

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 1

EFFECTIVE DATE: July 26, 2012

TRACKING #: 51- 5-2-9

SPECIALIST/ROUTING: Donald Kemp AJV-11 (202) 267-5791

1. PARAGRAPH NUMBER AND TITLE:

5-2-9. VFR CODE ASSIGNMENTS

2. BACKGROUND: An accident, many incidents, and an NTSB recommendation highlight the need for a national beacon code for gliders that are operating VFR and not in contact with air traffic control (ATC). ATC personnel will be informed of the code, what it represents, and under what limitations the users are typically operating. Several codes have been considered in the past, but have conflicted with other operations. Code 1202 is now available and being offered for VFR gliders.

3. EXPLANATION OF CHANGE: This change assigns code 1202 for use by gliders not in contact with an ATC facility. The change also provides general flight characteristics of gliders and some of their limitations. This change cancels and incorporates N JO 7110.577, Visual Flight Rules (VFR) Glider Codes, effective March 7, 2012.

4. CHANGE:

OLD

NEW

5-2-9. VFR CODE ASSIGNMENTS

5-2-9. VFR CODE ASSIGNMENTS

Title thru b NOTE2

No Change

NOTE-

Note 1 thru 2

NOTE-

No change

Add

3. Gliders not in contact with an ATC facility should squawk 1202 in lieu of 1200. Gliders operate under some flight and maneuvering limitations. They may go from essentially stationary targets while climbing and thermaling to moving targets very quickly. They can be expected to make radical changes in flight direction to find lift and cannot hold altitude in a response to an ATC request. Gliders may congregate together for short periods of time to climb together in thermals and may cruise together in loose formations while traveling between thermals.

No further changes to paragraph.

5. INDEX CHANGES:

6. REFERENCE CHANGES:

7. GRAPHICS:

8. GENOT/NOTICE: N JO 7110.577, Visual Flight Rules (VFR) Glider Codes, effective March 7, 2012

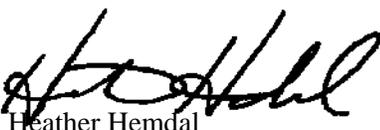
9. FORMATTING & PLAIN LANGUAGE REVIEW: HM 9/21/2011

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

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

SRMDM. Proposed change does not introduce new safety risks into the NAS.

11. ICAO DIFFERENCES: YES NO


Heather Hemdal

Director, En Route and Oceanic Safety
and Operations Support

Date: 