

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7110.515

Effective Date:  
March 4, 2010

Cancellation Date:  
August 26, 2010

**SUBJ:** "TRK" Changes

- Pen and  
Ink change  
Per memo*
- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration Order JO 7110.65, Air Traffic Control, Paragraph 5-3-4, Terminal Automation Systems Identification Methods; Paragraph 5-4-5, Transferring Controller Handoff; and Paragraph 5-4-6, Receiving Controller Handoff.
  - 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
  - 3. Where Can I Find This Notice?** This notice is available on the MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
  - 4. Explanation of Policy Change.** This change adds the National Airspace System automated display system term "TRK" into FAA Order JO 7110.65, subparagraphs 5-3-4a(2), 5-4-5j, 5-4-6g, and 5-4-6g(2). It provides 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 allows a surveillance track displaying "TRK" to be considered an auto-acquired and identified aircraft until a National Change Proposal is offered to correct this contradiction.~~

- 5. Procedures.** Change the following paragraphs in FAA Order JO 7110.65, to read as follows:

## 5-3-4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS

### TERMINAL

a. Consider an auto-acquired aircraft as identified when the data block is displayed, is visible to you, and one of the following conditions exist:

1. The radar or beacon identification procedures have been used to confirm the identity of the tagged target.
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.

**5-4-5. TRANSFERRING CONTROLLER HANDOFF**

The transferring controller must:

Subparagraphs a through i, no change.

**j.** Initiate verbal coordination before transferring control of a track when “CST,” “FAIL,” “NONE,” “NB,” “NX,” “IF,” “NT,” or “TRK” is displayed in the data block.

No further changes to paragraph.

**5-4-6. RECEIVING CONTROLLER HANDOFF**

The receiving controller must:

Subparagraphs a through f, no change.

**g.** Initiate verbal coordination before 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.

1. When an automated interfacility handoff action is initiated and “AMB” or “AM” is displayed in the full data block, advise the other facility that a disparity exists between the position declared by their computer and that declared by your ARTS/PIDP/STARS system.

2. When an automated interfacility 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.

**6. Distribution.** This notice is distributed to the following Air Traffic Organization service units: Terminal, En Route and Oceanic, and System Operations Services; the ATO Office of Safety; service center offices; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.



Nancy B. Kalinowski  
Vice President, System Operations Services  
Air Traffic Organization

**2-5-10**

Date Signed