

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 1

EFFECTIVE DATE: August 26, 2010

TRACKING #: 51- 5-4-6

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

1. PARAGRAPH NUMBER AND TITLE:

5-4-6. RECEIVING CONTROLLER HANDOFF

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 5-4-6g and 5-4-6g(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 blocks 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 5-3-4a(2), Terminal Automation Systems Identification Methods, Paragraph 5-4-5j, Transferring Controller Handoff, and Paragraph 5-5-4f(Note 2) Minima. The BHM Operations Review Team forwarded their concern to 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 5-4-6g of FAAO JO 7110.65 thus providing procedural consistency with existing procedures that require verbal coordination by the receiving controller when conducting a handoff of an 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 5-4-6g and 5-4-6g(2). This change cancels and incorporates N JO 7110.515, "TRK" Changes, effective March 4, 2010.

4. CHANGE:

OLD

5-4-6. RECEIVING CONTROLLER HANDOFF

a thru f

g. Initiate verbal coordination prior to accepting control of a track when "CST," "NAT," "NT," "NONE," "NB," "NX," "OLD," "OL," "AMB," "AM," or "TU" is displayed in the data block.

g1

2. When an automated inter-facility handoff action is initiated and "NAT," "NT," or "TU" is displayed in the full data block, advise the other facility if a disparity exists between the position declared by their computer and the actual target position.

NEW

5-4-6. RECEIVING CONTROLLER HANDOFF

No Change

g. Initiate verbal coordination prior to accepting control of a track when "CST," "NAT," "NT," "NONE," "NB," "NX," "OLD," "OL," "AMB," "AM," "TU" or "**TRK**" is displayed in the data block

No Change

2. When an automated inter-facility handoff action is initiated and "NAT," "NT," "TU" or "**TRK**" is displayed in the full data block, advise the other facility if a disparity exists between the position declared by their computer and the actual target position

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

6/15/09
Date: