

# NOTICE

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

N JO 7210.729

**Effective Date:**  
February 8, 2010

**Cancellation Date:**  
August 26, 2010

**SUBJ:** Security Notice (SECNOT)

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- 1. Purpose of This Notice.** This notice establishes a new requirement that assists the Federal Aviation Administration in locating aircraft that violate national security measures.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and Safety Services; 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.** Add a new section to FAA Order JO 7210.3, chapter 19, to read as follows:

## Section 9. Security Notice (SECNOT)

### 19-9-1. POLICY

This section contains policy, responsibilities, and procedures for issuing a SECNOT. A SECNOT is only issued when the following occurs: an aircraft violates a TFR/Washington, D.C., Special Flight Rules Area (DC SFRA), the pilot has been in contact with ATC and the aircraft identification is known, and the pilot tries to avoid a pilot deviation.

#### **NOTE-**

*SECNOTs involving future designations of land-based ADIZ airspace will be handled in accordance with this section.*

### 19-9-2. PURPOSE

- Issuing a SECNOT enables the FAA to locate aircraft that violate national security measures. These security measures include the DC SFRA and TFRs.
- A SECNOT is a request originated by the Air Traffic Security Coordinator (ATSC) for an extensive communications search for aircraft involved or suspected of being involved in a security violation.

### 19-9-3. RESPONSIBILITIES

- A SECNOT will include the aircraft identification, the search area, and an expiration time. The search area, as defined by the ATSC, could be a single airport, multiple airports, a radius of an airport or fix, or a route of flight. Once the expiration time has been reached, a SECNOT is considered to be canceled.
- SECNOT aircraft lookouts must be initiated by the ATSC by telephone to an FSS and broadcast on the DEN.

c. SECNOT aircraft alerts must be given wide distribution, including all FAA air traffic facilities 50 miles on either side of the route of flight from the last reported position of the aircraft. SECNOT alerts must be distributed outside the FAA to fixed base operators and law enforcement agencies. When contacting airports or offices outside of official Government agencies, provide no further information other than that which is contained in the SECNOT. A SECNOT expiration time will be provided by the ATSC at the time of issue. The DEN may expand the search area to cover the maximum range of the aircraft.

d. Upon receiving notification of a SECNOT, the controller must forward all information on the subject aircraft to the FLM/CIC. If information is not known, broadcast call sign on all frequencies and advise the FLM/CIC of the response. The FLM/CIC must check the position records to determine if the aircraft has contacted your facility. Immediately notify the parent ARTCC OM or DEN of subsequent contact and keep the alert in an active status until cancellation is received or the SECNOT expiration time is reached.

e. When information becomes known about an aircraft for which a SECNOT message has been issued, do the following:

- 1. Forward any information on the aircraft to the parent ARTCC OM or DEN.
- 2. Do not take any action related to the SECNOT aircraft other than normal ATC procedures.

f. The SECNOT alert remains in effect until canceled by the DEN or the expiration time is reached.

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

**6. Background.** The FAA has found it necessary to increase security measures within the National Airspace System. The Washington, D.C., Special Flight Rules Area (DC SFRA) is one of the recent security-related changes. Aircraft that enter the DC SFRA or temporary flight restriction airspace without proper approval may be intercepted by Department of Defense aircraft. Pilots of the noncompliant aircraft are subject to regulatory and/or legal action. Recent events have highlighted the fact the FAA has no adequate way to search for aircraft that have violated national security procedures. The existing procedure (alert notice) brings into play other organizations and can require overtime expenditures. These costs are acceptable when possible loss of life is at stake; however, these costs are not necessary to track an aircraft that is intentionally trying to evade detection and/or prosecution. The security notice provides a tool that will enable the FAA to locate aircraft that violate national security measures.

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12-29-09  
Date Signed