

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7110 74 A

5/15/02

SUBJ: PREARRANGED COORDINATION PROCEDURES FOR RADAR FACILITIES

- 1. PURPOSE.** This order prescribes procedures for the use of prearranged coordination procedures (P-ACP) at air traffic control radar facilities.
- 2. DISTRUBUTION.** This order is distributed to select offices at Washington headquarters, the regional offices, William J. Hughes Technical Center, Mike Monroney Aeronautical Center, all air traffic field facilities, and international aviation field offices.
- 3. CANCELLATION.** Order 7110.74, Prearranged Coordination Procedures for Radar Facilities, dated April 13, 1977, is cancelled.
- 4. EFFECTIVE DATE.** June 15, 2002.
- 5. ACTION.** Air traffic managers, at those locations using or planning to use P-ACPs, shall review their P-ACPs to ensure that they comply with this order. Under no circumstances may one controller permit an aircraft to enter another controller's airspace without proper coordination. Coordination may be accomplished by several means; e.g., radar handoffs, automated information transfer, verbally, point out, and P-ACPs. The use of P-ACPs must be contained in a facility directive, with the correct application clearly described. When reviewing existing P-ACPs, or contemplating the establishment of a new P-ACP, consideration shall be given to airspace realignment to preclude coordination/penetration of another controller's airspace; however, facilities should avoid airspace changes that unnecessarily penalize users. Airspace boundaries should not be permitted to become barriers to the efficient movement of traffic. In addition, complete coordination, awareness of traffic flow, and understanding of each individual's responsibility concerning the penetration of another's airspace cannot be overemphasized. Prior to implementing a P-ACP, negotiations should be accomplished locally and all affected personnel must be thoroughly trained in the application of the procedures.
- 6. DEFINITION.** Prearranged coordination is a facility's standardized procedure that describes the process by which one controller shall allow an aircraft to penetrate or transit another controller's airspace in a manner that assures standard separation without individual coordination for each aircraft.
- 7. RELATED PUBLICATIONS.** Orders 7110.65, Air Traffic Control, and 7210.3, Facility Operation and Administration. The provisions related to this order will be reflected in future changes to Orders 7110.65 and 7210.3.

8. PROCEDURES. Where P-ACPs are established, they shall be covered in a facility directive, which as a minimum shall include:

- a. Prearranged coordination differs from automated information transfer in the respect that one controller's aircraft is operating on a predetermined track or routing which enable the controller applying the prearranged coordination to determine whether or not appropriate separation can be applied.
- b. Procedures to be applied in the event that P-ACPs are not, or no longer, practicable; i.e., a procedure to turn P-ACPs on and off as operational necessity requires.
- c. The position(s) is/are authorized to penetrate the adjacent position(s) airspace.
- d. The detailed responsibilities relating to P-ACPs for each position. Two positions of operation cannot be authorized to penetrate each other's airspace simultaneously.
- e. Controllers who penetrate another controller's airspace using P-ACPs shall display data block information of that controller's aircraft, which shall contain, at a minimum, the position symbol and altitude information.
- f. Controllers who penetrate another controller's airspace using P-ACPs shall determine whether the lead aircraft is a heavy or B757 when separating aircraft operating directly behind, or directly behind and less than 1,000 feet.

9. GENERAL. In addition to those items specified above, the facility directive shall address other relevant situations such as procedures to be applied for those modes of operation when the computer fails or is shut down, the beacon fails and only primary is available, and for non-beacon aircraft or at automated facilities, aircraft without an associated data block.


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Appendix 1.

ANYWHERE TOWER STANDARD OPERATING PROCEDURES**Pre-arranged Coordination Procedures**

A P-ACP describes the process by which one controller shall allow an aircraft to penetrate or transit another's airspace in a manner, which assures standard separation without individual coordination for each aircraft. P-ACP shall be accomplished in accordance with FAA Order 7110.74. In the event P-ACP is not practicable, each controller shall remain within the confines of their own airspace and verbally coordinate prior to penetrating another controller's airspace.

1. The Mode C altitude may be used for vertical separation purposes during P-ACP without verbal coordination if used in accordance with FAA Order 7110.65 paragraph 5-2-17.

2. Filter limits shall be set to ensure that Data Blocks contain at least the position symbol, mode C readout and Heavy Jet/B757 information.

a. Arrival/Departure P-ACP:

(1) The Departure Controller may apply P-ACP within the depicted boundaries of Arrival airspace. *See attachment.*

(2) Prior to utilizing P-ACP to penetrate Arrival airspace, the Departure controller shall observe the data blocks (*position symbol, mode C readout and Heavy Jet/B757 information*) of the Arrival Controller traffic to ascertain the appropriate separation to be applied.

(3) The Departure controller shall be responsible for maintaining approved separation between aircraft under their control and all traffic in P-ACP Arrival airspace.

(4) The Arrival controller shall ensure the Departure controller is advised of any untracked targets or aircraft in "Tabular Coast" status within Arrival P-ACP airspace.

(5) The Arrival controller shall ensure arrival traffic remains on the projected routing along the depicted path within P-ACP airspace.

(6) The Arrival controller shall coordinate with the appropriate Departure controller prior to vectoring untracked aircraft or issuing initial IFR/Class B Airspace clearances within P-ACP airspace.

