

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.10T

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 0B- 6-6-2

SPECIALIST/ROUTING: Monica Bradford AJR-B12 x5-7784

1. PARAGRAPH NUMBER AND TITLE:

6-6-2, AMIS WITHIN AN ADIZ-DVFR

2. BACKGROUND: DVFR procedures, as contained in FAAH 7110.10 and FAAH 7610.4, were developed over 25 years ago. Those procedures required that DVFR flight plan information be sent to the tie-in ARTCC, who then forwarded the information to NORAD. The pilot had to activate his flight plan (for SAR purposes) with the AFSS and then contact the ARTCC to obtain his beacon code and activate the DVFR flight plan. The ARTCC then forwarded the activation time to NORAD. When these procedures were developed, DVFR traffic was low volume, and the procedures, while very work intensive, were acceptable for this level of activity. With the rapid development of oil fields off both coasts and in the Gulf of Mexico that began during the late 1980s, and the resultant huge increase in helicopter traffic in support of these operations, the procedures quickly proved inadequate for the task.

In the mid 1990s, the Southwest Region began testing a new system for handling DVFR traffic. Using a PC with a Service B drop, the AFSS accepted and transmitted DVFR flight plans directly to NORAD using a specially created address, ZAM. The AFSS assigned the beacon code when the pilot filed his flight plan. This new system and procedure alleviated the burden on the ARTCC and only required one radio contact by the pilot on departure.

3. EXPLANATION OF CHANGE: This change expands the usage of the DVFR flight plan procedures developed in the Southwest Region to all facilities except Alaska. Affected AFSSs will now be the primary contact for DVFR operations, assigning a DVFR beacon code and transmitting all DVFR flight plan information directly to NORAD. This change ncels and incorporates N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR), effective June 24, 2007.

4. CHANGE:

OLD

6-6-2. AMIS WITHIN AN ADIZ-DVFR

For security control of air traffic, specific information contained in flight plans filed by a pilot operating or proposing to operate in accordance with DVFR within an ADIZ shall be forwarded to the appropriate ARTCC.

NOTE-

Other offices, military and civil, which have direct communications with the appropriate ARTCC are permitted to forward DVFR flight plan data directly to the ARTCC. When pilots require normal handling of

NEW

6-6-2. AMIS WITHIN AN ADIZ-DVFR

For security control of air traffic, specific information contained in flight plans filed by a pilot operating or proposing to operate in accordance with DVFR within an ADIZ shall be forwarded to **NORAD.**

NOTE-

Other offices, military and civil, as well as pilots, may file DVFR flight plans with an AFSS/FSS for forwarding to NORAD.

VFR flight plans, these offices are permitted to file a VFR flight plan with the AFSS/FSS and a DVFR flight plan with the ARTCC.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR), effective June 24, 2007.

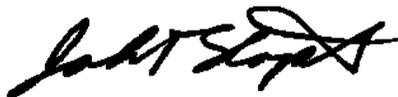
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

Comments:



John T. Staples
Director, Flight Services Program Operations

Date: 2/13/07