NOTICE

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

N JO 7110.718

Effective Date:
August 19, 2016
Cancellation Date:
November 10, 2016

SUBJ: 2-1-1 ATC Service

1. Purpose of This Notice. This notice amends procedures contained within Federal Aviation Administration (FAA) Order 7110.65W, Air Traffic Control, and introduces procedures for Air Traffic Services.

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/. (Mandatory)

4. Cancellation. This notice expires on November, 10, 2016.

5. Explanation of Policy Change. This item was changed to improve readability and clarity of 2-1-1 paragraph and to clarify ATO policy for services provided to modelers/hobbyists.

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and 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. This item was provided by industry stakeholders to be addressed by the 7110.65 Revision Steering Committee. There was a desire to improve the readability and clarity of paragraph 2-1-1. In addition there was a need to clarify ATO policy for model aircraft operating in the National Airspace System (NAS).

8. Procedures.

Amend FAA Order JO 7110.65, paragraph 2-1-1 to read as follows:

2-1-1 ATC SERVICE.

a. The primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system.

b. In addition to its primary purpose, the ATC system also:

1. Provides a safe, orderly, and expeditious flow of air traffic.

2. Supports National Security and Homeland Defense missions.

c. The ATC system must provide certain additional services to the extent permitted. The provision of additional services is not optional on the part of the controller, but rather required when the work situation permits. It is recognized that the provision of these services may be precluded by various factors, including, but not limited to:

1. Volume of traffic
2. Frequency congestion
3. Quality of surveillance
4. Controller workload
5. Higher priority duties
6. The physical inability to scan and detect situations falling in this category

d. Controllers must provide air traffic control service in accordance with the procedures and minima in this order except when one or more of the following conditions exists:

1. A deviation is necessary to conform with ICAO Documents, National Rules of the Air, or special agreements where the US provides air traffic control service in airspace outside the US and its possessions or:

NOTE–
Pilots are required to abide by CFRs or other applicable regulations regardless of the application of any procedure or minima in this order.

2. Other procedures or minima are specified in a Letter of Agreement, FAA directive, or military document, or:

NOTE–
These procedures may include altitude reservations, air refueling, fighter interceptor operations, law enforcement, etc.

REFERENCE–
FAAO JO 7110.65, Para 1–1–9 Procedural Letters of Agreement.

3. A deviation is necessary to assist an aircraft when an emergency has been declared.

REFERENCE–
FAAO JO 7110.65, Para 2–1–6 Safety Alert.
FAAO JO 7110.65, Chapter 10 Emergencies.
FAAO JO 7110.65, Para 5–1–8 Merging Target Procedures.

e. Air Traffic Control services are not provided for model aircraft operating in the NAS.

NOTE-

This does not relieve model aircraft operators from the requirements of section 336 of Public Law 112-95 and 14 C.F.R. part 101 including the notification requirement.

NOTE-
This does not prohibit ATC from providing services to civil and public UAS.

REFERENCE–
PCG definitions, Model Aircraft.

9. Safety Management System. This notice is limited to releasing approved guidance awaiting publication, and has no positive or negative effect on safety risk. No safety documentation is required.

Original signed by Heather Hemdal

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Heather Hemdal
Director, Air Traffic Procedures
Air Traffic Organization

Date Signed