sufficient detail to assist pilots in making decisions pertinent to flight safety.

Add

*REFERENCE* through **a**

**1.** Ceilings at or below 5,000 feet. These PIREPs must include cloud bases, tops and sky conditions when available. Additionally, when providing approach control services, ensure that at least one descent/climb-out PIREP is obtained each hour.

**a2** through *NOTE2*

Add

**b** and **c**

d. Disseminate PIREPs as follows:

**1.** Relay PIREP information to concerned aircraft in a timely manner.

*NOTE-*

*Use the word gain and/or loss when describing to pilots the effects of wind shear on airspeed. The word “chop” may be used by pilots in lieu of the term “turbulence” in pilot communications with ATC. Chop is a type of turbulence.*

*EXAMPLE* and *REFERENCE*

**2. EN ROUTE.** Relay all PIREPs to the facility weather coordinator and to all aircraft in sector(s) below and adjacent to the report.

Add

**3. TERMINAL.** Relay all PIREPs to:

*NOTE-*

Routine PIREPs indicating a lack of forecasted weather conditions, for example, a lack of icing or turbulence, are also valuable to aviation weather forecasters and pilots. This is especially true when adverse conditions are expected or forecasted but do not develop or no longer exist.

No Change

**1.** Ceilings at or below 5,000 feet. These PIREPs must include cloud bases, tops and **cloud coverage** when available. Additionally, when providing approach control services, ensure that at least one descent/climb-out PIREP **and other related phenomena** is obtained each hour.

No Change

*REFERENCE-*

*FAA Order JO 7110.10, Para 9-2-5, Soliciting PIREPs*

No Change

No Change

**1.** Relay **pertinent** PIREP information to concerned aircraft in a timely manner.

*NOTE-*

*Use the word gain and/or loss when describing to pilots the effects of wind shear on airspeed.*

No Change

**2. EN ROUTE.** Relay all **operationally significant** PIREPs to the facility weather coordinator.

*REFERENCE-*

*FAA Order JO 7210.3, Para 6-3-1, HANDLING OF SIGMETs, CWAs, AND PIREPs.*

**3. TERMINAL.** Relay all **operationally significant** PIREPs to:

**1. PARAGRAPH NUMBER AND TITLE:** 4-7-12. APPLICATION

**2. BACKGROUND:** Over the years, a number of interpretation requests have been submitted regarding the correct application of the En Route portion of paragraph 4-7-12. Specifically, when does an “en route descent” begin and does airborne notification from a pilot satisfy air traffic control’s requirement to “inform” the pilot of abnormal operation of approach and landing aids at a destination airport? A workgroup was convened in August 2017 to identify issues with the wording and the proposed changes to the paragraph to clarify air traffic application and responsibilities.

3. CHANGE:

**OLD**

**4-7-12. APPLICATION**

a. *EN ROUTE*. Before issuing an approach clearance or *en route descent*, and subsequently as changes occur, inform an aircraft of any abnormal operation of approach and landing aids and of destination airport conditions that you know of which might restrict an approach or landing.

**NOTE-**

*1. Airport conditions information, in the provision of en route approach control service, does not include information pertaining to cold temperature compensation or the airport surface environment other than the landing area(s) or obstruction information for aircraft that will be cleared for an instrument approach. Accordingly, D NOTAMs that contain the keywords TAXIWAY (TWY), RAMP, APRON, or SERVICE (SVC) are not required to be issued. Additionally, Obstruction NOTAMs (OBST) are not required to be issued if an aircraft will be cleared for an instrument approach.*

Add

Add

Add

**NEW**

**4-7-12. APPLICATION**

a. *EN ROUTE*. Before issuing an approach clearance, and subsequently as changes occur, inform an aircraft of any abnormal operation of approach and landing aids and of destination airport conditions that you know of which might restrict an approach or landing. **This information may be omitted if it is contained in the ATIS broadcast and the pilot states that he/she has received the appropriate ATIS code.**

**NOTE-**

*1. Airport conditions information, in the provision of en route approach control service, does not include the following:*

*a. The airport surface environment other than the landing area(s) (e.g. TAXIWAY, APRON or SERVICE keyword NOTAMs).*

*b. Obstruction information (e.g. OBST NOTAMs) for aircraft that will be cleared for an instrument approach.*

*c. Information pertaining to cold temperature compensation.*

2. *When advised of special use airspace (SUA) or military training route (MTR) activation, appropriate action is taken to separate nonparticipating IFR aircraft from those activities when required, and/or to issue applicable advisories as warranted. When meeting this requirement, there is no requirement for controllers to additionally issue the associated D NOTAM activating that SUA or MTR to the pilot. Accordingly, D NOTAMs for SUA that contain the accountability codes SUAE, SUAC, and SUAW are not required to be issued.*

Add

No Change

**3. Although a pilot may have obtained NOTAM information during pre-flight briefings, airport conditions may have changed in flight. Therefore a pilot stating, or a controller asking, if they “have the NOTAMS” does not relieve the controller of the responsibility of issuing airport conditions that might restrict an approach or landing. Additionally, controller instructions to contact FSS to obtain the NOTAMS does not relieve the controller of their responsibilities specified in this paragraph.**

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