

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION

GL AT 7110.20A

12/4/92

SUBJ: LAKE REPORTING SERVICE (LRS) PROCEDURES

1. PURPOSE. This order modifies lake reporting service (LRS) and associated search and rescue (SAR) notification procedures for aircraft on VFR flights traversing the western half of Lake Erie and all of Lake Michigan. Procedures contained in this order do not replace or abrogate those contained in other directives.

2. DISTRIBUTION. This order is distributed to branch level and above in the Air Traffic Division and to all flight service stations in the Great Lakes Region.

3. CANCELLATION. This order cancels GL AT 7110.20, dated April 22, 1987.

4. ACTION.

a. Managers of AFSS's that provide LRS shall ascertain the minimum altitude/s which aircraft must fly for complete communications coverage between their facility and the point where transfer of communication would normally be accomplished along routes regularly traveled by aircraft requesting this service. Coordination with adjacent LRS facilities will be necessary to ensure they do not require a higher minimum altitude at the communications transfer point.

b. Specialists shall include information concerning LRS availability, and encourage the use of this service, during weather briefings for pilots proposing VFR flight on over-water routes within the established LRS areas.

c. When a pilot requests LRS alone, or in conjunction with a VFR flight plan, the following action is required by the LRS station from which the pilot requests this service.

(1) A standard flight plan, FAA Form 7233-1, or the Model-1 Full Capacity (M1FC) flight plan mask shall be completed. Where it is determined the aircraft is already on a VFR flight plan, obtain the identity of the AFSS/FSS that has the complete VFR flight plan, and complete only those parts necessary to provide LRS service and to send an LRS flight notification message. They are:

- (a) Aircraft (or flight) identification.
- (b) Type of aircraft.
- (c) Near-shore crossing point or last fix before crossing.
- (d) Proposed altitude.

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Initiated By: AGL-530

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- (e) Proposed route of flight.
- (f) Far-shore crossing point or first fix after crossing.
- (g) Estimated time over water.
- (h) Next landing point.
- (i) The AFSS/FSS having complete VFR flight plan information.

(2) It is incumbent upon the LRS station to ensure the pilot is made aware of the minimum flight altitude required for continuous communication along the proposed route, and weather permitting, recommend the lake crossing be accomplished at or above that altitude.

(3) Furnish the pilot a communications schedule for use while crossing the lake and a designated time (mid-lake or beyond) for contacting the LRS station on the opposite shore. This schedule shall not exceed 10 minutes between contacts unless the pilot does not desire to climb to an altitude which would afford continuous communications coverage while crossing the lake. In this case, the estimated time for crossing the far shore will be the scheduled reporting time and will be used for SAR purposes. Impress upon the pilot the necessity of contacting the LRS station on the opposite shore to cancel the LRS flight plan (or the LRS portion of the VFR flight plan) or revise the time of crossing, as necessary.

(4) When the aircraft reports leaving the near shore, thereby activating the LRS flight plan, compose and forward a flight notification message via MFC automation system, telecommunications, or interphone to the LRS station on the opposite shore. This message shall consist of the following items:

- (a) The contraction "VFR".
- (b) Aircraft (or flight) identification, prefixed with an "H".
- (c) Aircraft type.
- (d) Near-shore crossing point or last fix before crossing.
- (e) Route of flight.
- (f) Far-shore crossing point or first fix after crossing.
- (g) Estimated time of arrival (ETA) at the far shore.
- (h) Remarks as follows.

1 The dollar symbol followed by the letters "LRS."

2 The letter "T" followed by four-digits (indicates transfer time of radio communication and SAR responsibilities).

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3 The contraction "DESTN" and the identifier of the next landing point.

4 The letters "FP" followed by the 3-letter identifier of the AFSS/FSS that has the complete flight plan information.

Example of an LRS flight notification message ("N" flag):

FF KLANYFYX
051735 KGRBYFYX
VFR HN12345 PA28 MTW LDM 1812 \$LRS T1745 DESTN MBS FP PNM

(5) The following AFSS's shall furnish LRS in the Great Lakes Region:

| | |
|----------------------|----------------------|
| Cleveland, Ohio | Lansing, Michigan |
| Green Bay, Wisconsin | Terre Haute, Indiana |
| Kankakee, Illinois | |

d. Managers of the above listed AFSS's shall ensure that listings of current available Federal Telecommunications System (FTS) and commercial telephone numbers for adjacent LRS stations and the United States Coast Guard (USCG) Rescue Coordination Center (RCC) are maintained and displayed at appropriate operating positions.

5. EMERGENCY ACTIONS.

a. Search and Rescue actions shall be initiated as outlined in Order 7110.10 when an aircraft is 5 minutes late for a scheduled reporting time.

b. The "LRS" AFSS (facility responsible for initiating SAR action, based on "T" time) shall act as the FAA focal point for rapid collection and dissemination of information to the Cleveland Rescue Coordination Center (CLE RCC) in accordance with the Letter of Agreement, Appendix 1, to this order.

c. Excepting Kankakee AFSS, all stations responsible for communicating with an aircraft on an LRS flight plan shall direct SAR requests to the CLE RCC using FTS or long distance telephone ("collect" calls will be accepted). Kankakee AFSS shall notify the USCG SAR Squadron based at Glenview Naval Air Station (NBU). Upon receipt of SAR notification, NBU will notify CLE RCC.

d. All LRS AFSS's shall:

(1) send an alert notice (ALNOT) pertaining to the LRS that includes all available information, and

(2) call the CLE RCC (Kankakee AFSS calls NBU NAS) with the ALNOT information.

e. The CLE RCC will, where only preliminary information is available from the LRS Station, immediately telephone the departure station for full flight plan information or request the LRS station to obtain and provide that

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information. The LRS station shall maintain liaison with the CLE RCC for notification once the aircraft has been located or the emergency has been terminated for any other reason.

f. The absence of definite information regarding the whereabouts of an LRS aircraft is occasionally due to radio failure, a pilot forgetting to make a scheduled radio report, or forgetting to cancel the LRS flight plan. Prompt action in issuing an ALNOT so a communications search can be made for overdue or unreported aircraft may reduce or preclude SAR personnel from unnecessary danger and expense of a search.

g. If SAR procedures are initiated for an aircraft whose pilot did not make the required radio contacts and/or failed to cancel the LRS flight plan, report and handle the matter as an incident.


John P. Cuprisin
Manager, Air Traffic Division

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JOINT FEDERAL AVIATION ADMINISTRATION, GREAT LAKES REGION
AND
UNITED STATES COAST GUARD AGREEMENT

EFFECTIVE: 9/2/82

SUBJECT: LAKE REPORTING SERVICE AND COAST GUARD ALERTING

1. POLICY.

In order to attain maximum efficiency in the provision of search and rescue on the Great Lakes, within the confines of the FAA Great Lakes Region, FAA facilities furnishing Lake Reporting Service to aircraft traversing such Great Lakes shall notify the U.S. Coast Guard Great Lakes Rescue Coordination Center (RCC) Cleveland, Ohio, via long distance telephone.

2. RESPONSIBILITIES.

a. Action by FAA Personnel.

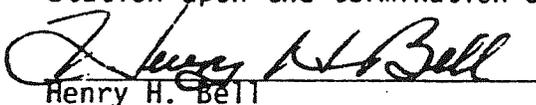
The action to be taken by FAA personnel in notifying the U.S. Coast Guard for search and rescue for aircraft utilizing Lake Reporting Service is outlined in Order GL 7110.7B, dated 9/2/82. A copy of that Order is considered a part of this Letter of Agreement.

The FAA shall immediately advise the Coast Guard upon termination of an emergency for any reason if the Coast Guard had been alerted or had assisted.

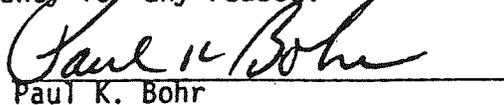
b. Action to be Taken by the U.S. Coast Guard Rescue Coordination Center.

Upon receipt of information from a Flight Service Station indicating a possible emergency involving an LRS aircraft, the Duty Officer at the Rescue Coordination Center shall take whatever steps he may deem necessary to discharge the U.S. Coast Guard's responsibility as outlined in the National Search and Rescue Plan.

The Rescue Coordination Center shall advise the initiating Flight Service Station upon the termination of an emergency for any reason.



Henry H. Bell
Rear Admiral, U.S. Coast Guard
Commander, Ninth Coast Guard District



Paul K. Bohr
Director, Great Lakes Region
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