

NOTICE

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

N JO 7110.638

Effective Date:
October 11, 2013

Cancellation Date:
February 6, 2014

SUBJ: Altitude Information

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.65, Air Traffic Control, Paragraph 4-5-7, Altitude Information, to allow air traffic controllers to issue time restrictions in minutes without reference to the Coordinated Universal Time (UTC) clock.
- 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/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice will be incorporated into FAA Order 7110.65V, Basic edition, effective February 6, 2014.
- 5. Explanation of Change.** This change to paragraph 4-5-7 b adds the option for air traffic controllers to issue time restrictions without reference to the UTC clock for aircraft in radar contact and in direct communication with the issuing controller.
- 6. Procedures.** Amend paragraph 4-5-7 b. as follows:

4-5-7. ALTITUDE INFORMATION

Title thru a. Note 2, No change.

b. Instructions to climb or descend including restrictions, as required. Specify a time restriction reference the UTC clock reading with a time check. If you are relaying through an authorized communications provider, such as ARINC, FSS, etc., advise the radio operator to issue the current time to the aircraft when the clearance is relayed. The requirement to issue a time check must be disregarded if the clearance is issued via Controller Pilot Data Link Communications.

EXCEPTION. If you are in direct, two-way, VHF/UHF voice communication with the pilot and the aircraft is in radar contact, you may specify an elapsed time interval restriction, in full minute increments only, without any reference to the UTC clock. The time restriction begins once the clearance has been acknowledged by the pilot.

EXAMPLE-

1. "United Four Seventeen, climb to reach one three thousand at two two one five."
"Time two two one one and one-quarter."
The pilot is expected to be level at 13,000 feet at 2215 UTC.

2. Through Relay- "*Speedbird Five, climb to reach flight level three-five zero at one-two-one-five, time*" (Issue a time check).
3. In radar contact and in direct controller to pilot, two-way, VHF/UHF voice communication - "*United Four Seventeen, descend to reach flight level three five zero within two minutes.*" The time restriction begins once the clearance has been acknowledged by the pilot.
4. "*United Four Seventeen climb to leave flight level three three zero within two minutes, maintain flight level three five zero.*"

REFERENCE-

FAAO JO 7110.65, Par 1-2-1, Word Meanings.

FAAO JO 7110.65, Para 2-4-17, Numbers Usage.

PHRASEOLOGY-

CLIMB/DESCEND AND MAINTAIN (altitude).

If required,

AFTER PASSING (fix, waypoint),

or

AT (time) (time in hours, minutes, and nearest quarter minute).

CLIMB/DESCEND TO REACH (altitude)

AT (time (issue time check) or fix, waypoint),

or

AT (time). CLIMB/DESCEND AND MAINTAIN (altitude) WHEN ESTABLISHED AT LEAST (number of miles or minutes)

MILES/MINUTES PAST (fix, waypoint) ON THE (NAVAID) (specified) RADIAL.

CLIMB/DESCEND TO REACH (altitude) AT (time or fix, waypoint),

or

A POINT (number of miles) MILES (direction) OF (name of DME NAVAID),

or

MAINTAIN (altitude) UNTIL (time (issue time check), fix, waypoint), THEN CLIMB/DESCEND AND MAINTAIN (altitude).

Through relay:

CLIMB TO REACH (altitude) AT (time) (issue a time check).

or

Using a time interval while in radar contact and in direct controller to pilot, two-way, VHF/UHF voice communication:

CLIMB/DESCEND TO REACH/LEAVE (altitude) WITHIN (number) MINUTES, MAINTAIN (altitude).

or

CLIMB/DESCEND TO REACH/LEAVE (altitude) IN (number) MINUTES OR LESS, MAINTAIN (altitude).

No further changes to paragraph.

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

8. Background. These changes to FAA Order JO 7110.65 are in response to a request from the ATC Handbook rewrite committee. Current regulations require the issuance of a time check under most conditions when issuing restrictions based on a UTC clock. The proposed change allows the use of a clearance based on a time interval (in whole minutes) that a radar controller can use to expedite a climb or descent where a standard rate may not be appropriate.



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9-10-2013
Date Signed