

NOTICE

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

N JO 7210.954

Effective Date:
February 21, 2025

Cancellation Date:
August 07, 2025

SUBJ: En Route Operations and Services

- 1. Purpose of This Notice.** This notice provides guidance to FAA Order JO 7210.3, Facility Operation and Administration, paragraph 6–7–1, General, and paragraph 6–7–4, Facility Manager Responsibilities.
- 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 7, 2025, edition of FAA Order JO 7210.3, Facility Operation and Administration.
- 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 during the use of required navigation performance (RNP) distance-based longitudinal separation.
- 6. Action.** Amend FAA Order JO 7210.3EE, Facility Operation and Administration, Chapter 6, En Route Operations and Services, by changing paragraphs 6–7–1 and 6–7–4 to read as follows:

6–7–1. GENERAL

a. ATOP is an Air Traffic Control (ATC) System deployed in designated en route and oceanic airspace. ATOP includes both surveillance and flight data processing, which provides the controllers with automated decision support tools to establish, monitor, and maintain separation between aircraft, and aircraft to airspace and terrain.

b. ATOP capabilities include:

1. MEARTS based radar surveillance processing.
2. Conflict Prediction and Reporting for conflict probe.
3. Automatic Dependence Surveillance–Addressable (ADS–A).
4. Automatic Dependence Surveillance–Broadcast (ADS–B).
5. Controller Pilot Data Link Communications (CPDLC).
6. ATC Interfacility Data Communications (AIDC).
7. Weather Deviation Tool

- 8. Decision Support Tools used primarily for situation awareness.
- 9. Electronic Flight Data including Electronic Flight Strips.

No further changes to paragraph

6-7-4. FACILITY MANAGER RESPONSIBILITIES

- a. Ensure LOAs, SOPs, MOUs and Sector Position Binders are current to support ATOP.

1. Facility managers must consider ATOP functions and limitations when reviewing current LOAs and/or negotiating future LOAs.

- 2. Consider the following items when reviewing LOAs:

- (a) Interfacility coordination procedures.
- (b) Outage notification.
- (c) Degraded functions notification.
- (d) Automated Information Transfer Procedures.

b. Ensure all facility directives, where applicable, support ATOP. Directives should include but are not limited to:

- 1. System problem reporting.
- 2. Airspace and sector configuration.
- 3. Use of surveillance sources.
- 4. Use of paper strips and strip marking.
- 5. Electronic flight data management.
- 6. Conflict Probe/Weather Deviation Tool/Decision Support Tools use, limitations, and exceptions.
- 7. Internal coordination.
- 8. Contingency plans.
- 9. Controller preference management.

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.

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9. Related Publication. FAA Order JO 7110.65, paragraph 13–2–1, Description and paragraph 13–2–5, Weather Deviation Tool.

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For Michael R. Beckles
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