

NOTICE

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

N JO 7110.523

Effective Date:
April 15, 2010

Cancellation Date:
March 10, 2011

SUBJ: Forwarding Defense Visual Flight Rules (DVFR) Information

- 1. Purpose of This Notice.** This notice amends Paragraph 6-6-3, Forwarding DVFR Information, and deletes Paragraph 6-6-5, Addressing DVFR Flight Plan Messages, in Federal Aviation Administration (FAA) Order JO 7110.10, Flight Services.
- 2. Audience.** This notice applies to System Operations Services, including the Flight Services Program Operations office.
- 3. Where Can I Find This Notice?** This notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.
- 4. Explanation of Policy Change.** This notice:
 - a. Removes the Alaska exception to DVFR procedures in paragraph 6-6-3 and adds Alaska exceptions to new subparagraphs 6-6-3a9(c) and 6-6-3a9(d).
 - b. Adds the Alaska North American Aerospace Defense Command (NORAD) address.
 - c. Removes subparagraphs 6-6-5a through 6-6-5c since all U.S. requirements are now the same and are contained in paragraph 6-6-3.
 - d. Transfers subparagraph 6-6-5d, which contains instructions for forwarding DVFR information for flights operating into Canada, to paragraph 6-6-3 so that all instruction regarding forwarding DVFR information is in the same paragraph.
 - e. Removes references to Model 1 Full Capacity (M1FC) and Operational and Supportability Implementation System (OASIS).
 - f. Includes editorial changes for clarity.

5. Procedures.

- a. Amend Paragraph 6-6-3, Forwarding DVFR Information, as follows:

6-6-3. FORWARDING DVFR INFORMATION

- a. Forward DVFR flight plan information to NORAD using the Service B NORAD address or by telephone.

NOTE–

1. The following NORAD addresses are group addresses that include all appropriate NORAD sectors and law enforcement:

KZAMZQZX – the contiguous 48 states and San Juan

PHIRAO CZ – Hawaii

PAEDYYYYX – Alaska

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.)*

b. DVFR flight plans must be entered into the operational system for processing following system instructions and include the following information:

1. Aircraft call sign.
2. Number and type of aircraft.
3. Altitude (within ADIZ).
4. True airspeed.
5. Time of departure.

(a) 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.

(b) If arrangements cannot be made to obtain the actual departure time, forward the estimated time of departure (ETD).

6. Point of departure.
7. ETA.
8. Destination.
9. Remarks.

(a) DVFR discrete transponder code.

(b) True airspeed.

(c) Estimated point of penetration of the ADIZ (latitude/longitude or fix-radial-distance), except in Alaska.

(d) Estimated time of penetration of the ADIZ, except in Alaska.

(e) If no arrival report (NORIV) will be filed with an appropriate aeronautical facility, include the contraction "NORIV" as a nontransmitted remark. Do not pass "NORIV" to NORAD.

EXAMPLE-

1210 135 3442/09345 1446

NOTE-

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

EXAMPLE-

Missing true airspeed:

1210 X 3442/09345 1446

Missing estimated point of ADIZ penetration and time:

1210 135 XX

c. Forward DVFR flight plan information for aircraft operating into Canada using the same procedures in paragraph 6-6-3b, except add "DVFR" in remarks and transmit the information to the appropriate Canadian transborder tie-in facility.

b. Delete Paragraph 6-6-5, Addressing DVFR Flight Plan Messages.

6. Distribution. This order is distributed to the following Air Traffic Organization (ATO) service units: System Operations, En Route and Oceanic, and Terminal Services; the ATO Office of Safety; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. Since 2007, flight services in the contiguous United States, Hawaii, and Puerto Rico have transitioned to a new automation system and concept of operations. The transition created a need to remove references in FAA Order JO 7110.10 to specific automation systems while retaining operational requirements. During the same time period, Alaska flight services has undergone automation system changes requiring procedural changes to the handling of DVFR flight plans.



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3-19-2010

Date Signed