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DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7610.4P

CHANGE: 1

EFFECTIVE DATE: February 9, 2012 **TRACKING #:** 41- 12-13-2

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

1. PARAGRAPH NUMBER AND TITLE:

12-13-2. APPLICATION

2. BACKGROUND: To ensure safety, it is imperative to keep SIF flights from becoming airborne with incorrect routing. SIF POCs must keep aircraft on the ground until all routing issues have been resolved. The requirement to keep SIF on their routing or to report changes to the Domestic Events Network (DEN) does not apply for aircraft that are being sequenced for arrival.

3. EXPLANATION OF CHANGE: This change directs the air traffic manager to appoint a point of contact. Additionally, a note clarifies the requirement of reporting changes to SIFs on the DEN for sequencing. It also adds the requirement to keep SIFs on the ground until all routing issues are resolved. This change cancels and incorporates N JO 7610.93, Special Interest Flights, effective August 1, 2011.

4. CHANGE:

OLD

12-13-2. APPLICATION

a. The Supervisory Traffic Management Coordinator-in-charge (STMCIC), the Operations Manager in Charge (OMIC), or other front line manager/staff specialist as determined locally in each facility must act as the facility point of contact (POC) for SIFs and must ensure controllers are aware of expected SIF operations. (Facility managers must provide SIF POC contact information to the FAA SOSC.) Controller initiated deviations to FAA SOSC SIF authorized flight routings through United States territorial airspace are permissible for weather avoidance and other safety of flight reasons. However, facilities must report controller initiated routing deviations as soon as possible to the DEN ATSC.

Add

Add

NEW

12-13-2. APPLICATION

a. The **air traffic manager will designate a point of contact (POC) for SIFs and must ensure controllers are aware of expected SIF operations. (The designee must provide SIF POC contact information to the FAA SOSC.)**

b. POCs must check the SIF website to ensure SIF aircraft have been issued an approved routing. If there is no routing for a SIF flight on the website, do not issue a clearance to the aircraft, and contact the SOSC in accordance with paragraph 12-13-1.

c. Controller-initiated deviations to FAA SOSC SIF authorized flight routings through United States territorial airspace are permissible for safety of flight reasons only. Facilities must report controller-initiated routing deviations as soon as possible to the DEN ATSC. Weather-related deviations must be coordinated through the DEN as soon as

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b. Pilot initiated deviations from authorized flight routings are not permissible. Controllers will request that SIF aircraft return to approved route/reroute of flight whenever deviations are noted.

Subparagraph c

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7610.93, Special Interest Flights, effective August 1, 2011

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** **HM 1/25/2011**

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

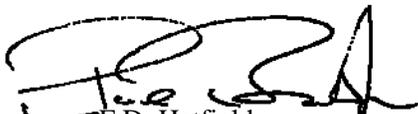
possible.

NOTE-

Vectoring SIF arrivals and departures for preferred routings is authorized and is not a DEN reporting event.

d. Pilot initiated deviations from authorized flight routings (**except for weather**) are not permissible. Controllers will request that SIF aircraft return to approved route/reroute of flight whenever deviations are noted **and immediately report deviations to the ATSC via the DEN.**

Reletter e


F.D. Hatfield
Director, System Operations Security

1/26/11
Date: