CHANGE

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

JO 7610.14A
CHG 1

Effective Date:
January 22, 2026

SUBJ: Non-Sensitive Procedures and Requirements for Special Operations

1. Purpose of This Change. This change transmits revised pages to Federal Aviation Administration Order JO 7610.14, Non-Sensitive Procedures and Requirements for Special Operations, and the Briefing Guide.

2. Audience. This change applies to all ATO personnel and anyone using ATO directives.

3. Where Can I Find This Change? Information for access to this order 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. Explanation of Policy Change. See the Explanation of Changes attachment which has editorial corrections and changes submitted through normal procedures. The Briefing Guide lists only new or modified material, along with background statements.

5. Distribution. This change is distributed electronically to all who subscribed to receive email notifications through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this order. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.

6. Disposition of Transmittal. Retain this transmittal until superseded by a new basic order.

7. Page Control Chart. See the page control chart attachment.

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Explanation of Changes

Direct questions through appropriate facility/service center office staff to the Office of Primary Interest (OPI)

a. Editorial Changes

Editorial change includes a universal editorial change to terms from the National Aeronautical Charting office to FAA's Aeronautical Information Services (AIS) to paragraph 7−1−4, Publication of Installation. Also, the removal of the National Flight Data Center (NFDC) for its replacement AIS, and the term AeroNav Products is removed for the term AIS.

b. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

FAA Order 7610.14
Page Control Chart
January 22, 2026

REMOVE PAGES	DATED	INSERT PAGES	DATED
Table of Contents i through ix	8/7/25	Table of Contents i through ix	1/22/26
7–1–1 and 7–1–2	8/7/25	7–1–1 and 7–1–2	1/22/26

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7–1–1. OPERATION OF AIRCRAFT ARRESTING SYSTEMS

These instructions are applicable only at joint–use FAA locations which employ the USAF web barrier and hook cable arresting systems. Normally, the barriers will be maintained in the down position. However, at those locations where appropriate local military authority determines that the barrier/cable must be maintained in a raised position due to existing or forecasted freezing weather conditions or temporary malfunctioning of the activating mechanism, the FAA facility must:

a. Issue a Notice to Airmen (NOTAM) advising that the barriers/cable is in the raised position. This is in addition to the military outage NOTAM required by barrier agreement and appropriate Air Force Instructions, but they may be combined where feasible.

b. Notify the appropriate Flight Standards District Office (FSDO).

7–1–2. ARRESTING SYSTEMS CONTROL PANELS

FAA requires adequate lights and controls in the tower cab at all locations with installed barriers/cables. The following minimum requirements have been established with regard to tower cab barrier control panels:

a. Switches or control buttons must be safely covered to prevent accidental activation.

b. The arresting system position lights installed in the tower must be of sufficient intensity to be seen in full daylight and must give positive indication of barrier/cable position “up” or “down” and not just that power has been applied to the erecting mechanism. Lack of power indication must be considered a malfunctioning of the system, and the control of aircraft must be conducted in accordance with raised arresting system instructions contained herein.

7–1–3. ACTION REQUIRED BY FACILITY AIR TRAFFIC MANAGER

The following action is required by the facility Air Traffic manager:

a. A letter of agreement for the operation of aircraft arresting systems must be drafted and approved by the FAA Service Area office and the appropriate military commander. This agreement is not effective until such time as the facility air traffic manager is advised in writing by the military commander that the arresting system is available as specified in the letter of agreement.

b. Operational agreements for aircraft arresting systems are not restricted to, but must include, the following information:

1. This agreement must become effective when the FAA facility air traffic manager receives notice in writing from the base commander that:

(a) The barrier/cable has been accepted from the contractor and is commissioned and fully operational; or

(b) The barrier/cable is available on a limited basis for emergency use. In the event the barrier/cable has not been accepted from the contractor, this notification must be accompanied by a written statement from the contractor authorizing the emergency use of the barrier/cable and waiving any claim against FAA for damage to the arresting system as the result of such use.

(c) A Notice to Airmen has been issued specifying conditions in (a) and (b).

c. Prior to the receipt of the foregoing letter from the base commander, the tower arresting system controls must be de−energized by the military and placarded "INOPERATIVE" by the chief controller and must not be activated by tower personnel under any circumstances.

d. During unscheduled outages due to failure of tower controls or control lines to the facility or upon notification by tower personnel of a malfunction of the barrier/cable mechanism or remote control system and if the military desires the arresting system to be raised and lowered, the military crew at the barrier/cable site must have full and final responsibility for operating the arresting system. The arresting system crew must maintain a listening watch on appropriate air/ground frequencies and have transmit/receive capability with the tower on the ground control frequency in order to keep tower personnel informed of the position of the arresting system.

e. To eliminate a requirement for the pilot to change from the controlling agency frequency where ground controlled intercept/ground controlled approach (GCI/GCA) hand−offs are employed, the tower must operate the arresting system at the request of the GCA unit. Where an approach control facility releases aircraft to a GCA unit, the tower at the airport of destination must operate the arresting system at the request of the approach control unit or the GCA unit at the destination airport.

f. If malfunctioning of the barrier/cable mechanism or remote control system occurs, tower personnel must notify base operations immediately.

7−1−4. PUBLICATION OF INSTALLATION

The local military authority will initiate action to notify Aeronautical Information Services (AIS) and the St. Louis Air Force Station, Missouri 63118 of the original commissioning. Subsequently, this information will be published in the National Flight Data Digest and the Flight Information Publication Supplement.

7−1−5. SINGLE FREQUENCY APPROACH (SFA)

When SFA procedures are implemented by terminal facilities providing radar approach control service to airports where military single−piloted turbojet aircraft are regularly based, ensure that the following conditions are met:

a. Communications capability will meet normal demands without increasing aircraft delays.

b. At least five discrete ultra−high frequency (UHF) frequencies are available for this use.

c. The radar approach controller retains jurisdiction over the rotation of three frequencies between himself and the GCA controller.

d. A letter of agreement is completed by the FAA facility Air Traffic manager with local military authorities covering ATC procedures, use of frequencies, etc.

7−1−6. SIMULATED FLAMEOUT (SFO)/EMERGENCY LANDING PATTERN (ELP) OPERATIONS

At locations where SFO/ELP maneuvers are conducted, the facility air traffic manager must issue a letter of agreement with the appropriate military authority and adjacent facilities as required. The letter of agreement must include at least the following issues:

a. A complete description of the SFO/ELP procedure. (High−key altitude MSL, airspeed during procedure, direction of turns, and low−key altitude MSL will be obtained from the military for all types of aircraft planning