

**ORDER**

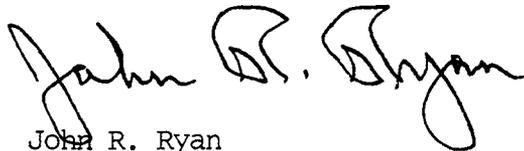
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

7110.101

5/2/88

SUBJ: FAA/DOD MEMORANDUM OF AGREEMENT

1. PURPOSE. This order transmits the attached Federal Aviation Administration (FAA) and the Department of Defense (DOD) working agreement in the areas of processing military air traffic and flight movement messages and search and rescue communications.
2. DISTRIBUTION. This order is distributed to branch level in Washington air traffic, Systems Maintenance Service, FAA Academy, regional air traffic and airway facilities offices, field air traffic, and airway facilities sector field offices.
3. DISCUSSION. This Memorandum of Agreement transfers workload associated with routine handling of military flight plans to those major Base Operations Offices (BASOPS) with Service B capability. Associated Flight Service Stations (FSS) are responsible for providing back-up communications capability in the event of BASOPS equipment failure and during hours they are scheduled to be closed and for extended communications search; i.e., Information Request (INREQ) and Alert Notice (ALNOT). Flight Service Stations continue to be responsible for providing all inflight services and for the full realm of services for locations (civil or military) that do not have a BASOPS with Service B capability. Order 7350.5R, Location Identifiers, was changed effective March 10, 1988, to show BASOPS with Service B capability as tie-in facility for associated military bases. This agreement cancels the Memorandum of Agreement on this subject signed October 21, 1964.



John R. Ryan  
Director, Air Traffic  
Operations Service

Distribution: A-W (AT/TO/TR/TS/SM) - 3  
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Initiated By: ATO-310



MEMORANDUM OF AGREEMENT

BETWEEN THE

DEPARTMENT OF DEFENSE

AND THE

FEDERAL AVIATION ADMINISTRATION

AUTHORITY

This agreement is entered into between the Department of Defense (DOD) and the Federal Aviation Administration (FAA). It supersedes the Memorandum of Agreement on Flight Service Functions signed in February 1961, as amended in April 1962, and October 1964.

The FAA is entering into this agreement pursuant to statutory authority appearing at 49 U.S.C. paragraph 322 (a)(2) (1982).

PURPOSE

This agreement establishes responsibilities of the FAA Flight Service function in support of DOD requirements. The agreement further delineates DOD and FAA responsibilities regarding the processing of military air traffic and flight movement messages and, search and rescue communications. Prior to this agreement, such actions were the responsibility of the FAA Flight Service Stations (FSS). This agreement transfers certain of these responsibilities from the FAA to the DOD. Functions and service requirements as specified in Appendix A are a part of this agreement.

APPLICATION

The provisions of this agreement apply to the FAA Flight Service functions in the 48 contiguous states, Alaska, Hawaii, and Puerto Rico.

PERSONNEL

Personnel needed to support this agreement will be provided primarily from FAA resources. DOD will provide personnel for those functions performed by DOD activities. It is recognized by both parties that future joint-effort projects may require DOD personnel to share some duties presently performed exclusively by FAA personnel.

Because of the benefits to be received by the FAA in furtherance of its assigned mission, the FAA is waiving its claim for reimbursement from the DOD for the costs incurred for personnel.

FUNDS

Funding for equipment and communications (development efforts, lines, cables, facilities, maintenance, incidentals, and salaries) as may be required now or later will be provided by the FAA.

Because of the benefits to be received by the FAA in furtherance of its assigned mission, the FAA is waiving its claim for reimbursement from the DOD for costs incurred for equipment and communications.

EQUIPMENT/MAINTENANCE RESPONSIBILITIES

1. The FAA will:

a. Provide, maintain, and update as necessary at DOD Base Operations (BASOPS), primary and backup equipment, with the capability of satisfying flight plan processing and support communications, dictated by the operational requirements of the DOD mission of a given installation.

b. As the provider of services, retain the primary authority for network design, equipment standardization, and system capability.

c. As far as is practicable, ensure that:

(1) BASOPS equipment installation and maintenance are afforded the same action priority as the same equipment at the associated FSS.

(2) Maintenance repair of BASOPS equipment begins not more than 3 hours after outage notification.

d. Provide a back-up communications capability that affords the DOD location priority access to the FSS in times of primary equipment outage or extreme high volumes of activity.

The specific type of backup communications equipment for any given location will be determined by the importance of the DOD mission requirements and amount of activity at that location.

e. Accept long distance, collect telephone calls from BASOPS personnel or from transient pilots at non-BASOPS locations, for the purpose of carrying out the operational functions of this agreement, in the absence of suitable communications such as "800" numbers, or when normal means of communication are inoperative.

f. Initiate all Telecommunications Service Requests (TSR) required to install, delete, correct, or change interphone, teletypewriter, or other equipment or circuitry as necessary to support this agreement.

(DOD counterpart of the TSR is Communications Service Authorization (CSA)).

g. Coordinate all equipment or communications actions that affect a military installation with the appropriate base commander.

2. The DOD will:

a. Document all malfunctions of FAA-provided equipment or communication systems.

b. Notify the FAA or their designated representative of maintenance problems related to FAA-provided equipment or communication systems.

c. Subsequent to initial BASOPS installation, be responsible for any relocation and retermination of DOD-provided communication lines beyond the demarcation point that may be required due to DOD relocation of activities at a given location.

PROPERTY AND SUPPLY

1. The costs associated with the provision of expendable supplies; i.e., teletypewriter papers, tapes, and ribbons, will continue to be the full responsibility of the DOD.

2. All other property and supply actions required to support the terms of this agreement will be the full responsibility of the FAA.

SECURITY AND RELEASE OF INFORMATION

The release of information by the FAA concerning military aircraft accidents and incidents shall be in accordance with FAA standard practices. The military agency concerned shall be informed prior to the release of such information. FAA will not release the names of military personnel involved in accidents or incidents.

REVISION AND TERMINATION

1. Both parties recognize the requirement for flexibility in their respective methods of operation and will accept mutually agreeable interim changes to procedures and responsibilities established by this agreement for periods not to exceed 60 days without recourse to formal amendment.
2. Interim changes and/or short time requests for special services will be recognized at the departmental level only.
3. The terms of this agreement will be reviewed at the request of either party. The agreement, however, may be terminated unilaterally by either agency only upon 2 years' advance notice. Such notice will be in writing and signed by competent authority. The FAA and DOD agree to the provisions herein stated.

FOR THE FEDERAL AVIATION ADMINISTRATION

FOR THE DEPARTMENT OF DEFENSE



B. Keith Potts  
Associate Administrator for  
Air Traffic



Frank J. Colson  
Executive Director,  
DOD Advisory Committee on  
Federal Aviation

DATE:           OCT - 6 1987          

DATE:           NOV 10 1987

## ATTACHMENT A

FUNCTIONS AND REQUIREMENTS

1. MAJOR FUNCTION. Accept, transmit, relay, and deliver military aircraft flight movement information as may be required.

STANDARDS AND SERVICE REQUIREMENTS. All telecommunications messages and procedures will be in accordance with DOD and FAA instructions.

a. DOD will (at military Base Operations with Service B telecommunications capability):

(1) Assume responsibility for transmitting all military flight plan data and other military flight movement related messages.

(2) Transmit military training route schedules at locations where military scheduling units are located. (Exception to this policy may exist where FAA/DOD agreements state that the FAA will complete this action.)

(3) Advise the tie-in FAA Flight Service Station of an aircraft that has not arrived within 30 minutes after the last estimated time of arrival (see Major Function regarding communications search for overdue aircraft).

(4) Provide FAA with proposed changes to teleprocessing procedures as may be necessary to satisfy military requirements.

(5) Assume all training responsibilities generated by Service B expansion after key personnel at military locations have been trained by the FAA. DOD will coordinate and work closely with the FAA on the creation and implementation of training programs.

b. The FAA will:

(1) Accept and process military air-filed flight plans and air-filed flight plan changes.

(2) Accept and process ground filed flight plans, flight plan cancellations, movement messages, and other air traffic related messages received from or directed to military aircraft at locations (civil or military) that do not have Service B capability.

(3) Conduct extended communications searches for overdue aircraft (see Major Function regarding communications search for overdue aircraft).

(4) Develop communications procedural guidance and coordinate these procedures and all changes with DOD.

(5) Accept and deliver in-flight advisory information on request.

(6) Accept and process all military flight data and related messages (IFR proposals, ICAO flight plans, departure notifications, MTR schedules, communications search, advisories, etc.) in the event of equipment failure at the tie-in military Base Operations.

(7) Upon request, guard for Base Operations incoming message traffic in the event of Base Operations equipment failure.

(8) Provide initial training for key military personnel assigned to military locations when that location receives Service B equipment. All training programs and plans will be jointly prepared by DOD and FAA. (Service B continuation training is the responsibility of DOD.)

2. MAJOR FUNCTION. Provide support and services to the North American Air Defense Command (NORAD).

STANDARDS AND SERVICE REQUIREMENTS. The NORAD system of defense is based in part on their (NORAD's) capability to govern the flow of nonessential aircraft and control specified navigational aids during actual and simulated air defense emergencies. Control of these items is exercised by NORAD through a series of key FAA facilities responsible for further dissemination of information or instructions.

a. Responsibilities During Air Defense Emergencies:

(1) The FAA will relay NORAD instructions to all military Base Operations in the United States. This includes Security Control of Air Traffic and Air Navigational Aids (SCATANA) messages.

(2) Delivery of all actual and test information will be given emergency precedence and immediate action. Normally, delivery of data will be made by voice interphone; however, the FAA may use common communications source to effect delivery. FAA dissemination of NORAD originated test messages will not be required except as necessary to train FAA and Base Operations personnel. Local FAA/DOD agreements will be prepared so as to accommodate this training requirement.

(3) During actual SCATANA implementation or Air Defense emergencies, the FAA will also disseminate information to military aircraft in flight and to pilots departing non-military installations. In addition, the FAA will aid in the processing of priority military flights departing military and non-military installations.

b. Defense Visual Flight Rules (DVFR) Flight Plan Handling:

(1) Military DVFR flight plans will be accepted from pilots or Base Operations for relay to the appropriate FAA Air Movement Information Service (AMIS) sector. This will include flights departing civil or military locations.

(2) There will be cases in which delivery of DVFR flight information will be made to the FAA AMIS sector directly by the military departure Base Operations. This will occur when airfields are located near or within Air Defense Identification Zone (ADIZ) areas and local arrangements are made for direct delivery.

c. Relay other air defense related messages and communications as may be required by the DOD.

d. Insure that information relative to air or national defense is processed rapidly and accurately. Personnel will be trained to recognize the various types of air defense messages and take appropriate action.

3. MAJOR FUNCTION. Conduct communications search for overdue aircraft.

STANDARDS AND SERVICE REQUIREMENTS. Executive responsibility for conducting communications search actions is vested with the FAA.

a. The military will assist in search actions as follows:

(1) The DOD destination Base Operations with Service B telecommunications capability will conduct local communications search, including contact with air traffic control facilities, when an aircraft has not arrived within 30 minutes after the last estimated time of arrival. If the aircraft is not located, the destination Base Operations will initiate an inquiry (initial communications search/QALQ) to the departure location (BASOPS or FSS, as appropriate) and all planned stopover points. Base Operations will also notify the destination tie-in FSS.

If the initial communications search does not locate the aircraft, the departure location (BASOPS or FSS) will transmit required flight plan information to both the destination Base Operations and the destination tie-in FSS.

(2) The DOD destination Base Operations without Service B will accomplish a local communications search and notify the tie-in FSS of the results of the search.

(3) Provide necessary coordination and support to the FAA.

(4) Respond to all communications search messages.

b. The FAA will:

(1) When notified by a tie-in military Base Operations (with Service B capability) that an aircraft has not arrived within 30 minutes after the last estimated time of arrival, and that the military conducted local and initial communications search (QALQ) have not located the aircraft, assume all extended communications search responsibilities; i.e., Information Request (INREQ) and Alert Notice (ALNOT).

(2) Notify the appropriate search and rescue (SAR) agency(s) if the extended communications search proves unsuccessful. Communications search may be terminated if any of the following occurs:

- (a) The military requests termination of the search.
- (b) The search is suspended by the RCC.
- (c) The matter is referred to an appropriate SAR agency for extended search action.

(3) Accomplish all communications search responsibilities and SAR agency notification for military bases without Service B capability.

(4) Coordinate with appropriate military agencies.

4. MAJOR FUNCTION. Support aircraft in distress/emergency situations.

STANDARDS AND SERVICE REQUIREMENTS. All the following actions will be performed by the FAA and given emergency precedence handling.

a. Provide assistance to aircraft experiencing distress/emergency conditions through the use of radar/direction-finding equipment.

b. Issue weather, airfield, or other advisory information as may be required.

c. Maintain the capability to provide available data on all airfields, civil and military, in the CONUS.

d. Assist the DOD in the notification and coordination of appropriate search and rescue agencies such as the USAF Air Rescue and Recovery Service, Coast Guard and Navy facilities.

e. Provide notification and coordination of all reported crashes, emergencies, sightings, etc., and take appropriate emergency action.

5. MAJOR FUNCTION. Coordinate hurricane evacuation of military aircraft.

STANDARDS AND SERVICE REQUIREMENTS. All hurricane evacuation planning and decisions regarding actual evacuation or return to home base of military aircraft is the responsibility of the DOD. The FAA will provide priority air traffic handling during a hurricane evacuation and assist in relaying messages between military facilities and military aircrews. Such messages may include advance notice of anticipated evacuation to a refuge base, obtaining approval to use and coordinate the use of refuge bases, and relaying of other operational information as may be required.

6. MAJOR FUNCTION. Accept and deliver in-flight advisory information on request.

STANDARDS AND SERVICE REQUIREMENTS. Normally advisory messages are originated or requested by Base Operations facilities, weather stations, pilots, or other competent authority to advise in-flight aircraft of varied conditions which could have a bearing on the conduct of the flight. Knowledge of the planned route or position of the aircraft is required for adequate delivery. A small percentage of messages will be emergency in nature due to the message content.

7. MAJOR FUNCTION. Notification of alleged military flying violations.

STANDARDS AND SERVICE REQUIREMENTS. Alleged violations of flying regulations and incident reports can be filed by any agency or individual against any pilot or flight. Allegations of violations against military aircraft will be reviewed by the FAA to identify the flight and pilot. The FAA will then advise the appropriate military action agency of the allegation. Normally, alleged military flying violations will be forwarded to the military air traffic representative at the appropriate regional FAA facility. All FAA actions will be completed within 5 days after receipt of the allegation or incident.

8. MAJOR FUNCTION. Accept and deliver Meaconing, Intrusion, Jamming, and Interference (MIJI) reports from military aircraft.

STANDARDS AND SERVICE REQUIREMENTS. Messages will be accepted and relayed to the nearest military command post.

9. MAJOR FUNCTION. Provide flight following assistance to special aircraft or types of flight.

STANDARDS AND SERVICE REQUIREMENTS. Certain DOD aircraft and types of flights may require flight following assistance.

a. Monitor non-military aerodromes for the purpose of issuing weather and NOTAM information as may be required for all DOD aircraft inbound to non-military locations.

b. For Presidential and Vice-Presidential aircraft, advise the USAF Operations Center of unexplained radio or radar contact loss. The use of emergency communications precedence is required. Commercial telephone number of the USAF Operations Center is 202-697-6103.

c. Relay flight movement, flight data, and associated information for other specified flights, as may be required by the DOD.

10. MISCELLANEOUS FUNCTIONS. Accept NOTAMS from military bases which do not have the facilities for NOTAM transmission or which have experienced interruption or failure of normal facilities. FAA will relay this information to the nearest appropriate military base for further transmission through the military NOTAM system.