

## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

### FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3W

CHANGE: 1

EFFECTIVE DATE: August 26, 2010

TRACKING #: 31- 19-9-3

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

#### 1. PARAGRAPH NUMBER AND TITLE:

19-9-3. RESPONSIBILITIES

2. **BACKGROUND:** The FAA has found it necessary to increase security measures within the National Airspace System. The special flight rules area (SFRA) is one of the recent security related changes. Aircraft that enter an SFRA or temporary flight restriction without proper approval may be intercepted by DOD aircraft. Pilots of the non-compliant aircraft are subject to regulatory and/or legal action. Recent events have highlighted the fact that the FAA has no adequate way to search for aircraft that have violated national security procedures. The "Security Notice" process provides a tool that will enable the FAA to locate aircraft that violate national security measures.

3. **EXPLANATION OF CHANGE:** This change adds new requirements to search for aircraft that have violated national security measures. This change cancels and incorporates N JO 7210.729, Security Notice (SECNOT), effective February 8, 2010.

#### 4. CHANGE:

##### OLD

Add

Add

Add

Add

##### NEW

#### **19-9-3. RESPONSIBILITIES**

**a. A SECNOT will include the aircraft identification, search area, and expiration time. The search area, as defined by the ATSC, could be a single airport, multiple airports, a radius of an airport or fix, or a route of flight. Once the expiration time has been reached, a SECNOT is considered to be cancelled.**

**b. SECNOT aircraft lookouts must be initiated by the ATSC via telephone to FSS and broadcast on the DEN.**

**c. SECNOT aircraft alerts must be given wide distribution, including all FAA air traffic facilities 50 miles on either side of the route of flight from the last reported position or departure point of the aircraft. SECNOT alerts must be distributed outside the FAA to fixed base operators and law enforcement agencies. When contacting airports or offices outside of official government agencies, provide no further information other than that which is contained in the SECNOT. A SECNOT expiration time will be provided by the ATSC at the time of issue. The DEN may expand the search area to**

Add

cover the maximum range of the aircraft.

d. Upon receiving notification of a SECNOT, the controller must forward all information of the subject aircraft to the FLM/CIC. If information is not known, broadcast call sign on all frequencies and advise the FLM/CIC of the response. The FLM/CIC must check the position records to determine if the aircraft has contacted your facility. Immediately notify the parent ARTCC OM or DEN of subsequent contact and keep the alert in an active status until cancellation is received or the SECNOT expiration time is reached.

Add

e. When information becomes known about an aircraft for which a SECNOT message has been issued, do the following:

Add

1. Forward any information on the aircraft to the parent ARTCC OM or DEN.

Add

2. Do not take any action related to the SECNOT aircraft other than normal ATC procedures.

Add

f. The SECNOT alert remains in effect until canceled by the DEN or the expiration time is reached.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.729, Security Notice (SECNOT), effective February 8, 2010

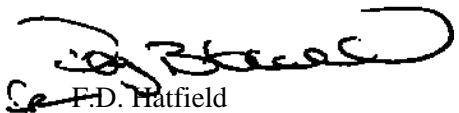
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 4/7/2009

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

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

☒ Proposed change is not safety related.

**Comments:** No new safety-related hazards to the National Airspace System were identified through Subject Matter Experts evaluation of this proposed change.

  
F.D. Hatfield  
Director, System Operations Security

8/17/09  
Date: