

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3X

CHANGE: Basic

EFFECTIVE DATE: February 9, 2012 TRACKING #: 3B- 5-3-7

SPECIALIST/ROUTING: John Kehler AJV-11 (202) 267-9304

1. PARAGRAPH NUMBER AND TITLE:

5-3-7. OPEN SKIES F AND D TREATY AIRCRAFT

2. **BACKGROUND:** There has been some confusion on the type of OPEN SKIES flights that get priority handling. Additionally, the Central Altitude Reservation Function (CARF) at the Air Traffic Control System Command Center (ATCSCC) and the Defense Threat Reduction Agency (DTRA) are to be notified if there are any issues during an OPEN SKIES flight. Finally, for clarification the notification of using/scheduling agencies of Special Use Airspace (SUA) has only been accomplished 15 minutes prior to the OPEN SKIES aircraft reaching the boundary. This has caused problems with the DOD in planning and using SUA.

3. **EXPLANATION OF CHANGE:** This change adds a note on where to find the reference to OPEN SKIES flights that require priority handling. It also clarifies that CARF is the entity in the ATCSCC that is the coordination unit between DTRA and FAA facilities. Additionally, it adds phone numbers to assist facilities in contacting CARF and DTRA if needed and clarifies the requirement for ARTCCs/CERAPs/HCF to notify all Special Use Airspace using/scheduling agencies along the route of flight. This change cancels and incorporates N JO 7210.777, Open Skies F and D Treaty Aircraft, effective June 1, 2011.

4. CHANGE:

OLD

5-3-7. OPEN SKIES TREATY AIRCRAFT

a. The David J. Hurley Air Traffic Control System Command Center (ATCSCC) shall be the FAA coordination unit between the Defense Threat Reduction Agency (DTRA) and field facilities for all OPEN SKIES operational information. This includes initial notification and follow-up information on each mission.

Add

b. ARTCCs shall designate and advise the ATCSCC of a focal point within that facility for OPEN SKIES information.

c. Advance scheduled movement information of OPEN SKIES aircraft received from the DTRA will be forwarded by the ATCSCC.

d. Upon notification of an OPEN SKIES flight, the affected ARTCCs shall inform all affected FAA facilities and any other facility/agency it deems necessary within their area of responsibility of the flight path and possible deviation path of the aircraft.

NEW

5-3-7. OPEN SKIES **F AND D** TREATY AIRCRAFT

a. The ATCSCC **CARF must** be the FAA coordination unit between the Defense Threat Reduction Agency (DTRA) and field facilities for all OPEN SKIES operational information. This includes initial notification and follow-up information on each mission **that requires priority handling**.

NOTE-
OPEN SKIES flights that require priority handling are located in FAA Order JO 7110.65, Para 9-2-22.

b. ARTCCs/**CERAPs/HCF must** designate and advise the **CARF** of a focal point within that facility for OPEN SKIES information.

c. Advance scheduled movement information of OPEN SKIES aircraft received from the DTRA will be forwarded by the **CARF**.

d. Upon **initial** notification of a **priority** OPEN SKIES flight, the affected ARTCCs/**CERAPs/HCF must** inform all **SUA-using/scheduling agencies along the route of flight** and any other facility/agency it deems necessary within their area of responsibility of the

flight path and possible deviation path of the aircraft.

NOTE-

The possible deviation path for an OPEN SKIES aircraft is defined by treaty as fifty (50) kilometers or twenty seven (27) nautical miles either side of the intended route of flight. OPEN SKIES flights will not deviate from approved route of flight without ATC clearance.

e. The air traffic manager of each facility through which the OPEN SKIES aircraft transits shall ensure that a supervisory specialist(s)/CIC monitors the aircraft while in the facility's airspace. The supervisory specialist(s)/CIC shall monitor the movement of the OPEN SKIES aircraft from the flight's entry into the facility's airspace until the flight exits the facility's airspace, to ensure that priority handling, separation, control, and coordination are accomplished.

REFERENCE-

FAAO JO 7110.65, Subpara 2-1-4n, Operational Priority.
FAAO JO 7110.65, Para 9-2-21, Open Skies Treaty Aircraft.
TREATY ON OPEN SKIES, TREATY DOC. 102-37.

f. Air traffic facilities shall notify the ATCSCC immediately in the event of any incidents or problems generated by OPEN SKIES aircraft.

g. The ATCSCC shall immediately notify System Operations Security/Strategic Operations Security for resolution of problems or incidents, if necessary.

NOTE-

OPEN SKIES flights will not deviate from approved route of flight without ATC clearance.

e. The air traffic manager of each facility through which the **priority** OPEN SKIES aircraft transits **must** ensure that a supervisory specialist(s)/CIC monitors the aircraft while in the facility's airspace. The supervisory specialist(s)/CIC **must** monitor the movement of the **priority** OPEN SKIES aircraft from the flight's entry into the facility's airspace until the flight exits the facility's airspace to ensure that priority handling, separation, control, and coordination are accomplished.

REFERENCE-

FAAO JO 7110.65, Subpara 2-1-4n, Operational Priority.
FAAO JO 7110.65, Para 9-2-22, Open Skies Treaty Aircraft.
TREATY ON OPEN SKIES, TREATY DOC. 102-37.

f. Air traffic facilities **must** notify the **CARF (540-422-4212/4213) and DTRA Operations (703-767-2003)** immediately in the event of any incidents or problems generated by OPEN SKIES aircraft.

g. The **CARF must** immediately notify System Operations Security/Strategic Operations Security for resolution of problems or incidents, if necessary.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.777, Open Skies F and D Treaty Aircraft, effective June 1, 2011

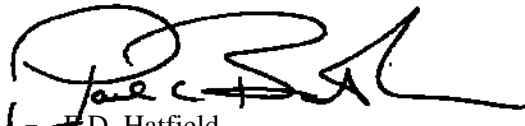
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 4/19/2011

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 ☒


F.D. Hatfield
Director, System Operations Security

Date: 4/20/11