

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.782

Effective Date:
April 19, 2022

Cancellation Date:
May 19, 2022

SUBJ: Debris-Generating Space Launch or Reentry Vehicle Mishaps

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.65Z, Air Traffic Control, by adding paragraph 10-5-2, Debris-Generating Space Launch or Reentry Vehicle Mishaps, to provide procedures to be used in the event of a space launch or reentry vehicle mishap.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, Systems Operations, Safety and Technical Training, and all associated air traffic facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice cancels upon publication of FAA Order JO 7110.65Z, Change 2, effective May 19, 2022.
- 5. Explanation of Policy Change.** Amend FAA Order JO 7110.65Z by adding new paragraph as follows:

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

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

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.

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 northeast for approximately three hundred miles. Stand by for individual instructions."

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

EXAMPLE–

"Attention all aircraft, falling debris no longer a factor."

"Attention all aircraft, the debris response area is no longer active."

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

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

REFERENCE-

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

2. For airborne aircraft already within an activated DRA:

- (a)** Assist aircraft to exit the DRA expeditiously;
- (b)** Do not withhold landing or approach clearances.

3. For airports that underlie an active DRA:

- (a)** Do not issue departure releases or takeoff clearances;
- (b)** To the extent possible, do not clear aircraft onto the movement area.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. 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.

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