

BRIEFING GUIDE

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

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1. PARAGRAPH NUMBER AND TITLE: 1-2-1. WORD MEANINGS

2. BACKGROUND: This paragraph intends to identify and address aircraft commander responsibilities. However, the last subparagraph identifies a shared responsibility between the pilot and the controller. Because the subparagraph is a shared responsibility, it should be separated from the other subparagraphs.

3. CHANGE:

OLD

1-2-1. WORD MEANINGS

Title through n

o. Flight operations in accordance with the options of “due regard” or “operational” obligates the authorized state aircraft commander to:

Add

1. Separate his/her aircraft from all other air traffic; and

2. Assure that an appropriate monitoring agency assumes responsibility for search and rescue actions; and

3. Operate under at least one of the following conditions:

(a) In visual meteorological conditions (VMC); or

(b) Within radar surveillance and radio communications of a surface radar facility; or

(c) Be equipped with airborne radar that is sufficient to provide separation between his/her aircraft and any other aircraft he/she may be controlling and other aircraft; or

(d) Operate within Class G airspace.

(e) An understanding between the pilot and controller regarding the intent of the pilot and the status of the flight should be arrived at before the aircraft leaves ATC frequency.

NOTE-

1. A pilot’s use of the phrase “Going Tactical” does not indicate “Due Regard.” An understanding between the pilot and controller regarding the intent of the pilot and the status of the flight should be arrived at before the aircraft leaves air traffic control (ATC) frequency.

2. The above conditions provide for a level of safety equivalent to that normally given by International Civil Aviation Organization (ICAO) ATC agencies and fulfills U.S. Government obligations under Article 3 of the Chicago Convention of 1944 (Reference (d)), which stipulates there must be “due regard for the safety of navigation of civil aircraft” when flight is not being conducted under ICAO flight procedures.

NEW

1-2-1. WORD MEANINGS

No Change

o. Flight operations in accordance with the options of “due regard” or “operational” **have the following requirements:**

1. Obligates the authorized state aircraft commander to:

(a) Separate his/her aircraft from all other air traffic; and

(b) Assure that an appropriate monitoring agency assumes responsibility for search and rescue actions; and

(c) Operate under at least one of the following conditions:

(1) In visual meteorological conditions (VMC); or

(2) Within radar surveillance and radio communications of a surface radar facility; or

(3) Be equipped with airborne radar that is sufficient to provide separation between his/her aircraft and any other aircraft he/she may be controlling and other aircraft; or

(4) Operate within Class G airspace.

2. An understanding between the pilot and controller regarding the intent of the pilot and the status of the flight should be **reached** before the aircraft leaves ATC frequency.

NOTE-

1. A pilot’s use of the phrase “Going Tactical” does not indicate “Due Regard.”

No Change

1. PARAGRAPH NUMBER AND TITLE: 2-1-13. FORMATION FLIGHTS

2. BACKGROUND: Reduced Vertical Separation Minima (RVSM) airspace begins at FL 290. FAA Order JO 7110.65, paragraph 4-5-1, Vertical Separation Minima, requires 2,000 feet separation for non-RVSM aircraft at or above FL 290. A review of en route training materials revealed a discrepancy in FAA Order JO 7110.65, paragraph 2-1-13, Formation Flights. Although RVSM separation begins at FL 290, paragraph 2-1-13 incorrectly directs use of non-RVSM separation for formation flights consisting of aircraft that are not RVSM-approved beginning above FL 290.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
2-1-13. FORMATION FLIGHTS	2-1-13. FORMATION FLIGHTS
Title through e1	No Change
2. Utilize non-RVSM separation standards for a formation flight above FL 290, which does not consist of all RVSM approved aircraft.	2. Utilize non-RVSM separation standards for a formation flight at or above FL 290, which does not consist of all RVSM approved aircraft.

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

2. BACKGROUND: The Policy Directorate (AJV-P) received an interpretation request for FAA Order JO 7110.65, paragraph 2-6-4, Issuing Weather and Chaff Areas. This request drew attention to the use of the phrase “lateral deviation area” which is both vague and undefined. The language used in the AIM to describe weather deviation clearances is more clear and concise but differs from that used in FAA Order JO 7110.65. To reduce the potential for confusion and enhance consistency, the documents should be harmonized.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
2-6-4. ISSUING WEATHER AND CHAFF AREAS	2-6-4. ISSUING WEATHER AND CHAFF AREAS
Title through h	No Change
1. An approval for lateral deviation authorizes the pilot to maneuver left or right within the limits of the lateral deviation area.	1. An approval for lateral deviation authorizes the pilot to maneuver left or right within the lateral limits specified in the clearance.
<i>REFERENCE- AIM, Subpara 7-1-12b1(a) ATC Inflight Weather Avoidance Assistance</i>	No Change

1. PARAGRAPH NUMBER AND TITLE:

4-4-3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS

2. BACKGROUND: The existing language allows military flight plans to be accepted using only designated airways or jet routes. Military flights are currently filing flight plans using Area Navigation (RNAV) routes, which are not considered airways or jet routes. Replacing airways and jet routes with Air Traffic Service (ATS) routes will capture all designated National Airspace System routes.

3. CHANGE:

OLD

4-4-3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS

EN ROUTE

a. Do not accept a military flight plan whose route or route segments do not coincide with designated airways or jet routes or with a direct course between NAVAIDs unless it is authorized in subparagraph b and meets the following degree-distance route definition and procedural requirements:

NEW

4-4-3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS

No Change

a. Do not accept a military flight plan whose route or route segments do not coincide with designated Air Traffic Service routes or with a direct course between NAVAIDs unless it is authorized in subparagraph b and meets the following degree-distance route definition and procedural requirements:

1. PARAGRAPH NUMBER AND TITLE: 5-1-4. MERGING TARGET PROCEDURES

2. **BACKGROUND:** The example provided in paragraph 5-1-4, Merging Target Procedures, is ambiguous because 2,000 feet vertical separation is more than the minimum in some instances, and is the minimum in others. Additionally, neither American Airlines nor United Airlines still fly the B727, and it has been largely replaced in other fleets as well with newer aircraft models.

3. CHANGE:

OLD

5-1-4. MERGING TARGET PROCEDURES

Title through a3

b. Issue traffic information to those aircraft listed in subparagraph a whose targets appear likely to merge unless the aircraft are separated by more than the appropriate vertical separation minima.

EXAMPLE-

“Traffic twelve o’clock, seven miles, eastbound, MD-80, at one seven thousand.”

“United Sixteen and American Twenty-five, traffic twelve o’clock, one zero miles, opposite direction, eastbound seven twenty seven at flight level three three zero, westbound MD-Eighty at flight level three one zero.”

Add

c. When both aircraft in subparagraph b are in RVSM airspace, and vertically separated by 1,000 feet, if either pilot reports they are unable to maintain RVSM due to turbulence or mountain wave, vector either aircraft to avoid merging with the target of the other aircraft.

NEW

5-1-4. MERGING TARGET PROCEDURES

No Change

b. Issue traffic information to the aircraft listed in subparagraph a whose targets appear likely to merge unless the aircraft are separated by more than the appropriate vertical separation minima.

EXAMPLE-

“Traffic twelve o’clock, seven miles, eastbound, Gulf-stream 650, one seven thousand.”

“United Sixteen and American Twenty-Five, traffic twelve o’clock, one zero miles, opposite direction, eastbound Seven Thirty-Seven at flight level three three zero, westbound Airbus Three Twenty at flight level three two zero.”

REFERENCE-

FAA Order JO 7110.65, Para 2-4-21, Description of Aircraft Types.

c. When both aircraft in subparagraph b are in RVSM airspace and vertically separated by 1,000 feet, and either pilot reports they are unable to maintain RVSM due to turbulence or mountain wave, use vectors to prevent the targets from merging.

EXAMPLE-

“Delta One Twenty Three, fly heading two niner zero, vector for traffic. Traffic twelve o’clock, one zero miles, opposite direction, MD-80 eastbound at flight level three two zero.”

d. If the pilot requests, vector his/her aircraft to avoid merging with the target of previously issued traffic.

NOTE-

Aircraft closure rates are so rapid that when applying merging target procedures, controller issuance of traffic must be commenced in ample time for the pilot to decide if a vector is necessary.

e. If unable to provide vector service, inform the pilot.

NOTE-

The phraseology “Unable RVSM due turbulence (or mountain wave)” is only intended for severe turbulence or other weather encounters with altitude deviations of approximately 200 feet or more.

EXAMPLE-

“Delta One Twenty=Three, fly heading two niner zero, vector for traffic. Traffic twelve o’clock, one zero miles, opposite direction, Seven Thirty-Seven, eastbound at flight level three one zero.”

d. If the pilot requests, vector their aircraft to avoid merging targets with the previously issued traffic.

NOTE-

Because aircraft closure rates can be rapid, issue traffic with enough time for the pilot to decide if a vector is necessary.

No Change

NOTE-

The phraseology “Unable RVSM due to turbulence (or mountain wave)” is only intended for severe turbulence or other weather encounters with altitude deviations of approximately 200 feet or more.

1. PARAGRAPH NUMBER AND TITLE:

- 5-1-9. RADAR SERVICE TERMINATION
- 5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES- DUAL & TRIPLE
- 5-9-9. SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)
- 5-12-4. GLIDEPATH AND COURSE INFORMATION
- Chapter 5, Section 13. Use of PAR for Approach Monitoring- Terminal
- 5-13-1. MONITOR ON PAR EQUIPMENT
- 5-13-2. MONITOR AVAILABILITY
- 5-13-3. MONITOR INFORMATION

2. BACKGROUND: The Department of the Navy has identified an obsolete section of the order concerning the Use of Precision Approach Radar (PAR) for approach monitoring. The use of PAR at FAA facilities is no longer an available resource. There may be limited joint use locations that still have PAR, but its use as a monitoring aid is no longer required, as avionics and technology have rendered its need no longer useful.

3. CHANGE:

OLD

5-1-9. RADAR SERVICE TERMINATION
Title through a *PHRASEOLOGY*

b. Radar service is automatically terminated and the aircraft needs not be advised of termination when:

NEW

5-1-9. RADAR SERVICE TERMINATION
 No Change
 No Change

NOTE-

1. Termination of radar monitoring when conducting simultaneous ILS approaches is prescribed in paragraph 5-9-7, Simultaneous Independent Approaches- Dual & Triple.

2. Termination of radar monitoring where PAR equipment is used to monitor approaches is prescribed in paragraph 5-13-3, Monitor Information.

OLD

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

Title through e5

6. Do not apply the provisions of paragraph 5-13-1, Monitor on PAR Equipment, for simultaneous independent approaches.

OLD

5-9-9. SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)

Title through c5

6. Do not apply the provisions of paragraph 5-13-1, Monitor on PAR Equipment, for simultaneous approaches.

OLD

5-12-4. GLIDEPATH AND COURSE INFORMATION

Title through a *PHRASEOLOGY*

b. Issue trend information as required, to indicate target position with respect to the azimuth and elevation cursors and to describe target movement as appropriate corrections are issued. Trend information may be modified by the terms "RAPIDLY" or "SLOWLY," as appropriate.

EXAMPLE-

- "Going above/below glidepath."
- "Going right/left of course."
- "Above/below glidepath and coming down/up."
- "Above/below glidepath and holding."
- "Left/right of course and holding/correcting."

REFERENCE-

FAA Order JO 7110.65, Para 5-12-7, Position Advisories.
FAA Order JO 7110.65, Para 5-13-3, Monitor Information.

OLD

Section 13. Use of PAR for Approach Monitoring- Terminal

NOTE-

Termination of radar monitoring when conducting simultaneous ILS approaches is prescribed in paragraph 5-9-7, Simultaneous Independent Approaches- Dual & Triple.

Delete

NEW

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

No Change

Delete

NEW

5-9-9. SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)

No Change

Delete

NEW

5-12-4. GLIDEPATH AND COURSE INFORMATION

No Change

No Change

No Change

REFERENCE-

FAA Order JO 7110.65, Para 5-12-7, Position Advisories.

NEW

Delete

<u>OLD</u>	<u>NEW</u>
<u>5-13-1. MONITOR ON PAR EQUIPMENT</u>	Delete
<u>USAF not applicable. Aircraft conducting precision or nonprecision approaches must be monitored by PAR equipment if the PAR final approach course coincides with the NAVAID final approach course from the final approach fix to the runway and one of the following conditions exists:</u>	Delete
<u>NOTE-</u>	Delete
<u>1. The provisions of this section do not apply to monitoring simultaneous approaches.</u>	Delete
<u>2. This procedure is used in PAR facilities operated by the FAA and other military services at joint-use civil/military locations and military installations during the operational hours of the PAR.</u>	Delete
<u>a. The reported weather is below basic VFR minima.</u>	Delete
<u>b. USA Not applicable. At night.</u>	Delete
<u>c. Upon request of the pilot.</u>	Delete
<u>REFERENCE-</u>	Delete
<u><i>FAA Order JO 7110.65, Para 5-9-7, Simultaneous Independent Approaches- Dual & Triple.</i></u>	

<u>OLD</u>	<u>NEW</u>
<u>5-13-2. MONITOR AVAILABILITY</u>	Delete
<u>a. Inform the aircraft of the frequency on which monitoring information will be transmitted if it will not be the same as the communication frequency used for the approach.</u>	Delete
<u>PHRASEOLOGY-</u>	Delete
<u><i>RADAR MONITORING ON LOCALIZER VOICE (frequency).</i></u>	
<u><i>and if applicable,</i></u>	
<u><i>CONTACT (terminal control function) (frequency, if required) AFTER LANDING.</i></u>	
<u>b. If the approach is not monitored, inform the aircraft that radar monitoring is not available.</u>	Delete
<u>PHRASEOLOGY-</u>	Delete
<u><i>RADAR MONITORING NOT AVAILABLE.</i></u>	
<u>c. If conditions prevent continued monitor after the aircraft is on final approach, advise the pilot. State the reason and issue alternate procedures as appropriate.</u>	Delete
<u>PHRASEOLOGY-</u>	Delete
<u><i>(Reason), RADAR MONITORING NOT AVAILABLE, (alternative instructions).</i></u>	

NOTE-

Delete

Approach monitoring is a vital service, but during the approach, the controller acts primarily as a safety observer and does not actually guide the aircraft. Loss of the radar monitoring capability (and thus availability) is no reason to terminate an otherwise good instrument approach. Advise the pilot that radar contact has been lost (or other reason as appropriate), that radar monitoring is not available, and of actions for the pilot to take in either proceeding with or breaking off the approach; i.e., contact tower, remain on PAR frequency, etc.

OLD

NEW

5-13-3. MONITOR INFORMATION

Delete

When approaches are monitored, take the following action:

Delete

a. Advise the pilot executing a nonprecision approach that glidepath advisories are not provided. Do this prior to the pilot beginning the final descent.

Delete

PHRASEOLOGY-

Delete

GLIDEPATH ADVISORIES WILL NOT BE PROVIDED.

b. Inform the aircraft when passing the final approach fix (nonprecision approaches) or when passing the outer marker or the fix used in lieu of the outer marker (precision approaches).

Delete

PHRASEOLOGY-

Delete

PASSING (FIX).

c. Advise the pilot of glidepath trend information (precision approaches) and course trend information to indicate target position and movement with respect to the elevation or azimuth cursor when the aircraft target corresponds to a position of well above/below the glidepath or well left/right of course and whenever the aircraft exceeds the radar safety limits. Repeat if no correction is observed.

Delete

EXAMPLE-

Delete

Course trend information: “(Ident), well right/left of P-A-R course, drifting further right/left.”

Glidepath trend information: “(Ident), well above/below P-A-R glidepath.”

REFERENCE-

Delete

FAA Order JO 7110.65, Para 5-12-4, Glidepath and Course Information.

d. If, after repeated advisories, the aircraft is observed proceeding outside the safety limits or a radical target deviation is observed, advise the aircraft if unable to proceed visually, to execute a missed approach. Issue a specific altitude and heading if a procedure other than the published missed approach is to be executed.

Delete

PHRASEOLOGY-

(Position with respect to course or glidepath). IF NOT VISUAL, ADVISE YOU EXECUTE MISSED APPROACH (alternative instructions).

Delete

e. Provide monitor information until the aircraft is over the landing threshold or commences a circling approach.

Delete

Section 14 and Section 15

Renumber **Section 13** and **Section 14**

1. PARAGRAPH NUMBER AND TITLE:

5-2-22. INOPERATIVE OR MALFUNCTIONING ADS-B TRANSMITTER

2. BACKGROUND: In developing a new paragraph in FAA Order JO 7210.3, Reporting Inoperative or Malfunctioning ADS-B Transmitters, commenters from the Department of Defense (DoD) noted that some DoD aircraft that are not equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) are being informed by ATC that their ADS-B appears inoperative. The ADS-B Focus Team within FAA Flight Standards also expressed concern that issues not related to equipment anomalies, such as pilot or controller-generated Call Sign Mis-Match (CSMM) events, would generate a high volume of unnecessary reports.

3. CHANGE:

OLD

5-2-22. INOPERATIVE OR MALFUNCTIONING ADS-B TRANSMITTER

a. Except as provided in paragraph 5-2-24, inform an aircraft when the ADS-B transmitter appears to be inoperative or malfunctioning. Notify the OS/CIC of the aircraft call sign and location of aircraft.

PHRASEOLOGY-

YOUR ADS-B TRANSMITTER APPEARS TO BE INOPERATIVE / MALFUNCTIONING.

Add

NEW

5-2-22. INOPERATIVE OR MALFUNCTIONING ADS-B TRANSMITTER

a. When an aircraft's ADS-B transmitter appears to be inoperative or malfunctioning, notify the OS/CIC of the aircraft call sign, location, and time of the occurrence (UTC). Except for DoD aircraft or those provided for in paragraph 5-2-24, inform the pilot.

No Change

NOTE-

FAA Flight Standards Service, Safety Standards Division (AFS) is responsible for working with aircraft operators to correct ADS-B malfunctions. The intent of this paragraph is to capture ADS-B anomalies observed by ATC, such as errors in the data (other than Call Sign Mis-Match events, which are detected and reported to AFS automatically) or instances when civil ADS-B transmissions would normally be expected but are not received (e.g., ADS-B transmissions were observed on a previous flight leg).

b. If a malfunctioning ADS-B transmitter is jeopardizing the safe execution of air traffic control functions, instruct the aircraft to stop ADS-B transmissions, and notify the OS/CIC.

No Change

PHRASEOLOGY-

STOP ADS-B TRANSMISSIONS, AND IF ABLE, SQUAWK THREE/ALFA (code).

No Change

NOTE-

Not all aircraft have a capability to disengage the ADS-B transmitter independently from the beacon code squawk.

No Change

Add

REFERENCE-

FAA Order JO 7110.65, Para 5-2-23, ADS-B Alerts.
FAA Order JO 7210.3, Para 2-1-33, Reporting Inoperative or Malfunctioning ADS-B Transmitters.
FAA Order JO 7210.3, Para 5-4-9, ADS-B Out OFF Operations.
FAA Order JO 7110.67, Para 19, ATC Security Procedures for ADS-B Out OFF Operations.

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

2. BACKGROUND: Recent discussions concerning RNAV Visual Flight Procedures (RVFP), brought to light the historical practice of issuing a visual approach clearance that includes the landing runway at locations with an operating control tower and not issuing a runway in conjunction with a visual approach clearance to non-towered airports was not specifically addressed in the order. In August 1983, guidance for towered and non-towered airports for vectoring to a visual approach was incorporated in the form of examples. There was no explicit guidance for approach clearances. The examples were removed in August 1990 when the entire chapter and section was reorganized.

3. CHANGE:

OLD

7-4-3. CLEARANCE FOR VISUAL APPROACH

Title through a2

b. Resolve potential conflicts with all other aircraft, advise an overtaking aircraft of the distance to the preceding aircraft and speed difference, and ensure that weather conditions at the airport are VFR or that the pilot has been informed that weather is not available for the destination airport. Upon pilot request, advise the pilot of the frequency to receive weather information where AWOS/ASOS is available.

NEW

7-4-3. CLEARANCE FOR VISUAL APPROACH

No Change

No Change

PHRASEOLOGY-

Delete

*(Call sign) (control instructions as required)
CLEARED VISUAL APPROACH RUNWAY number);*

or

*(Call sign) (control instructions as required)
CLEARED VISUAL APPROACH TO (airport name)*

(and if appropriate)

WEATHER NOT AVAILABLE

or

VERIFY THAT YOU HAVE THE (airport) WEATHER.

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

c through c1

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

NOTE-
The pilot need not report the airport/runway in sight.

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.

Add

No Change

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 **to the same runway**, or

No Change

No Change

4. At locations without an operating control tower or where part-time towers are closed, do not specify a runway when issuing a visual approach clearance, issue a visual approach clearance to the airport only.

Add

PHRASEOLOGY-
(at locations with an operating control tower)

(Call sign) (control instructions as required)
CLEARED VISUAL APPROACH RUNWAY num-
ber);

or

(at locations without an operating control tower)

(Call sign) (control instructions as required)
CLEARED VISUAL APPROACH TO (airport name)

(and if appropriate)

WEATHER NOT AVAILABLE

or

VERIFY THAT YOU HAVE THE (airport) WEATH-
ER.

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

No Change

1. PARAGRAPH NUMBER AND TITLE: 10-2-6. HIJACKED AIRCRAFT

2. BACKGROUND: Hijack attempts or actual events are a matter of national security and require special handling. For national security reasons the Air Traffic Organization (ATO) relocated operational guidance for air traffic controllers to follow for an actual or suspected hijacking from FAA Order JO 7110.65, Air Traffic Control, in 2007, and consolidated the procedures for hijack situations in FAA Order JO 7610.4, Special Operations.

3. CHANGE:

OLD

10-2-6. HIJACKED AIRCRAFT

Hijack attempts or actual events are a matter of national security and require special handling. Policy and procedures for hijack situations are detailed in FAA Order JO 7610.4, Special Operations. FAA Order JO 7610.4 describes reporting requirements, air crew procedures, air traffic procedures and escort or interceptor procedures for hijack situations.

REFERENCE-
FAA Order JO 7610.4, Chapter 7, Procedures for Handling Suspicious Flight Situations and Hijacked Aircraft.
FAA Order JO 7110.65, Para 5-2-II , Code Monitor.

Add

Add

NEW

10-2-6. HIJACKED AIRCRAFT

Hijack attempts or actual events are a matter of national security and require special handling. FAA Order JO 7610.4, Special Operations, describes **additional procedures and reporting requirements that must be followed.**

No Change

a. When a pilot notifies ATC verbally of a hijacking situation, assign code 7500 to the subject aircraft.

PHRASEOLOGY-
(Identification) SQUAWK SEVEN FIVE ZERO ZE-
RO.

- Add **1. Should the pilot acknowledge assignment of code 7500 without further communication, or fail to acknowledge or communicate further, assume that the flight is being subject to hijack.**
- Add **2. No reference to the hijacking must be made in subsequent communications unless initiated by the pilot, or unless directed by the Domestic Events Network (DEN) Air Traffic Security Coordinator.**
- Add **3. Immediately inform the operations manager, supervisor or CIC.**
- Add **NOTE-**
When an aircraft squawks code 7500, ERAM will display "HIJK," and STARS/MEARTS will display "HJ" in the data block.
- Add **b. When a pilot notifies ATC of a hijacking situation by squawking code 7500, use the following phraseology to verify that the aircrew intentionally selected code 7500.**
- Add **PHRASEOLOGY-**
(Identification)(name of facility) VERIFY SQUAWKING SEVEN FIVE ZERO ZERO.
- Add **1. Should the pilot fail to acknowledge or communicate further, assume that the flight is being subject to hijack.**
- Add **2. No reference to the hijacking must be made in subsequent communications unless initiated by the pilot, or unless directed by the DEN Air Traffic Security Coordinator.**
- Add **3. Immediately inform the operations manager, supervisor or CIC.**

1. PARAGRAPH NUMBER AND TITLE:

10-5-2. DEBRIS-GENERATING SPACE LAUNCH OR REENTRY VEHICLE MISHAPS

2. BACKGROUND: The Acceptable Level of Risk (ALR) Review Team Subgroup on Contingency Procedures was tasked with developing ATC procedures for a contingency response to a space vehicle mishap.

3. CHANGE:

OLD

Add

NEW

10-5-2. DEBRIS-GENERATING SPACE LAUNCH OR REENTRY VEHICLE MISHAPS

Add

A debris-generating space launch or reentry vehicle mishap is an emergency situation in the NAS.

Add **a. In the event of a debris-generating space launch or reentry vehicle mishap, issue an alert broadcast to all affected aircraft informing them of the mishap, and, if known, the approximate location of the debris fall area. If a debris response area (DRA) has been activated, issue the approximate location of the response area instead.**

Add **EXAMPLE-**
“Attention all aircraft, due to a space vehicle mishap, possible debris falling in the NAS from approximately Brownsville, Texas, extending east for approximately five hundred miles. Stand by for individual instructions.”

“Attention all aircraft, due to a space vehicle mishap, a debris response area has been activated beginning at approximately Cape Canaveral, extending north-east for approximately three hundred miles. Stand by for individual instructions.”

Add **1. When workload permits, reissue the alert broadcast approximately every 15 minutes.**

Add **2. When advised that falling debris is no longer a factor, or the DRA has been deactivated, issue a broadcast to advise all aircraft of this information.**

Add **EXAMPLE-**
“Attention all aircraft, falling debris no longer a factor.”

“Attention all aircraft, the debris response area is no longer active.”

Add **b. In the event of a debris response area activation:**

Add **1. Issue instructions and/or clearances to prevent aircraft from entering the debris response area, unless a higher priority duty already exists.**

Add **REFERENCE-**
FAA Order JO 7110.65, Para 2-1-2a, Duty Priority.

Add **2. For airborne aircraft already within an activated DRA:**

Add **(a) Assist aircraft to exit the DRA expeditiously;**

Add **(b) Do not withhold landing or approach clearances.**

Add **3. For airports that underlie an active DRA:**

Add **(a) Do not issue departure releases or takeoff clearances;**

Add **(b) To the extent possible do not clear aircraft onto the movement area.**

