

# NOTICE

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

N JO 7110.595

**Effective Date:**  
September 17, 2012

**Cancellation Date:**  
March 7, 2013

**SUBJ:** Initial Heading

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- 1. Purpose of This Notice.** This notice amends procedures contained in Federal Aviation Administration (FAA) Order JO 7110.65, Paragraph 5-8-2, Initial Heading. This change requires air traffic control (ATC) to advise aircraft of the initial waypoint for area navigation (RNAV) standard instrument departures (SID) designed to begin at the runway, when conducting simultaneous parallel runway departures. The pilot is expected to acknowledge the advisory as any other ATC communication.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; and all associated air traffic control facilities.
- 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/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).
- 4. Procedures.** Amend paragraph 5-8-2 to read as follows:

## 5-8-2. INITIAL HEADING

a. Before departure, assign the initial heading to be flown if a departing aircraft is to be vectored immediately after takeoff.

Phraseology thru Reference, no change.

b. When conducting simultaneous parallel runway departures utilizing RNAV SIDs, advise aircraft of the initial fix/waypoint on the RNAV route.

### PHRASEOLOGY-

RNAV to (fix/waypoint), RUNWAY (number), CLEARED FOR TAKEOFF.

### EXAMPLE-

"RNAV to MPASS, Runway Two-Six Left, cleared for takeoff."

### NOTE-

- 1. TERMINAL.** A purpose for an initial waypoint advisory is not necessary since pilots associate this advisory with the flight path to their planned route of flight. Pilots must immediately advise ATC if a different RNAV SID is entered in the aircraft FMS.
- 2.** The SID transition is not restated as it is contained in the ATC clearance.
- 3.** Aircraft cleared via RNAV SIDs designed to begin with a vector to the initial waypoint are assigned a heading before departure.

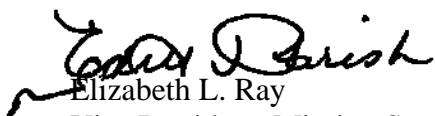
### REFERENCE-

FAAO JO 7110.65, Para 3-9-9, Takeoff Clearance  
FAAO JO 7110.65, Para 4-3-2, Departure Clearances  
AIM, Para 5-2-7, Departure Control

**5. Distribution.** This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**6. Background.** The Air Traffic Control Procedures and Phraseology Action Team (ATCPP) is a working group under the Performance Based Operations Aviation Rulemaking Committee established to address RNAV implementation issues and propose action to the FAA. The ATCPP is composed of air traffic, aviation industry, and human factors subject matter experts. The ATCPP reviews, assesses, and proposes changes to ATC procedures and phraseology and is tasked with incorporating those changes into FAA Order 7110.65 and other documents, as appropriate.

Extensive evaluation of RNAV SIDs that begin at the runway has established that aircraft have occasionally flown an unexpected flight path on departure due to loading of an incorrect procedure in the Flight Management System (FMS). Pilots enter the departure procedure and route of flight received in the ATC clearance prior to departure from the gate area. RNAV SIDs are recalled from a database for entry into the FMS. Runway-specific RNAV SIDs may be programmed into the FMS based on the anticipated departure runway. Human error may result in an incorrect procedure being recalled from the database, or the runway assignment on taxi may not be coincident with the RNAV SID or transition. However, human factors studies have established that there is greater potential for an incorrect procedure to be entered in the FMS when a change in the procedure entered in the FMS is required after departure from the gate. Extensive evaluation of procedure implementations and field testing of various runway verification phraseology has established that an ATC advisory to pilots prior to departure can assist aircrew in ensuring the correct departure procedure is entered in the FMS. The phraseology in this change has been demonstrated successfully at Dallas/Fort Worth International, Charlotte/Douglas International, and Hartsfield-Jackson Atlanta International airports.



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*August 1, 2012*  
Date Signed