

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 1

EFFECTIVE DATE: August 26, 2010

TRACKING #: 51- 5-3-4

SPECIALIST/ROUTING: Jack McAuley AJT-25 (405) 954-4686

1. PARAGRAPH NUMBER AND TITLE:

5-3-4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS

2. BACKGROUND: The Operations Review Team at Birmingham ATCT (BHM) discovered a discrepancy in FAAO JO 7110.65 revealing the high probability that a National Airspace System (NAS) automated system term, "TRK," used in conduct of aircraft identification in terminal automated systems, was omitted from paragraph 5-3-4a(2). BHM operates in airspace to the south near Montgomery TRACON (MGM) where there is no terminal short-range radar coverage below 5,000 feet. One of the long-range radar sites continues to track aircraft; therefore, the aircraft data block displays "TRK" on the BHM Standard Terminal Automation Radar System (STARS) display. During automated handoffs there is confusion whether the auto-acquired aircraft track is or is not legitimately identified due to discrepancies between Paragraph 5-4-5j, Transferring Controller Handoff, Paragraph 5-4-6g, Receiving Controller Handoff, and Paragraph 5-5-4f(Note 2), Minima. The BHM Operations Review Team forwarded their concern to the Eastern Service Area, who in turn forwarded it to Terminal Safety and Operations Support (TSOS). TSOS is taking the necessary action(s) to correct this deficiency.

3. EXPLANATION OF CHANGE: This change adds "TRK" into paragraph 5-3-4a(2) of FAAO JO 7110.65, thus providing procedural consistency with existing procedures that require verbal coordination by both the transferring and receiving controller when conducting a handoff of aircraft with "TRK" identified in the data block display. This change will also render a solution to this existing procedural contradiction until such time a National Change Proposal (NCP) activity that will enable a surveillance track that displays "TRK" to be considered an auto-acquired and therefore "identified" aircraft in accordance with FAAO JO 7110.65, paragraph 5-3-4a(2). This change cancels and incorporates N JO 7110.515, "TRK" Changes, effective March 4, 2010.

4. CHANGE:

OLD

5-3-4. TERMINAL AUTOMATION SYSTEMS
IDENTIFICATION METHODS

Title thru a1

2. The aircraft is being handed off using a NAS automated system and one of the following does not appear in the data block: "CST", "NAT", "NT", "AMB", "OLD", "NB", "TU", "AM", or "OL".

NEW

5-3-4. TERMINAL AUTOMATION SYSTEMS
IDENTIFICATION METHODS

No Change

2. The aircraft is being handed off using a NAS automated system and one of the following does not appear in the data block: "CST", "NAT", "NT", "AMB", "OLD", "NB", "TU", "AM", "OL" or "TRK".

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. **GENOT/NOTICE:** N JO 7110.515, "TRK" Changes, effective March 4, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 4/8/2009

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

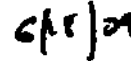
☐ Proposed change meets full SMS requirements for safety risk assessment.

☒ Proposed change is not safety related.

Comments:



Chuck Chamberlain
Manager (A), Terminal Operations Group



Date: