

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7450.1

6/21/99

SUBJ: Special Use Airspace Management System

1. PURPOSE. This order establishes and describes the requirements necessary for the operation and maintenance of the Special Use Airspace Management System (SAMS) as the means to track, coordinate, and report Special Use Airspace (SUA) and other related airspace.

2. DISTRIBUTION. This order is distributed to the branch level in Washington and regional Air Traffic offices, air route traffic control centers, and select terminal radar approach control facilities.

3. BACKGROUND. Public Law (PL)100-223 requires the "Dynamic Special Use Airspace Management Program." The PL states, "Operational procedures will be developed for real-time and dynamic coordination between the FAA and DOD so that DOD SUA requests can be accommodated rapidly with minimum disruptions of civil aviation operations." In 1988, Congress and the General Accounting Office (GAO) recommended the Federal Aviation Administration (FAA) more effectively manage SUA to ensure its efficient and appropriate use. The GAO recommended the FAA improve standards for measuring the effectiveness of SUA utilization. Congress envisioned a Dynamic Special Use Airspace Management Program for a joint coordination effort between the FAA and Department of Defense (DOD) that would develop procedures and establish automation requirements for increasing flexibility in the allocation and use of SUA by civil and military users. To comply with the legislative guidance, SAMS was developed on an "open systems" architecture and is capable of interfacing with other systems such as the Enhanced Traffic Management System (ETMA) to collect and disseminate data as required. The Military Airspace Management System is scheduled to be connected to SAMS in order to reduce the data entry workload at FAA facilities and to begin the development as a means to collect and analyze utilization data to promote the effective management of SUA. SAMS will be an integral component of the free flight system.

4. SCOPE. SAMS will display and record SUA and other types of airspace area transactions tracked in the National Airspace System (NAS). Airspace transactions are normally considered to be when an action is taken on a segment/area scheduled, activated, paused, terminated, or nonuse of airspace for a specific use by a segment of the flying public. The transactions tracked are associated with:

a. SUA.

- (1) Restricted areas.
- (2) Prohibited areas.
- (3) Military operations areas.

(4) Alert areas.

(5) Warning areas.

b. Other areas tracked.

(1) Air Traffic Control assigned airspace (ATCAA).

(2) Instrument flight rules military training routes.

(3) Visual flight rules military training routes.

(4) Refueling anchor.

(5) Refueling track.

(6) Other.

5. RESPONSIBILITIES AND PROCEDURES.

a. The Manager, Military Operations and Procedures Branch, ATO-130, shall administer the SAMS program by:

(1) Maintaining the SAMS operational data base.

(2) Maintaining electronic system security.

(3) Operating a help desk for SAMS during headquarters administrative hours.

(4) Maintaining the archive data base.

(5) Preparing and distributing analysis of SAMS data to other offices, as required.

(6) Analyzing, in conjunction with the Airspace and Rules Division, ATA-400, SUA data in accordance with the latest edition of Order 7400.2, Procedures for Handling Airspace Matters.

(7) Reviewing SUA and other airspace tracked summary reports prepared by regional offices.

(8) Initiate SAMS enhancements, such as:

(a) Requiring interface with other programs when identified as beneficial to SAMS or the NAS. These enhancements may include, but not be limited to, ETMS and the Central Altitude Reservation Facility.

(b) Providing periodic updates and upgrades of the software and hardware to all field sites and regional offices.

(9) Developing procedures for the real-time management of the NAS.

b. All regional Air Traffic Division managers shall:

(1) Designate and update, for ATO-130 and SAMS field facilities, a SAMS point of contact in the regional Operations Branch.

(2) Identify non-SAMS equipped controlling agency facilities within their area of jurisdiction. These facilities shall forward data in accordance with subparagraph 3 below.

(3) Direct each SAMS facility within the region to accomplish the following required SAMS functions:

(a) Input SUA/other airspace tracked schedule data which will include, as a minimum:

1 Airspace type.

2 Airspace name.

3 Start/date/time group.

4 End/date/time group.

5 Minimum altitude.

6 Maximum altitude.

7 Amendments prior to scheduled airspace becoming active.

(b) Input SUA/other airspace tracked activation data which will include, as a minimum:

1 Airspace type.

2 Airspace name.

3 Start/date/time group.

4 End/date/time group.

5 Minimum altitude.

6 Maximum altitude.

7 Amendments after scheduled airspace transitions to active status.

(c) Input SUA/other airspace tracked utilization data which will include, as a minimum:

1 Airspace type.

2 Airspace name.

3 Start/date/time group.

4 End/date/time group.

5 Minimum altitude.

6 Maximum altitude.

7 Amendments after airspace schedule transitions to historical status.

(4) Analyze annual utilization reports, using SAMS data, submitted by using agencies.

(5) Provide the reporting sites with review and analysis of the SAMS data upon request.

(6) Not alter the SAMS network or workstation without approval from ATO-130.

c. SAMS site facility managers shall:

(1) Locate the SAMS workstation at the operational position which handles SUA/other areas tracked scheduling and coordination.

(2) Appoint a SAMS facility data base administrator who is responsible for ensuring that the SAMS program is utilized in accordance with this directive.

(3) Enter all scheduled activities as designated by the regional Air Traffic Division manager.

(4) Report SAMS outages to ATO-130 by the most rapid means possible within 1 business day.

(5) During periods of SAMS equipment outages, maintain a log of SUA/other areas tracked schedule/activation/utilization data. Enter this data into SAMS as soon as SAMS returns to service to maintain the historical value of the data.

(6) Make certain the SAMS network or workstation is not altered without approval from ATO-130.

(7) Require that personnel are proficient in the use of SAMS and that sufficient personnel are trained in order to maintain a perpetually trained staff.

(8) Not permit unauthorized access to SAMS.

d. The facility data base administrator shall:

(1) Appoint and train authorized SAMS operators on the operation of SAMS.

(2) Enter operators' level of access into the system.

(3) Enter facility unique airspace definitions; i.e., ATCAA.

e. SAMS operators shall:

(1) Enter data as required in paragraph 5b(3).

(2) Enter in the "remarks" field any pertinent information; i.e., weather factors or equipment problems.

A handwritten signature in black ink, appearing to read "Ronald E. Morgan". The signature is written in a cursive style with a large initial "R" and "M".

Ronald E. Morgan
Director of Air Traffic