

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 1

**EFFECTIVE DATE:** July 31, 2008

**TRACKING #:** 31- 2-1-18

**SPECIALIST/ROUTING:** Pamela Coopwood AJT-23 x58607

**1. PARAGRAPH NUMBER AND TITLE:**

2-1-18, LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)

**2. BACKGROUND:** For several years, the Air Traffic Organization has supported national defense initiatives in the Washington DC Metropolitan Area Air Defense Identification Zone (DC ADIZ). In accordance with national directives, this Notice prescribes standardized procedures for handling aircraft in all locations where security services are required and establishes communication procedures for security tracking of aircraft within security airspace

**3. EXPLANATION OF CHANGE:** This change establishes procedures and phraseology for the provision of security services in areas designated in support of the Department of Homeland Security (DHS), Department of Defense (DOD) or other federal security elements in the interest of national security. These areas will be established through the regulatory process or via Notice to Airmen (NOTAM) issued by the Administrator under Title 14, Code of Federal Regulations (CFR) §99.7, §91.141, §91.139, Special Security Instructions, and will specify that ATC security services are required. This change cancels and incorporates N JO 7210.672, Land-Based Air Defense Identification Zone (ADIZ)/Air Traffic Control (ATC) Security Services, effective August 30, 2007.

**4. CHANGE:**

**OLD**

2-1-18. LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)

**NEW**

2-1-18: LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)/**AIR TRAFFIC CONTROL (ATC) SECURITY SERVICES.**

Terminal and en route facility management shall establish procedures for the following:

a. Record, on the flight progress strip, where an aircraft enters the ADIZ, using cardinal direction (e.g., north, northeast, east), the time the aircraft entered, and the aircraft's destination or transit path.

**ATC security services are designed to support the national security mission of the FAA and other agencies. A designated Security Services position has area responsibility for the purpose of security service. Such positions do not have airspace jurisdiction and are not ATC operational positions for purposes beyond the scope of this section, i.e., transfer of control, communications, point-out, etc.**

a. **The FLM/CIC shall report all instances of loss of radio communication, intermittent transponder or transponder/Mode C failure, the inability to security track aircraft, and other unusual IFR/VFR flight information to the Domestic Events Network (DEN) through the**

**appropriate lines of communication. Some examples are, but are not limited to; suspicious activities, deviation from assigned course/altitude, or other equipment malfunction that may cause an aircraft to operate in an unexpected manner. Relay all known information regarding the aircraft.**

b. If a flight progress strip does not exist for the aircraft, record the call sign, transponder code, entry point (e.g., north, northeast, east), and time of entry into the ADIZ.

b. **ATC Security Services Position: ATC Security Services Position is responsible for providing ATC security services as defined. This position does not provide air traffic control IFR separation or VFR flight following services, but is responsible for providing security services in an area comprising airspace assigned to one or more ATC operating sectors and as such, normal airspace jurisdictional constraints do not apply.**

c. Notify the Domestic Events Network, through the appropriate lines of communication, of any aircraft approaching, overflying, and within the lateral limit of the ADIZ that appears as a primary radar target or is operating without automatic altitude reporting capability. Relay all known information regarding the aircraft.

c. **Facility manager shall:**

Add

**1. Designate in a facility directive which existing position(s) and frequencies will be utilized to provide Security Services when required and the transition procedures from the ATC operational status to the Security Services Position.**

Add

**2. Ensure that contingency plan parent and support procedures are updated regarding operational capability level (OCL) changes that affect Special Security Areas.**

Add

**NOTE-**  
**The requirement to establish an ATC Security Services Position in addition to ATC operating position does not by itself constitute a need for additional staffing nor is its purposes intended to justify or deny facility staffing needs.**

Add

**d. When the Security Services position and the ATC Operating position are both staffed, detailed position responsibilities shall be defined in the facility directive.**

**NOTE-**  
**Airspace sectorization and the workload associated**

Add with the normal use of that airspace may degrade the ability of an ATC operation position to provide security services. When this occurs, pilots shall be held outside of the security services area in accordance with FAA 7110.65 Para. 9-2-1b(2).

Add 1. When an ATC Security Services Position is not separately staffed, the appropriate ATC operating position responsible for that airspace will assume the security service responsibilities.

Add 2. Requests for ATC services to VFR aircraft operating within the designated area to enter positive controlled airspace shall be issued by the appropriate radar position in accordance with FAA Order 7110.65, Air Traffic Control, and other applicable directives.

Add e. Adjacent Airport Operations

Add 1. Aircraft that will enter the designated airspace after departing controlled airports within or adjacent to security areas shall be provided security services by the appropriate ATC facility having jurisdiction over the affected airspace. Procedures for handling this situation must be covered in a Letter of Agreement (LOA) or facility directive as appropriate.

Add 2. Aircraft departing uncontrolled airports within security areas must be handled using procedures contained in a NOTAM or rule designating the area where ATC security services are required.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.672, Land-Based Air Defense Identification Zone (ADIZ)/Air Traffic Control (ATC) Security Services, effective August 30, 2007.

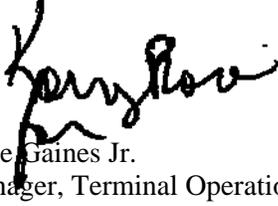
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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: None

A handwritten signature in black ink, appearing to read "Jesse Gaines Jr.", written over the printed name.

Jesse Gaines Jr.  
Manager, Terminal Operations

Date: 8/15/07