DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET
FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65T

CHANGE: Basic

EFFECTIVE DATE: February 11, 2010 **TRACKING #: 5B- 9-2-10**

SPECIALIST/ROUTING: John Kehler AJR-53 x7-9304

1. PARAGRAPH NUMBER AND TITLE:

9-2-10. LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)/SPECIAL FLIGHT RULES AREA (SFRA)/AIR TRAFFIC CONTROL (ATC) SECURITY SERVICES

2. BACKGROUND: On Febuary 17, 2009, the Washington DC ADIZ was changed by rulemaking to the Special Flight Rules Area (SFRA). The procedures that will be used for the SFRA are the same as for a land based ADIZ. Additionally, since Washington ARTCC may have to assume the airspace if Potomac TRACON went ATC-0, the reference to Terminal was deleted.

3. EXPLANATION OF CHANGE: This change deletes the reference to Terminal and replaces Land Based Air Defense Identification Zone with Washington DC SFRA. This change cancels and incorporates N JO 7110.503, Washington D.C., Special Flight Rules Area (DC SFRA)/ATC Security Services, effective May 11, 2009.

4. CHANGE:

OLD	NEW
9-2-10. <u>LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</u>/<u>AIR TRAFFIC CONTROL (ATC)</u> SECURITY SERVICES	9-2-10. **WASHINGTON, D.C., SPECIAL FLIGHT RULES AREA (DC SFRA)**/ATC SECURITY SERVICES
TERMINAL	Delete
Provide ATC security services at locations where procedures are required for <u>the</u> tracking <u>of</u> aircraft in security services airspace. ATC security services are designed to support the national security mission of the FAA and other agencies. Two-way radio communications, flight planning, and operational transponder on an assigned code are required for operations <u>with</u>in the designated area.	Provide ATC security services at locations where procedures are required for tracking aircraft in security services airspace. ATC security services are designed to support the national security mission of the FAA and other agencies. Two-way radio communications, flight planning, and an operational transponder on an assigned code are required for operations in the designated area.
a. When the assigned code is observed, for aircraft in security services airspace, advise the aircraft to proceed on course/as requested but to remain outside of Class B, C, and/or D airspace as appropriate.	a. When the assigned code is observed, for aircraft in security services airspace, advise the aircraft to proceed on course/as requested but to remain outside of Class B, C, and/or D airspace as appropriate.
PHRASEOLOGY- *(ACID) TRANSPONDER OBSERVED PROCEED ON COURSE/AS REQUESTED; REMAIN OUTSIDE (class) AIRSPACE.*	*PHRASEOLOGY-* *(ACID) TRANSPONDER OBSERVED PROCEED ON COURSE/AS REQUESTED; REMAIN OUTSIDE (class) AIRSPACE.*
1. Maintain continuous security tracking of VFR aircraft operating <u>with</u>in the designated area to assist security forces in situational awareness. Immediately report all instances of loss of radio	1. Maintain continuous security tracking of VFR aircraft operating in the designated area to assist security forces in situational awareness. Immediately report all instances of loss of radio

communication or the inability to conduct security tracking of an aircraft to the FLM/CIC and await instructions.

2. The provision of basic separation services to aircraft, i.e., IFR, SVFR, Class B, Class C, TRSA, is not applicable to ATC security tracking.

3. Aircraft with operating transponders, but without operating Mode C (altitude) require specific authorization from ATC in order to operate within the ADIZ. ATC must coordinate with the Domestic Events Network (DEN) prior to approval.

4. Aircraft flying too low for radar coverage shall be instructed to report landing or exiting the ADIZ. Maintain flight progress strips on such aircraft until pilot reports landing or exiting the ADIZ. If a flight progress strip does not exist for the aircraft, record the call sign, transponder code, entry point (e.g., north, northeast, east), and time of entry into the ADIZ.

PHRASEOLOGY-
(Call sign), REPORT LANDING OR LEAVING THE ADIZ.

5. United States Military, law enforcement, and aeromedical flights are exempt from filing flight plans.

b. Establishing Two-Way Communications.

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communication or the inability to conduct security tracking of an aircraft to the **front line manager (**FLM**)**/CIC and wait **for** instructions.

2. **B**asic separation services to aircraft, **for example**, IFR, SVFR, Class B, Class C, TRSA, **do** not **apply** to ATC security tracking.

3. Aircraft with operating transponders, but without operating Mode C (altitude)**,** require specific authorization from ATC to operate in the **SFRA**. ATC must coordinate with the Domestic Events Network (DEN) **before** approval.

4. Aircraft flying too low for radar coverage **must** be instructed to report landing or exiting the **SFRA**. **Keep** flight progress strips on **these** aircraft until pilot reports landing or exiting the **SFRA**. If a flight progress strip does not exist for the aircraft, record the call sign, transponder code, entry point (**for example**, north, northeast, east), and time of entry into the **SFRA**.

PHRASEOLOGY-
(Call sign), REPORT LANDING OR LEAVING THE SFRA.

5. United States **m**ilitary, law enforcement, and aeromedical flights are exempt from filing flight plans.

b. Establishing **t**wo-**w**ay **c**ommunications.

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. GENOT/NOTICE: N JO 7110.503, Washington D.C., Special Flight Rules Area (DC SFRA)/ATC Security Services, effective May 11, 2009
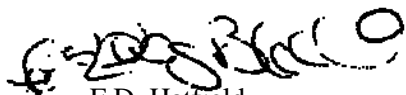
8. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ **HM 5/6/2009**
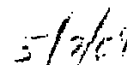
9. SAFETY RISK MANAGEMENT: (Check appropriate box).

☐ Proposed change meets full SMS requirements for safety risk assessment.

☒ Proposed change is not safety related.

Comments: No new safety-related hazards to the National Airspace System were identified through Subject Matter Experts evaluation of this proposed change.

F.D. Hatfield
Director, System Operations Security   Date: