

NOTICE

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

N JO 7110.796

Effective Date:
February 21, 2025

Cancellation Date:
August 07, 2025

SUBJ: Decision Support Tools

- 1. Purpose of This Notice.** This notice provides guidance regarding FAA Order JO 7110.65, Air Traffic Control, paragraph 13–2–1, Description, and paragraph 13–2–5, Weather Deviation Tool.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all air traffic facilities that use Advanced Technologies & Oceanic Procedures (ATOP).
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice is canceled upon the publication of the August 07, 2025, edition of FAA Order JO 7110.65, Air Traffic Control.
- 5. Explanation of Policy Change.** This change adds policy for use of the Advanced Technologies Oceanic Procedures (ATOP) weather deviation tool as a decision support tool, allowing controllers the ability to issue weather deviation clearances to aircraft when using required navigation performance (RNP) distance-based longitudinal separation in United States-delegated oceanic airspace.
- 6. Action.** Amend FAA Order JO 7110.65BB by changing paragraphs 13-2-1, 13-2-5 and renumber paragraphs 13-2-6 and 13-2-7 as follows:

13–2–1. DESCRIPTION

b. ATOP capabilities include:

1. MEARTS based radar surveillance processing.
2. Conflict Prediction and Reporting.
3. Automatic Dependent Surveillance– Broadcast (ADS–B).
4. Automatic Dependent Surveillance– Contract (ADS–C).
5. Controller Pilot Data Link Communications (CPDLC).
6. ATS Interfacility Data Communications (AIDC).
7. Weather Deviation Tool.
8. Additional Decision Support Tools used primarily for situational awareness.
9. Electronic Flight Data including Electronic Flight Strips.

No further changes to paragraph

13-2-5. WEATHER DEVIATION TOOL

The weather deviation tool adds an additional converging, diverging, and intersecting (CDI) mileage buffer to the required separation calculated by ATOP when RNP distance-based longitudinal separation is being applied.

a. Deviation monitor window pink advisories require further evaluation before approving a weather deviation clearance.

b. A pink advisory in the deviation monitor window with a zero or positive value in the +/- column indicates that the aircraft pair is either at or close to the required spacing.

NOTE-

1. The CDI mileage buffer is enforced by ATOP conflict probe.
2. ATOP enforces an increased ADS-C reporting rate of 64 seconds

REFERENCE-

FAA Order JO 7110.65, Para 8-7-3, Longitudinal Separation.
FAA Order JO 7110.65, Para 8-8-3, Longitudinal Separation.
FAA Order JO 7110.65, Para 8-9-3, Longitudinal Separation.
FAA Order JO 7110.65, Para 8-10-3, Longitudinal Separation.
FAA Order JO 7110.65, Para 13-2-2, Conflict Detection and Resolution.

No further changes to paragraph

Paragraph 13-2-5 through 13-2-6 Renumber as 13-2-6 through 13-2-7

No further changes to paragraph.

7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, 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.

8. Background. A deficiency was discovered in the Advanced Technologies Oceanic Procedures (ATOP) system when issuing weather deviation clearances to aircraft that had intersecting courses or routes with turns and when required navigation performance (RNP) distance-based longitudinal separation was being applied. As a result of this deficiency, a change was made to ATOP that prohibited the issuance of weather deviation clearances when using RNP distance-based longitudinal separation. The weather deviation tool developed for ATOP will once again provide controllers with the ability to issue weather deviation clearances to aircraft that are separated using RNP distance-based longitudinal separation in United States-delegated oceanic airspace.

9. Related Publication. Notice JO 7210.954.

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For Michael R. Beckles
Director, Policy, AJV-P
Air Traffic Organization