

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.10T

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008

TRACKING #: 0B- 6-6-3

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

1. PARAGRAPH NUMBER AND TITLE:

6-6-3, FORWARDING DVFR INFORMATION

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 AFSS's 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 cancels and incorporates N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR) Flight Plans, effective June 24, 2007.

4. CHANGE:

OLD

6-6-3. FORWARDING DVFR INFORMATION

Forward DVFR flight plan information to the appropriate ARTCC by Service F interphone or Service B as follows:

Add

NEW

6-6-3. FORWARDING DVFR INFORMATION

Except for Alaska, forward DVFR flight plan information to **NORAD via the Service B NORAD address or by telephone** as follows:

NOTE –

1. The following NORAD addresses are group addresses that include all appropriate NORAD sectors and law enforcement:
KZAMZOZX – the contiguous 48 states and San Juan.
PHIRAOZCZ –Hawaii.

Add

2. NORAD will not send an acknowledgement and must be manually acknowledged from the suspense list by the specialist. (NORAD Headquarters assumes responsibility for receipt.)

a. DVFR.

a. VFR

Add

1. M1FC – DVFR flight plans shall be entered into the M1FC Flight Plan mask with “V” in the FR: field for processing purposes. The applicable NORAD address must be manually entered into the CP: field. If “NORIV,” delete AFSS closure point address.

Add

2. OASIS - DVFR flight plans shall be entered into the OASIS Flight Plan dialog box with “VFR” selected in the Flight Rules drop-down list box for processing purposes. The applicable NORAD address must be manually entered into the Closure Points text box. If “NORIV,” delete AFSS closure point address.

b. thru e.

No Change

f. Time of departure.

f. Time of departure.

1. When the flight plan information is provided before the aircraft's departure, forward the proposed departure time.

1. When the flight plan information is provided before the aircraft's departure, **enter as a proposal. Depart the flight plan immediately upon receipt of the actual** departure time.

2. Forward the actual departure time immediately upon receipt.

Delete

3. If arrangements cannot be made to obtain the actual departure time, forward the ETD.

2. If arrangements cannot be made to obtain the actual departure time, forward the **estimate time of departure** (ETD).

g. Point of departure.

g. Point of departure.

h. Route of flight.

h. **ETA.**

i. Destination.

i. Destination.

j. Remarks as appropriate.

j. Remarks.\

1. The estimated time and point of penetration of the ADIZ.

Delete

2. If no arrival report (NORIV) will be filed with an appropriate aeronautical facility, include the abbreviation NORIV.

Delete

NOTE-

Arrival reports are not required for scheduled air carrier DVFR flights.

Delete

3. DVFR position reports on all aircraft.

Delete

4. Revisions to position reports, revisions to time or place of penetration, and change in route of flight.

Delete

5. Other information deemed necessary for the security control of air traffic.

Delete

Add

1. DVFR discrete transponder code.

Add

2. True airspeed.

Add

3. Estimated point of penetration of the ADIZ (latitude/longitude or fix-radial-distance).

Add

4. Estimated time and point of penetration of the ADIZ.

Add

5. If no arrival report (NORIV) will be filed with an appropriate aeronautical facility, include the abbreviation NORIV. Do not pass "NORIV" to NORAD. For Service B transmissions, precede "NORIV" remark with the percent (%) symbol.

Add

EXAMPLE –
1210 135 3442/9345 1446

Add

NOTE –
On a proposed flight plan, a single "X" may replace the DVFR discrete transponder code, true airspeed, estimated point of penetration of ADIZ, or the estimated time of penetration.

Add

EXAMPLE –
Missing true airspeed:
1210 X 3442/9345 1446

Add

Missing estimated point of ADIZ penetration and time with NORIV:
1210 135 XX %NORIV

No further changes to paragraph.

5. **INDEX CHANGES:** None

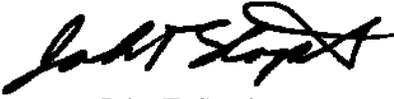
6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR) Flight Plans, effective June 14, 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