

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

JO 7610.14A
CHG 1

Air Traffic Organization Policy

Effective Date:
January 22, 2026

SUBJ: Non-Sensitive Procedures and Requirements for Special Operations

- 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.
- Audience.** This change applies to all ATO personnel and anyone using ATO directives.
- 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.
- 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.
- 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.
- Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- Page Control Chart.** See the page control chart attachment.

LAKISHA A
PRICE 

Digitally signed by
LAKISHA A PRICE
Date: 2025.11.13
18:33:23 -05'00'

LaKisha A. Price
Acting Vice President, System Operations
Services Air Traffic Organization

Distribution: Electronic

Initiated By: AJR-0

Vice President, System Operations Services

FOR OFFICIAL USE ONLY

Public availability to be determined under 5 USC 552

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 x	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

Table of Contents

Chapter 1. General

Section 1. Introduction

Paragraph		Page
1-1-1. PURPOSE OF THIS ORDER		1-1-1
1-1-2. AUDIENCE		1-1-1
1-1-3. WHERE TO FIND THIS ORDER		1-1-1
1-1-4. WHAT THIS ORDER CANCELS		1-1-1
1-1-5. EXPLANATION OF CHANGES		1-1-1
1-1-6. EFFECTIVE DATES AND SUBMISSION FOR CHANGES		1-1-1
1-1-7. RECOMMENDATIONS FOR PROCEDURAL CHANGES		1-1-2
1-1-8. DISTRIBUTION		1-1-2

Section 2. Application

1-2-1. FAA RESPONSIBILITIES	1-2-1
1-2-2. MEMORANDA OF AGREEMENT, MEMORANDA OF UNDERSTANDING, EXECUTIVE ORDERS, AND OTHER NATIONAL-LEVEL REFERENCE DOCUMENTS	1-2-1
1-2-3. WORD MEANINGS	1-2-1
1-2-4. NOTES	1-2-1
1-2-5. MILITARY PROCEDURES IDENTIFICATION	1-2-1
1-2-6. REQUIREMENTS REVIEW WITH INTERAGENCY PARTNERS	1-2-1

Chapter 2. Services and Responsibilities

Section 1. ATC Services by the Military

2-1-1. WHERE SERVICE MAY BE PROVIDED	2-1-1
2-1-2. AIR TRAFFIC CONTROL AUTHORITY	2-1-1
2-1-3. FREQUENCY REQUIREMENTS	2-1-1
2-1-4. LETTERS OF AGREEMENT (LOAs)/LETTERS OF PROCEDURE (LOPs)	2-1-1
2-1-5. TOWER EN ROUTE CONTROL SERVICE	2-1-1
2-1-6. EVALUATIONS BY FAA	2-1-1
2-1-7. SUSPENDING APPROACH CONTROL OR OTHER AIR TRAFFIC CONTROL AUTHORITY	2-1-2
2-1-8. USE OF MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT (MARSA)	2-1-2
2-1-9. RELEASE OF AIRCRAFT TO GROUND CONTROL APPROACH (GCA) UNITS	2-1-2
2-1-10. CONTROL OF FLIGHTS IN PATTERN	2-1-3
2-1-11. EXCHANGE OF INFORMATION	2-1-3

Section 2. Air Traffic Representative (ATREP)

2-2-1. ASSIGNMENTS	2-2-1
2-2-2. ATREP FUNCTIONS	2-2-1
2-2-3. FAMILIARIZATION FLIGHTS	2-2-1
2-2-4. REQUIRED ABSENCE	2-2-1
2-2-5. ALTERNATE AIR TRAFFIC REPRESENTATIVE	2-2-1
2-2-6. FUNCTIONS OF ALTERNATE ATREP	2-2-1

Paragraph	Page
2-2-7. COORDINATION	2-2-1
2-2-8. AVAILABILITY	2-2-1

Section 3. Miscellaneous

2-3-1. ASSIGNMENT OF MILITARY TOWER LIAISONS	2-3-1
2-3-2. SUPERVISOR OF FLYING (SOF)	2-3-1
2-3-3. MILITARY AIRSPACE MANAGERS	2-3-1
2-3-4. MILITARY REPRESENTATIVES (MILREPs)	2-3-1
2-3-5. DOD REIMBURSABLE SUPPORT TO FAA	2-3-1

Chapter 3. Military Exercise Planning

Section 1. General

3-1-1. PURPOSE	3-1-1
3-1-2. POLICY	3-1-1
3-1-3. PROCEDURES	3-1-1
3-1-4. SPECIAL USE AIRSPACE (SUA)	3-1-1
3-1-5. MILITARY AIRSPACE PLANNING	3-1-1
3-1-6. FAA MILITARY LIAISON OFFICERS' RESPONSIBILITIES	3-1-3
3-1-7. CHANGES IN REQUIREMENTS	3-1-3
3-1-8. PUBLIC NOTIFICATION	3-1-3
3-1-9. PLANNING CONFERENCES	3-1-3

Section 2. Criteria

3-2-1. PURPOSE	3-2-1
3-2-2. POLICY	3-2-1
3-2-3. AIRSPACE DESCRIPTION	3-2-1
3-2-4. LIMITATIONS	3-2-1
3-2-5. LETTERS OF AGREEMENT/PROCEDURE	3-2-1

Section 3. ATCAA and MOA Procedures

3-3-1. REQUIREMENT	3-3-1
3-3-2. USING AGENCY RESPONSIBILITIES	3-3-1
3-3-3. CONTROLLING AGENCY RESPONSIBILITY	3-3-1
3-3-4. ATC CONTROL WITHIN ATCAAs AND MOAs	3-3-1
3-3-5. NONRADAR AND COMMUNICATIONS	3-3-2

Section 4. ATCAA and MOA Procedures

3-4-1. EXERCISE/ORI	3-4-3
3-4-2. NOTIFICATION OF EXERCISE/ORI	3-4-3

Section 5. Air Mobility Command (AMC) Exercise/Operational Readiness Inspection (ORI)

3-5-1. ORI	3-5-4
3-5-2. NOTIFICATION OF ORI	3-5-4

Section 6. United States Strategic Command (USSTRATCOM) Operational Readiness Inspection (ORI)

3-6-1. ORI BOOKLETS	3-6-5
---------------------------	-------

Paragraph	Page
3-6-2. NOTIFICATION OF ORI	3-6-5
3-6-3. NOTIFICATION FORMAT	3-6-5
3-6-4. MISSION DELAYS	3-6-5

Section 7. Navy Shipboard Exercises

3-7-1. FLEET AREA CONTROL AND SURVEILLANCE FACILITIES (FACSFACs)	3-7-6
3-7-2. FACSFAC LOCATIONS	3-7-6
3-7-3. FLEET READINESS EXERCISES	3-7-6
3-7-4. PLANNING CONFERENCES	3-7-6
3-7-5. AIRCRAFT CARRIER OPERATIONS	3-7-7
3-7-6. FLYOFF PROCEDURES	3-7-7
3-7-7. AIR CAPABLE SHIP OPERATIONS	3-7-7
3-7-8. CENTRAL ALTITUDE RESERVATION FUNCTION (CARF) APPROVED ALTRVs	3-7-7
3-7-9. FAMILIARIZATION VISITS	3-7-7

Chapter 4. Altitude Reservation (ALTRV) Procedures

Section 1. General

4-1-1. PURPOSE	4-1-1
4-1-2. POLICY	4-1-1
4-1-3. APPLICATION	4-1-1
4-1-4. ALTERNATE TRACKS	4-1-2
4-1-5. USER REQUIREMENTS	4-1-2
4-1-6. ALTITUDE CRITERIA	4-1-3

Section 2. Central Altitude Reservation Function (CARF)

4-2-1. INTERNATIONAL COORDINATION	4-2-1
4-2-2. APPROVAL AUTHORITY	4-2-1
4-2-3. ALTRV APPROVAL REQUEST (APREQ)	4-2-1
4-2-4. ALTRV APPROVAL (APVL)	4-2-2
4-2-5. NOTIFICATIONS	4-2-2
4-2-6. AIRSPACE NOT UNDER CARF JURISDICTION	4-2-2
4-2-7. RESOLUTION OF CONFLICTS BETWEEN MISSIONS	4-2-2
4-2-8. ISSUE ALTITUDE RESERVATION NOTICE TO AIRMEN (NOTAM)	4-2-3
4-2-9. ACKNOWLEDGMENT OF ALTRV APREQs	4-2-3
4-2-10. MESSAGES CLASSIFIED AS ENCRYPT FOR TRANSMISSION ONLY (EFTO)	4-2-3
4-2-11. LETTERS OF AGREEMENT	4-2-3

Section 3. ATC Facility Responsibilities

4-3-1. APREQ REVIEW AND COORDINATION	4-3-1
4-3-2. ARTCC/CERAP/HCF APPROVED ALTRVs	4-3-1
4-3-3. MISSION SEPARATION	4-3-1
4-3-4. FLIGHT PROGRESS STRIPS	4-3-1
4-3-5. NOTIFICATION	4-3-1
4-3-6. ISSUE ALTITUDE RESERVATION NOTAM	4-3-2
4-3-7. TRUSTED AGENTS	4-3-2
4-3-8. ALTRV AUTHORIZATION AND CHANGES	4-3-2

Section 4. Mission Planning

4-4-1. RESOLVING MISSION CONFLICTS	4-4-1
--	-------

Paragraph	Page
4-4-2. ORDER OF PRECEDENCE	4-4-1
4-4-3. SPECIFY VOID TIME	4-4-2
4-4-4. RESCHEDULING	4-4-2
4-4-5. DELAY NOTIFICATIONS	4-4-2
4-4-6. EN ROUTE TIMING	4-4-2

Section 5. Originator Responsibilities

4-5-1. TWO OR MORE COMMANDS	4-5-1
4-5-2. TWO OR MORE SERVICES	4-5-1
4-5-3. MISSIONS REQUIRING EXTENSIVE ATC SUPPORT	4-5-1
4-5-4. PROJECT OFFICER	4-5-1
4-5-5. ALTRVs ENTERING U.S. CTA/FIR	4-5-2
4-5-6. NO – NOTICE AND/OR DO NOT PASS TO AIR DEFENSE RADAR (NOPAR) MISSION	4-5-2

Section 6. Planning Approval of APREQs

4-6-1. PLANNING/APPROVAL OF APREQs	4-6-1
4-6-2. MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT (MARSA)	4-6-1
4-6-3. IN – FLIGHT SEPARATION	4-6-1
4-6-4. POSITION REPORTS	4-6-2
4-6-5. USE OF AIRSPACE THROUGH ALTRV	4-6-2

Section 7. Special/Emergency ALTRVs

4-7-1. INTERNATIONAL PRESIDENTIAL FLIGHTS	4-7-1
4-7-2. PROCESSING WAIVERS	4-7-1
4-7-3. EMERGENCY ALTITUDE RESERVATIONS	4-7-1

Section 8. Altitude Reservation NOTAMs

4-8-1. CRITERIA	4-8-1
4-8-2. FORMULATION AND DISSEMINATION	4-8-1

Section 9. Space Support Operations

4-9-1. PURPOSE	4-9-1
4-9-2. POLICY	4-9-1
4-9-3. CLASSIFIED SPACE LAUNCH/REENTRY NOTIFICATION	4-9-1

Section 10. Altitude Reservation Approval Request (ALTRV APREQ), Format, and Amendments

4-10-1. ALTRV APREQs	4-10-1
4-10-2. FORMAT	4-10-1
4-10-3. ALTRV APREQ AMENDMENTS	4-10-4

Section 11. Flight Path Format Components

4-11-1. INTRODUCTION	4-11-1
4-11-2. DEFINITION	4-11-1
4-11-3. FORMAT	4-11-1
4-11-4. MOVING ALTRV COMPONENTS	4-11-2
4-11-5. STATIONARY ALTRV COMPONENTS	4-11-8

Paragraph	Page
4-11-6. MOVING ALTRV APREQ EXAMPLES	4-11-8
4-11-7. STATIONARY ALTRV APREQ EXAMPLES	4-11-10

Chapter 5. Aerial Refueling

Section 1. General

5-1-1. POLICY	5-1-1
5-1-2. OBJECTIVE	5-1-1
5-1-3. RESPONSIBILITY	5-1-1
5-1-4. SEPARATION	5-1-1
5-1-5. DEVIATIONS	5-1-1
5-1-6. CHRONOLOGY	5-1-1

Section 2. Track Requirements

5-2-1. DESCRIPTION	5-2-1
5-2-2. NAVIGATION ALONG AIR REFUELING TRACK	5-2-1
5-2-3. ARIP ESTABLISHMENTS	5-2-1
5-2-4. DEGREE – DISTANCE TRACK DEFINITION	5-2-1
5-2-5. TANKER ORBIT PATTERNS	5-2-1

Section 3. Anchor Requirements

5-3-1. DESCRIPTION	5-3-1
5-3-2. NAVIGATION WITHIN ANCHOR AREA	5-3-1
5-3-3. ARIP ESTABLISHMENT	5-3-1
5-3-4. DEGREE – DISTANCE ANCHOR DEFINITION	5-3-1

Section 4. Planning

5-4-1. TRACK/ANCHOR PROPOSALS	5-4-1
5-4-2. COORDINATION	5-4-1
5-4-3. CRITERIA FOR ESTABLISHMENT	5-4-1
5-4-4. APPROVAL NOTIFICATION	5-4-2
5-4-5. PUBLICATION IN FLIP	5-4-2
5-4-6. MILITARY SERVICE AREA REPRESENTATIVE RESPONSIBILITIES	5-4-3
5-4-7. NGA RESPONSIBILITIES	5-4-3
5-4-8. EFFECTIVE DATE	5-4-4
5-4-9. REVISIONS TO TRACKS/ANCHORS	5-4-4

Section 5. Operations

5-5-1. PROVISIONS FOR CONDUCTING AERIAL REFUELING	5-5-1
5-5-2. USER REQUIREMENTS	5-5-1
5-5-3. MARSA APPLICABILITY FOR AERIAL REFUELING	5-5-2
5-5-4. CRITERIA FOR SCHEDULING	5-5-2
5-5-5. SCHEDULING RESPONSIBILITIES	5-5-3
5-5-6. FLIGHT PLAN REQUIREMENTS	5-5-4
5-5-7. TANKER AIRCRAFT/FORMATION COMMANDER RESPONSIBILITIES	5-5-5
5-5-8. RECEIVER AIRCRAFT RESPONSIBILITIES	5-5-6
5-5-9. ATC CLEARANCE	5-5-6
5-5-10. RADAR VECTOR ASSISTANCE	5-5-6

Paragraph	Page
5-5-11. ATC FACILITY RESPONSIBILITIES	5-5-6
5-5-12. COMMUNICATIONS FAILURE	5-5-7

Section 6. Special Refueling Requirements

5-6-1. PROVISIONS FOR SPECIAL TRACKS/ANCHORS	5-6-1
5-6-2. RESPONSIBILITY OF REQUESTING UNIT	5-6-1
5-6-3. OPERATIONS WITHIN AN ALTRV	5-6-1
5-6-4. OPERATIONS OUTSIDE AN ALTRV	5-6-1
5-6-5. IN-FLIGHT REQUESTS	5-6-2
5-6-6. SPECIAL EXERCISES	5-6-2
5-6-7. ISSUE NOTAM	5-6-2
5-6-8. VFR HELICOPTER/TILTROTOR REFUELING OPERATIONS	5-6-2
5-6-9. VFR REFUELING TRACK ESTABLISHMENT	5-6-2
5-6-10. REFUELING TRACK DEFINITION	5-6-3
5-6-11. OPERATING PROCEDURES	5-6-3
5-6-12. FLIGHT PLAN REQUIREMENTS	5-6-3
5-6-13. WEATHER MINIMUMS	5-6-4
5-6-14. ADHERENCE TO REFUELING TRACK	5-6-4
5-6-15. FAA COORDINATION	5-6-4
5-6-16. PUBLICATION/SCHEDULING	5-6-4

Chapter 6. Military Training Routes (MTR)

Section 1. General

6-1-1. PURPOSE	6-1-1
6-1-2. POLICY	6-1-1
6-1-3. DEVIATIONS	6-1-1
6-1-4. PUBLICATION	6-1-1
6-1-5. RECORD OF MILITARY TRAINING ROUTE (MTR) OPERATIONS	6-1-1
6-1-6. FAA FORM 7110-4, MILITARY TRAINING ROUTE DATA	6-1-1

Section 2. MTR Route Designation Criteria

6-2-1. LIMITATIONS	6-2-1
6-2-2. ROUTE IDENTIFICATION	6-2-1

Section 3. Publicity

6-3-1. INFORMATION TO THE PUBLIC	6-3-1
--	-------

Section 4. IR Route Definition

6-4-1. ROUTE WIDTH	6-4-1
6-4-2. ROUTE ALIGNMENT	6-4-1
6-4-3. ALTITUDES	6-4-1
6-4-4. RE-ENTRY SEGMENTS	6-4-2
6-4-5. ALTERNATE ENTRY, EXIT, AND END POINTS	6-4-2
6-4-6. ROUTE REPORTING POINTS	6-4-2
6-4-7. SPECIAL OPERATING PROCEDURES	6-4-2
6-4-8. LOW ALTITUDE AIR-TO-AIR TRAINING (LOWAT)	6-4-2

Paragraph	Page
Section 5. IR Coordination	
6-5-1. ESTABLISHING OR REVISING IR ROUTES	6-5-1
6-5-2. PUBLICATION	6-5-3
6-5-3. EFFECTIVE DATE	6-5-3
Section 6. IR Route Use	
6-6-1. SCHEDULING	6-6-1
6-6-2. LETTERS OF AGREEMENT – IR	6-6-1
6-6-3. ADVISORY AND OPERATIONAL STATUS MESSAGES	6-6-1
6-6-4. FLIGHT PLAN REQUIREMENTS	6-6-1
6-6-5. IR USE DENIAL	6-6-3
6-6-6. ROUTE ADHERENCE	6-6-3
6-6-7. SPEED AUTHORIZATION	6-6-4
6-6-8. ENTRY/EXIT PROCEDURES	6-6-4
6-6-9. COMMUNICATION FAILURE	6-6-4
6-6-10. LOST COMMUNICATIONS TRANSPONDER OPERATIONS	6-6-4
6-6-11. SEPARATION OF PARTICIPATING AIRCRAFT	6-6-4
Section 7. VR Route Definition	
6-7-1. ROUTE WIDTH	6-7-6
6-7-2. ROUTE ALIGNMENT	6-7-6
6-7-3. ALTITUDES	6-7-6
6-7-4. ROUTE ENTRY AND EXIT POINTS	6-7-6
6-7-5. ALTERNATE ENTRY/EXIT/END POINTS	6-7-6
6-7-6. SPECIAL OPERATING PROCEDURES	6-7-7
Section 8. VR Coordination	
6-8-1. ESTABLISHING OR REVISING VR ROUTES	6-8-8
6-8-2. PUBLICATION	6-8-9
6-8-3. EFFECTIVE DATE	6-8-9
Section 9. VR Route Use	
6-9-1. SCHEDULING	6-9-1
6-9-2. COMPLIANCE	6-9-1
6-9-3. FLIGHT PLAN REQUIREMENTS	6-9-1
6-9-4. ROUTE ADHERENCE	6-9-1
6-9-5. SPEED AUTHORIZATION	6-9-1
6-9-6. WEATHER MINIMUMS	6-9-2
6-9-7. TRANSPONDER PROCEDURES	6-9-2

Chapter 7. Miscellaneous Flight Activities and Requirements

Section 1. Aircraft Arresting System, Single Frequency Approach (SFA), Simulated Flameout (SFO)/Emergency Landing Pattern (ELP) Operations, Celestial Navigation (CELNAV) Training

7-1-1. OPERATION OF AIRCRAFT ARRESTING SYSTEMS	7-1-1
--	-------

Paragraph	Page
7-1-2. ARRESTING SYSTEMS CONTROL PANELS	7-1-1
7-1-3. ACTION REQUIRED BY FACILITY AIR TRAFFIC MANAGER	7-1-1
7-1-4. PUBLICATION OF INSTALLATION	7-1-2
7-1-5. SINGLE FREQUENCY APPROACH (SFA)	7-1-2
7-1-6. SIMULATED FLAMEOUT (SFO)/EMERGENCY LANDING PATTERN (ELP) OPERATIONS	7-1-2
7-1-7. CELESTIAL NAVIGATION (CELNAV) TRAINING	7-1-3

Section 2. USAF Undergraduate Flying Training (UFT)/Pilot Instructor Training (PIT)/Introduction to Fighter Fundamentals

7-2-1. DEFINITIONS	7-2-1
7-2-2. KEY OPERATIONAL CONSTRAINTS	7-2-1
7-2-3. RADAR SERVICE REQUIREMENTS	7-2-1
7-2-4. MERGING TARGET VS APPROVED SEPARATION	7-2-1
7-2-5. AIRSPACE REQUIREMENTS	7-2-2
7-2-6. MTR REQUIREMENTS	7-2-2
7-2-7. COMMUNICATION REQUIREMENTS	7-2-2
7-2-8. SCHEDULING	7-2-3
7-2-9. STEREOTYPE ROUTING/FLIGHT PLANS	7-2-3
7-2-10. LETTERS OF AGREEMENT (LOAs)	7-2-3
7-2-11. AUTHORIZATIONS	7-2-3

Section 3. Military Formation Flight

7-3-1. PURPOSE	7-3-1
7-3-2. POLICY	7-3-1
7-3-3. FORMATIONS	7-3-1
7-3-4. FORMATION DEPARTURE	7-3-1
7-3-5. CELL FORMATION	7-3-1
7-3-6. NONSTANDARD FORMATION TACTICS	7-3-1
7-3-7. CELL SEPARATION STANDARDS	7-3-2
7-3-8. NONSTANDARD FORMATION NOTIFICATION AND APPROVAL	7-3-3
7-3-9. AERIAL REFUELING FORMATION	7-3-3

Section 4. Special Interest Flights

7-4-1. GENERAL	7-4-1
7-4-2. APPLICATION	7-4-1

Chapter 8. Military Radar Unit Duties, Responsibilities, and Procedures

Section 1. General

8-1-1. MILITARY RADAR UNIT (MRU)/AIRBORNE RADAR UNIT (ARU)/AIRBORNE WARNING AND CONTROL SYSTEM (AWACS)	8-1-1
8-1-2. MILITARY RADAR UNIT (MRU)	8-1-1
8-1-3. AIRBORNE RADAR UNIT (ARU)	8-1-1
8-1-4. AIRBORNE WARNING AND CONTROL SYSTEM (AWACS)	8-1-1
8-1-5. ADDITIONAL AWACS RESPONSIBILITIES	8-1-2
8-1-6. TACTICAL MONITOR (TM)	8-1-2
8-1-7. TRANSFER OF FLIGHT INFORMATION	8-1-2

Paragraph	Page
8-1-8. FAA RESPONSIBILITY	8-1-3
8-1-9. ATC FACILITIES RESPONSIBILITY	8-1-3
8-1-10. RELEASE OF AIRSPACE	8-1-3
8-1-11. MILITARY RESPONSIBILITY	8-1-4
8-1-12. RADAR MALFUNCTION AT MRU/ARU	8-1-5
8-1-13. RADAR MALFUNCTION AT ATC FACILITY	8-1-5
8-1-14. COMMAND AND CONTROL	8-1-5
8-1-15. SEPARATION BETWEEN PARTICIPATING AND NONPARTICIPATING AIRCRAFT	8-1-6

Section 2. Intercept Training Activities

8-2-1. AREA OF OPERATION	8-2-1
8-2-2. RADAR SURVEILLANCE	8-2-1

Section 3. FAA/Military Joint Evaluations/Site Visits

8-3-1. PURPOSE	8-3-1
8-3-2. SCOPE OF EVALUATION/SITE VISIT	8-3-1
8-3-3. ADVANCE COORDINATION	8-3-1
8-3-4. OBJECTIVES	8-3-1
8-3-5. BASIC EVALUATION TEAM/SITE VISIT	8-3-1
8-3-6. "TRUSTED AGENTS"	8-3-1
8-3-7. OUT-BRIEFING	8-3-1
8-3-8. PREPARE JOINT REPORT	8-3-2

Chapter 9. Air Traffic Control Assigned Airspace (ATCAA) Procedures

Section 1. General

9-1-1. PURPOSE	9-1-1
9-1-2. TERMS	9-1-1
9-1-3. POLICY	9-1-1

Section 2. Procedures

9-2-1. ATCAA PROPOSAL COORDINATION	9-2-1
9-2-2. ATCAA PROPOSAL CONTENT	9-2-1
9-2-3. ATCAA PROPOSAL SCHEDULING	9-2-3

Section 3. Environmental Impact Analysis Procedures for ATCAAs

9-3-1. ENVIRONMENTAL REVIEW PROCESS FOR ATCAA PROPOSALS	9-3-1
---	-------

Appendix 1. Abbreviations	Appendix 1-1
Appendix 2. Definitions	Appendix 2-1
Appendix 3. Documents Pertinent to System Operations Security	Appendix 3-1
Appendix 4. Documents Pertinent to Mission Support Services	Appendix 4-1

Chapter 7. Miscellaneous Flight Activities and Requirements

Section 1. Aircraft Arresting System, Single Frequency Approach (SFA), Simulated Flameout (SFO)/Emergency Landing Pattern (ELP) Operations, Celestial Navigation (CELNAV) Training

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