

BRIEFING GUIDE

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

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1. PARAGRAPH NUMBER AND TITLE: 2-1-28. TCAS RESOLUTION ADVISORIES

2. BACKGROUND: Since FY17, Safety Alerts and Traffic Advisories (SA/TA) have been an ATO Top 5 item. In September 2019, Safety and Technical Training (AJI) hosted a Top 5 Summit to address SA/TA and the other remaining items. Participants at the safety summit determined that FAA Order JO 7110.65, paragraph 2-1-28, TCAS Resolution Advisories, contains guidance that is open to misinterpretation regarding the actions a controller should apply in response to a TCAS resolution advisory.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>2-1-28. TCAS RESOLUTION ADVISORIES</p> <p>a. When an aircraft under your control jurisdiction informs you that it is responding to a TCAS Resolution Advisory (RA), do not issue control instructions that are contrary to the RA procedure that a crew member has advised you that they are executing. Provide safety alerts regarding terrain or obstructions and traffic advisories for the aircraft responding to the RA and all other aircraft under your control jurisdiction, as appropriate.</p> <p>b. Unless advised by other aircraft that they are also responding to a TCAS RA, do not assume that other aircraft in the proximity of the responding aircraft are involved in the RA maneuver or are aware of the responding aircraft’s intended maneuvers. Continue to provide control instructions, safety alerts, and traffic advisories as appropriate to such aircraft.</p> <p style="text-align: right;">Add</p> <p style="text-align: right;">Add</p>	<p>2-1-28. TCAS RESOLUTION ADVISORIES</p> <p style="text-align: center;">No Change</p> <p style="text-align: center;">No Change</p> <p><u>NOTE-</u> <i>When notified by the pilot of an RA, the controller is not prohibited from issuing traffic advisories and safety alerts.</i></p> <p><u>REFERENCE-</u> <i>FAA Order JO 7110.65, Para 2-1-6, Safety Alert.</i> <i>FAA Order JO 7110.65, Para 2-1-21, Traffic Advisories.</i></p>

1. PARAGRAPH NUMBER AND TITLE:

2-4-20. AIRCRAFT IDENTIFICATION

9-2-3. DEPARTMENT OF ENERGY (DOE) SPECIAL FLIGHTS

2. BACKGROUND: AJR-222 conducted discussions with the Department of Energy (DOE) Aviation Office on their use of the R-A-C call sign. Those discussions disclosed that the call sign is no longer used by DOE. DOE recommended AJR-222 contact the Federal Bureau of Investigation and the United States Air Force on their use of the call sign. They advised that they either never used or no longer utilize the R-A-C call sign.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>2-4-20. AIRCRAFT IDENTIFICATION Title through <i>TBL 2-4-2</i></p> <p>10. Other Special Flights.</p> <p><u>(a) Department of Energy flights. State the letters “R-A-C” (use phonetic alphabet equivalents) followed by the last 4 separate digits of the aircraft registration number.</u></p> <p><u><i>EXAMPLE-</i></u> <u><i>“Romeo Alfa Charlie One Six Five Three.”</i></u></p> <p style="text-align: center;">a10(b) and a10(c)</p>	<p>2-4-20. AIRCRAFT IDENTIFICATION</p> <p>No Change</p> <p>No Change</p> <p>Delete</p> <p>Delete</p> <p>Re-letter a10(a) and a10(b)</p>

<u>OLD</u>	<u>NEW</u>
<p>9-2-3. DEPARTMENT OF ENERGY (DOE) SPECIAL FLIGHTS</p> <p><u>a. Provide notification of possible route or altitude changes as far in advance as possible for “RAC” flights. The pilot will indicate if the proposed change is acceptable or if alternate routing or altitude will be requested.</u></p> <p><u><i>NOTE-</i></u> <u><i>DOE contracts for civil pilots to operate public aircraft to transport radioactive or high explosive materials within the conterminous U.S. These flights operate on an IFR flight plan but principally during daylight hours and VFR conditions. These flights require flight along carefully selected routes and, in some instances, pilots will refuse clearances that require reroute or altitude changes that would derogate their objective.</i></u></p> <p><u>b. EN ROUTE. Approve pilot requests to leave center frequency for operational purposes as traffic conditions permit.</u></p> <p><u>c. Notify a supervisor in the event any of the following occurs with “RAC” aircraft:</u></p> <p style="margin-left: 20px;"><u>1. Loss of radio contact.</u></p> <p style="margin-left: 20px;"><u>2. Loss of radar contact.</u></p> <p style="margin-left: 20px;"><u>3. The flight is overdue at the destination.</u></p> <p><u>d. If you receive information that a “RAC” aircraft is involved in an accident, secure as much information as possible, particularly with respect to location, and immediately notify the ARTCC supervisory traffic management coordinator-in-charge.</u></p>	<p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p> <p>Delete</p>

NOTE-

There is a possibility of an explosive or radiation hazard of an "RAC" aircraft involved in an accident.

Delete

~~9-2-4~~ through ~~9-2-23~~

Renumber ~~9-2-3~~ through ~~9-2-22~~

1. PARAGRAPH NUMBER AND TITLE: 9-2-13. LAW ENFORCEMENT OPERATIONS BY CIVIL AND MILITARY ORGANIZATIONS

2. BACKGROUND: This Document Change Proposal (DCP) deletes obsolete references to law enforcement alerts, the El Paso Intelligence Center (EPIC), and the Transportation Security Administration regarding information pertaining to stolen aircraft. This update to paragraph 9-2-13 directs controllers to notify the Operational Supervisor (OS)/Controller-in-Charge (CIC) when receiving any information pertaining to stolen aircraft. This change also deletes an obsolete reference to FAA Order 1600.29, Law Enforcement Alert Message System, which was cancelled April 20, 2018. In addition to this DCP, additional DCPs are in coordination for JO 7210.3, paragraphs 2-1-36, 2-7-6, and 2-7-7, that harmonize air traffic responsibilities for reporting information pertaining to security situations and suspicious activities to the DEN.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p><u>9-2-13. LAW ENFORCEMENT OPERATIONS BY CIVIL AND MILITARY ORGANIZATIONS</u></p> <p>a. <u>Law enforcement alerts.</u></p> <p style="text-align: center;">Add</p> <p><u>1. Aircraft lookouts must not be distributed outside the FAA.</u></p> <p><i>REFERENCE-</i> <i>FAA Order 1600.29, Law Enforcement Alert Message System.</i> <i>FAA Order JO 7210.3, Para 2-7-7, Cooperation With Law Enforcement Agencies.</i></p> <p><u>2. Stolen aircraft alerts, including stolen aircraft summaries, may be distributed outside the FAA to: airport offices, air carriers, fixed base operators, and law enforcement agencies.</u></p> <p><u>3. Upon receipt of knowledge concerning an aircraft for which a current law enforcement alert message is held, do the following:</u></p> <p style="padding-left: 20px;"><u>(a) Forward any information on the aircraft to El Paso Intelligence Center (EPIC) and the requester when specified in the message.</u></p>	<p><u>9-2-12. LAW ENFORCEMENT OPERATIONS</u></p> <p>a. <u>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).</u></p> <p><i>REFERENCE-</i> <i>FAA Order JO 7210.3, Para 2-7-7, Cooperation With Law Enforcement Agencies.</i></p> <p style="text-align: right;">Delete</p> <p style="text-align: right;">Delete</p> <p style="text-align: right;">Delete</p> <p style="text-align: right;">Delete</p> <p style="text-align: right;">Delete</p>

(b) Immediately notify the cognizant Transportation Security Administration office by the most rapid means.

Delete

(c) DO NOT TAKE ANY OTHER ACTION AFFECTING THE AIRCRAFT, CARGO, CREW, OR PASSENGERS NOT NORMALLY RELATED TO JOB RESPONSIBILITIES.

Delete

b through b2 REFERENCE

No Change

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.

No Change

REFERENCE-
FAA Order 7110.67, Special Aircraft Operations by Law Enforcement/Military Organizations.

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

NOTE-
As specified in Para 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.

No Change

1. PARAGRAPH NUMBER AND TITLE:

- 10-1-1. EMERGENCY DETERMINATIONS
- 10-1-2. OBTAINING INFORMATION
- 10-2-1. INFORMATION REQUIREMENTS
- 10-2-5. EMERGENCY SITUATIONS
- 10-2-15. EMERGENCY AIRPORT RECOMMENDATION

2. **BACKGROUND:** Airborne technology has been developed that, in the event of a pilot incapacitation, will alert the controller of an emergency situation, select a suitable airport, navigate to that airport, land, and shut down the engine(s). Or, in situations where hypoxic conditions may exist, the system will descend the aircraft to a lower altitude to allow the pilot(s) to recover.

3. CHANGE:

OLD

NEW

10-1-1. EMERGENCY DETERMINATIONS

10-1-1. EMERGENCY DETERMINATIONS

Title through b

No Change

c. If the words “Mayday” or “Pan-Pan” are not used and you are in doubt that a situation constitutes an emergency or potential emergency, handle it as though it were an emergency.

c. If the words “Mayday” or “Pan-Pan” are not used **but you believe** an emergency or **an urgent situation exists**, handle it as though it were an emergency.

OLD

10-1-2. OBTAINING INFORMATION

Obtain enough information to handle the emergency intelligently. Base your decision as to what type of assistance is needed on information and requests received from the pilot because he/she is authorized by 14 CFR Part 91 to determine a course of action.

Add

Add

Add

Add

Add

Add

Add

Add

Add

Add

Add

OLD

10-2-1. INFORMATION REQUIREMENTS

Title through a3

b. After initiating action, obtain the following items or any other pertinent information from the pilot or aircraft operator, as necessary:

NEW

10-1-2. OBTAINING INFORMATION

Delete

a. Use the information provided or solicit more information as necessary to assist the distressed aircraft. Provide assistance that is consistent with the requests of the pilot. If you believe an alternative course of action may prove more beneficial, transmit your recommendation(s) to the pilot.

REFERENCE-
14 CFR § 91.3 Responsibilities and authority of pilot in command.

b. If an emergency was declared by an Emergency Autoland system, the aircraft may transmit the following:

1. Callsign.

2. That Emergency Autoland has been activated.

3. Position (mileage and direction) relative to a nearby airport.

4. The intended emergency landing airport and the planned landing runway.

5. An ETE to the emergency landing airport.

EXAMPLE-
“Aircraft, N123B, pilot incapacitation, 12 miles southwest of KOJC, landing KIXD airport. Emergency Autoland in 13 minutes on runway 36.”

NOTE-
1. System configurations may vary between manufacturers. All systems should be configured to transmit enough information for the controller to respond effectively to the emergency.

2. In the event of frequency congestion, an Emergency Autoland system may transmit on 121.5 or CTAF instead of the last assigned ATC frequency.

NEW

10-2-1. INFORMATION REQUIREMENTS

No Change

No Change

Add

NOTE-

1. Emergency Autoland systems may not provide all of the required information for emergencies. Use the information provided to develop an appropriate course of action to assist the aircraft.

Add

2. If an emergency has been declared by an Emergency Autoland system, transmissions to the aircraft may go unanswered.

NOTE-

Normally, do not request this information from military fighter-type aircraft that are at low altitudes (i.e., on approach, immediately after departure, on a low level route, etc.). However, request the position of an aircraft that is not visually sighted or displayed on radar if the location is not given by the pilot.

3. Normally, do not request this information from military fighter-type aircraft that are at low altitudes (for example, on approach, immediately after departure, on a low level route). However, request the position of an aircraft that is not visually sighted or displayed on radar if the location is not given by the pilot.

OLD

10-2-5. EMERGENCY SITUATIONS

Consider that an aircraft emergency exists and inform the RCC or ARTCC when any of the following exist:

NOTE-

USAF facilities are only required to notify the ARTCC.

a. An emergency is declared by either:

a1 through a3

Add

NEW

10-2-5. EMERGENCY SITUATIONS

Consider that an aircraft emergency exists and inform the RCC or ARTCC **if:**

No Change

a. An emergency is declared by **any of the following:**

No Change

4. A system-generated transmission from an aircraft.

OLD

10-2-15. EMERGENCY AIRPORT RECOMMENDATION

Title through a6

7. Vectoring or homing capability to the emergency airport.

Add

NEW

10-2-15. EMERGENCY AIRPORT RECOMMENDATION

No Change

No Change

NOTE-

In the event of an Emergency Autoland system activation, the system will select a suitable airport and advise ATC. The Emergency Autoland system does not consider closed runways, equipment on the runway, construction, or other possible airport hazards when selecting a suitable airport.