

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.65T

**CHANGE:** 2

**EFFECTIVE DATE:** March 10, 2011

**TRACKING #:** 52- 5-6-1

**SPECIALIST/ROUTING:** John Kehler AJR-53 (202) 267-9304

**1. PARAGRAPH NUMBER AND TITLE:**

5-6-1. APPLICATION

**2. BACKGROUND:** This document change is proposed as a means to improve the quick identification of possibly suspicious aircraft, including those with which air traffic control personnel cannot (re-) establish radio contact. It is meant in part to prevent the occurrence of incidents similar to the October 21, 2009, Northwest Airlines (NWA) 188 flight, which departed San Diego International Airport (SAN) en route to Minneapolis St. Paul International Airport (MSP). During the course of the flight, NWA 188 ceased communicating with air traffic control. Radio contact was not re-established for over an hour, and the incident raised serious security concerns.

As directed by the Chief Operating Officer of the Air Traffic Organization, a multidisciplinary team was convened to analyze how air traffic control operations can be improved. The team reviewed the procedures pertaining to the loss of two-way communication, establishing communication, and transferring communication.

**3. EXPLANATION OF CHANGE:** This changes adds 'Confidence Maneuver' as a reason for issuing a vector. This change cancels and incorporates N JO 7110.534, Confidence Maneuver and No Radio (NORDO), effective October 1, 2010.

**4. CHANGE:**

**OLD**

5-6-1. APPLICATION

Vector aircraft:

a. In controlled airspace for separation, safety, noise abatement, operational advantage, or when a pilot requests. Allow aircraft operating on an RNAV route to remain on their own navigation to the extent possible.

**NEW**

5-6-1. APPLICATION

Vector aircraft:

a. In controlled airspace for separation, safety, noise abatement, operational advantage, **confidence maneuver**, or when a pilot requests. Allow aircraft operating on an RNAV route to remain on their own navigation to the extent possible.

No further changes to paragraph.

**5. INDEX CHANGES:** None

**6. GRAPHICS:** None

**7. GENOT/NOTICE:** N JO 7110.534, Confidence Maneuver and No Radio (NORDO), effective October 1, 2010

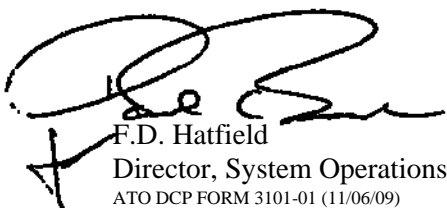
**8. FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 4/21/2010

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

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

☒ **SRMDM.** Proposed change is not safety related.

**10. ICAO DIFFERENCES:** YES ☐ NO ☒



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ATO DCP FORM 3101-01 (11/06/09)

Date: 6/07/10