This errata sheet transmits, revised pages from Change 2, dated 3/10/11, of the subject order.

### PAGE CONTROL CHART

<table>
<thead>
<tr>
<th>REMOVE PAGES</th>
<th>DATED</th>
<th>INSERT PAGES</th>
<th>DATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table of Contents i through xix</td>
<td>3/10/11</td>
<td>Table of Contents i through xix</td>
<td>3/10/11</td>
</tr>
<tr>
<td>3–7–1 and 3–7–2</td>
<td>3/10/11</td>
<td>3–7–1 and 3–7–2</td>
<td>3/10/11</td>
</tr>
<tr>
<td>3–9–1</td>
<td>2/11/10</td>
<td>3–9–1</td>
<td>2/11/10</td>
</tr>
<tr>
<td>3–9–2</td>
<td>3/10/11</td>
<td>3–9–2</td>
<td>3/10/11</td>
</tr>
<tr>
<td>3–10–7</td>
<td>3/10/11</td>
<td>3–10–7</td>
<td>3/10/11</td>
</tr>
<tr>
<td>3–10–8</td>
<td>2/11/10</td>
<td>3–10–8</td>
<td>3/10/11</td>
</tr>
<tr>
<td>Index I–5 through I–9</td>
<td>3/10/11</td>
<td>Index I–5 through I–9</td>
<td>3/10/11</td>
</tr>
</tbody>
</table>

Attachment
# Table of Contents

## Chapter 1. General

### Section 1. Introduction

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1-1. PURPOSE OF THIS ORDER</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-2. AUDIENCE</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-3. WHERE TO FIND THIS ORDER</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-4. WHAT THIS ORDER CANCELS</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-5. EXPLANATION OF CHANGES</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-6. SUBMISSION CUTOFF AND EFFECTIVE DATES</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-7. DELIVERY DATES</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-8. RECOMMENDATIONS FOR PROCEDURAL CHANGES</td>
<td>1-1-1</td>
</tr>
<tr>
<td>1-1-9. PROCEDURAL LETTERS OF AGREEMENT</td>
<td>1-1-2</td>
</tr>
<tr>
<td>1-1-10. CONSTRAINTS GOVERNING SUPPLEMENTS AND PROCEDURAL DEVIATIONS</td>
<td>1-1-2</td>
</tr>
<tr>
<td>1-1-11. SAFETY MANAGEMENT SYSTEM (SMS)</td>
<td>1-1-2</td>
</tr>
<tr>
<td>1-1-12. REFERENCES TO FAA NON-AIR TRAFFIC ORGANIZATIONS</td>
<td>1-1-2</td>
</tr>
<tr>
<td>1-1-13. DISTRIBUTION</td>
<td>1-1-2</td>
</tr>
</tbody>
</table>

### Section 2. Terms of Reference

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2-1. WORD MEANINGS</td>
<td>1-2-1</td>
</tr>
<tr>
<td>1-2-2. COURSE DEFINITIONS</td>
<td>1-2-2</td>
</tr>
<tr>
<td>1-2-3. NOTES</td>
<td>1-2-2</td>
</tr>
<tr>
<td>1-2-4. REFERENCES</td>
<td>1-2-3</td>
</tr>
<tr>
<td>1-2-5. ANNOTATIONS</td>
<td>1-2-3</td>
</tr>
<tr>
<td>1-2-6. ABBREVIATIONS</td>
<td>1-2-3</td>
</tr>
</tbody>
</table>

## Chapter 2. General Control

### Section 1. General

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1-1. ATC SERVICE</td>
<td>2-1-1</td>
</tr>
<tr>
<td>2-1-2. DUTY PRIORITY</td>
<td>2-1-1</td>
</tr>
<tr>
<td>2-1-3. PROCEDURAL PREFERENCE</td>
<td>2-1-1</td>
</tr>
<tr>
<td>2-1-4. OPERATIONAL PRIORITY</td>
<td>2-1-2</td>
</tr>
<tr>
<td>2-1-5. EXPEDITIOUS COMPLIANCE</td>
<td>2-1-3</td>
</tr>
<tr>
<td>2-1-6. SAFETY ALERT</td>
<td>2-1-3</td>
</tr>
<tr>
<td>2-1-7. INFLIGHT EQUIPMENT MALFUNCTIONS</td>
<td>2-1-4</td>
</tr>
<tr>
<td>2-1-8. MINIMUM FUEL</td>
<td>2-1-4</td>
</tr>
<tr>
<td>2-1-9. REPORTING ESSENTIAL FLIGHT INFORMATION</td>
<td>2-1-4</td>
</tr>
<tr>
<td>2-1-10. NAVIAD MALFUNCTIONS</td>
<td>2-1-5</td>
</tr>
<tr>
<td>2-1-11. USE OF MARSA</td>
<td>2-1-5</td>
</tr>
<tr>
<td>2-1-12. MILITARY PROCEDURES</td>
<td>2-1-6</td>
</tr>
<tr>
<td>2-1-13. FORMATION FLIGHTS</td>
<td>2-1-6</td>
</tr>
<tr>
<td>2-1-14. COORDINATE USE OF AIRSPACE</td>
<td>2-1-7</td>
</tr>
<tr>
<td>2-1-15. CONTROL TRANSFER</td>
<td>2-1-7</td>
</tr>
<tr>
<td>2-1-16. SURFACE AREAS</td>
<td>2-1-7</td>
</tr>
<tr>
<td>Paragraph</td>
<td>Page</td>
</tr>
<tr>
<td>-----------</td>
<td>------</td>
</tr>
<tr>
<td>2-1-17. RADIO COMMUNICATIONS</td>
<td>2-1-7</td>
</tr>
<tr>
<td>2-1-18. OPERATIONAL REQUESTS</td>
<td>2-1-9</td>
</tr>
<tr>
<td>2-1-19. WAKE TURBULENCE</td>
<td>2-1-9</td>
</tr>
<tr>
<td>2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES</td>
<td>2-1-9</td>
</tr>
<tr>
<td>2-1-21. TRAFFIC ADVISORIES</td>
<td>2-1-9</td>
</tr>
<tr>
<td>2-1-22. BIRD ACTIVITY INFORMATION</td>
<td>2-1-11</td>
</tr>
<tr>
<td>2-1-23. TRANSFER OF POSITION RESPONSIBILITY</td>
<td>2-1-11</td>
</tr>
<tr>
<td>2-1-24. WHEELS DOWN CHECK</td>
<td>2-1-11</td>
</tr>
<tr>
<td>2-1-25. SUPERVISORY NOTIFICATION</td>
<td>2-1-11</td>
</tr>
<tr>
<td>2-1-26. PILOT DEVIATION NOTIFICATION</td>
<td>2-1-12</td>
</tr>
<tr>
<td>2-1-27. TCAS RESOLUTION ADVISORIES</td>
<td>2-1-12</td>
</tr>
<tr>
<td>2-1-28. RVSM OPERATIONS</td>
<td>2-1-12</td>
</tr>
<tr>
<td>2-1-29. TERRAIN AWARENESS WARNING SYSTEM (TAWS) ALERTS</td>
<td>2-1-13</td>
</tr>
</tbody>
</table>

**Section 2. Flight Plans and Control Information**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-2-1. RECORDING INFORMATION</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-2. FORWARDING INFORMATION</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-3. FORWARDING VFR DATA</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-4. MILITARY DVFR DEPARTURES</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-5. IFR TO VFR FLIGHT PLAN CHANGE</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-6. IFR FLIGHT PROGRESS DATA</td>
<td>2-2-1</td>
</tr>
<tr>
<td>2-2-7. MANUAL INPUT OF COMPUTER-ASSIGNED BEACON CODES</td>
<td>2-2-2</td>
</tr>
<tr>
<td>2-2-8. ALTRV INFORMATION</td>
<td>2-2-2</td>
</tr>
<tr>
<td>2-2-9. COMPUTER MESSAGE VERIFICATION</td>
<td>2-2-2</td>
</tr>
<tr>
<td>2-2-10. TRANSMIT PROPOSED FLIGHT PLAN</td>
<td>2-2-3</td>
</tr>
<tr>
<td>2-2-11. FORWARDING AMENDED AND UTM DATA</td>
<td>2-2-3</td>
</tr>
<tr>
<td>2-2-12. AIRBORNE MILITARY FLIGHTS</td>
<td>2-2-3</td>
</tr>
<tr>
<td>2-2-13. FORWARDING FLIGHT PLAN DATA BETWEEN U.S. ARTCCs AND CANADIAN ACCs</td>
<td>2-2-4</td>
</tr>
<tr>
<td>2-2-14. TELETEYPE FLIGHT DATA FORMAT- U.S. ARTCCs – CANADIAN ACCs</td>
<td>2-2-4</td>
</tr>
<tr>
<td>2-2-15. NORTH AMERICAN ROUTE PROGRAM (NRP) INFORMATION</td>
<td>2-2-5</td>
</tr>
</tbody>
</table>

**Section 3. Flight Progress Strips**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3-1. GENERAL</td>
<td>2-3-1</td>
</tr>
<tr>
<td>2-3-2. EN ROUTE DATA ENTRIES</td>
<td>2-3-3</td>
</tr>
<tr>
<td>2-3-3. OCEANIC DATA ENTRIES</td>
<td>2-3-5</td>
</tr>
<tr>
<td>2-3-4. TERMINAL DATA ENTRIES</td>
<td>2-3-6</td>
</tr>
<tr>
<td>2-3-5. AIRCRAFT IDENTITY</td>
<td>2-3-9</td>
</tr>
<tr>
<td>2-3-6. AIRCRAFT TYPE</td>
<td>2-3-10</td>
</tr>
<tr>
<td>2-3-7. USAF/USN UNDERGRADUATE PILOTS</td>
<td>2-3-10</td>
</tr>
<tr>
<td>2-3-8. AIRCRAFT EQUIPMENT SUFFIX</td>
<td>2-3-10</td>
</tr>
<tr>
<td>2-3-9. CLEARANCE STATUS</td>
<td>2-3-10</td>
</tr>
<tr>
<td>2-3-10. CONTROL SYMBOLOGY</td>
<td>2-3-12</td>
</tr>
</tbody>
</table>

**Section 4. Radio and Interphone Communications**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-4-1. RADIO COMMUNICATIONS</td>
<td>2-4-1</td>
</tr>
<tr>
<td>2-4-2. MONITORING</td>
<td>2-4-1</td>
</tr>
<tr>
<td>2-4-3. PILOT ACKNOWLEDGMENT/READ BACK</td>
<td>2-4-1</td>
</tr>
<tr>
<td>2-4-4. AUTHORIZED INTERRUPTIONS</td>
<td>2-4-1</td>
</tr>
</tbody>
</table>
Table of Contents

Paragraph Page

2-4-5. AUTHORIZED TRANSMISSIONS ................................. 2-4-1
2-4-6. FALSE OR DECEPTIVE COMMUNICATIONS ...................... 2-4-1
2-4-7. AUTHORIZED RELAYS ........................................... 2-4-2
2-4-8. RADIO MESSAGE FORMAT ....................................... 2-4-2
2-4-9. ABBREVIATED TRANSMISSIONS ............................... 2-4-2
2-4-10. INTERPHONE TRANSMISSION PRIORITIES ..................... 2-4-2
2-4-11. PRIORITY INTERRUPTION ....................................... 2-4-2
2-4-12. INTERPHONE MESSAGE FORMAT ............................... 2-4-3
2-4-13. INTERPHONE MESSAGE TERMINATION .......................... 2-4-4
2-4-14. WORDS AND PHRASES ......................................... 2-4-4
2-4-15. EMPHASIS FOR CLARITY ....................................... 2-4-4
2-4-16. ICAO PHONETICS .............................................. 2-4-5
2-4-17. NUMBERS USAGE ............................................... 2-4-5
2-4-18. NUMBER CLARIFICATION ...................................... 2-4-7
2-4-19. FACILITY IDENTIFICATION .................................... 2-4-8
2-4-20. AIRCRAFT IDENTIFICATION .................................... 2-4-8
2-4-21. DESCRIPTION OF AIRCRAFT TYPES ............................ 2-4-11
2-4-22. AIRSPACE CLASSES ........................................... 2-4-11

Section 5. Route and NAVAID Description

2-5-1. AIR TRAFFIC SERVICE (ATS) ROUTES .......................... 2-5-1
2-5-2. NAVAID TERMS .................................................. 2-5-1
2-5-3. NAVAID FIXES .................................................. 2-5-2

Section 6. Weather Information

2-6-1. FAMILIARIZATION ............................................... 2-6-1
2-6-2. HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS) 2-6-1
2-6-3. PIREP INFORMATION ........................................... 2-6-1
2-6-4. WEATHER AND CHAFF SERVICES .............................. 2-6-2
2-6-5. CALM WIND CONDITIONS ...................................... 2-6-4
2-6-6. REPORTING WEATHER CONDITIONS ............................ 2-6-4
2-6-7. DISSEMINATING WEATHER INFORMATION ..................... 2-6-4

Section 7. Altimeter Settings

2-7-1. CURRENT SETTINGS ............................................ 2-7-1
2-7-2. Altimeter Setting Issuance Below Lowest Usable FL .................. 2-7-1

Section 8. Runway Visibility Reporting– Terminal

2-8-1. FURNISH RVR/RVV VALUES ...................................... 2-8-1
2-8-2. ARRIVAL/DEPARTURE RUNWAY VISIBILITY .................... 2-8-1
2-8-3. TERMINOLOGY .................................................. 2-8-1

Section 9. Automatic Terminal Information Service Procedures

2-9-1. APPLICATION .................................................. 2-9-1
2-9-2. OPERATING PROCEDURES ...................................... 2-9-1
2-9-3. CONTENT ..................................................... 2-9-2

Section 10. Team Position Responsibilities

2-10-1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES .......... 2-10-1
Chapter 3. Airport Traffic Control—Terminal

Section 1. General

3-1-1. PROVIDE SERVICE .................................................. 3-1-1
3-1-2. PREVENTIVE CONTROL .............................................. 3-1-1
3-1-3. USE OF ACTIVE RUNWAYS ........................................... 3-1-1
3-1-4. COORDINATION BETWEEN LOCAL AND GROUND CONTROLLERS ........ 3-1-2
3-1-5. VEHICLES/EQUIPMENT/PERSONNEL ON RUNWAYS ..................... 3-1-2
3-1-6. TRAFFIC INFORMATION ............................................... 3-1-2
3-1-7. POSITION DETERMINATION .......................................... 3-1-2
3-1-8. LOW LEVEL WIND SHEAR/MICROBURST ADVISORIES ..................... 3-1-3
3-1-9. USE OF TOWER RADAR DISPLAYS .................................... 3-1-4
3-1-10. OBSERVED ABNORMALITIES ......................................... 3-1-5
3-1-11. SURFACE AREA RESTRICTIONS ...................................... 3-1-5
3-1-12. VISUALLY SCANNING RUNWAYS .................................... 3-1-5
3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS .......................... 3-1-5
3-1-14. GROUND OPERATIONS WHEN VOLCANIC ASH IS PRESENT ............. 3-1-6
3-1-15. GROUND OPERATIONS RELATED TO THREE-HOUR TARMAC RULE ..... 3-1-6

Section 2. Visual Signals

3-2-1. LIGHT SIGNALS .......................................................... 3-2-1
3-2-2. WARNING SIGNAL ..................................................... 3-2-1
3-2-3. RECEIVER-ONLY ACKNOWLEDGMENT .................................. 3-2-1

Section 3. Airport Conditions

3-3-1. LANDING AREA CONDITION .......................................... 3-3-1
3-3-2. CLOSED/UNSAFE RUNWAY INFORMATION ................................ 3-3-1
3-3-3. TIMELY INFORMATION ................................................ 3-3-1
3-3-4. BRAKING ACTION ..................................................... 3-3-2
3-3-5. BRAKING ACTION ADVISORIES ...................................... 3-3-2
3-3-6. ARRESTING SYSTEM OPERATION ...................................... 3-3-3
3-3-7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT ...................... 3-3-4

Section 4. Airport Lighting

3-4-1. EMERGENCY LIGHTING .................................................. 3-4-1
3-4-2. RUNWAY END IDENTIFIER LIGHTS ..................................... 3-4-1
3-4-3. VISUAL APPROACH SLOPE INDICATORS (VASI) .......................... 3-4-1
3-4-4. PRECISION APPROACH PATH INDICATORS (PAPI) ......................... 3-4-1
3-4-5. APPROACH LIGHTS .................................................... 3-4-2
3-4-6. ALS INTENSITY SETTINGS ............................................. 3-4-2
3-4-7. SEQUENCED FLASHING LIGHTS (SFL) .................................. 3-4-2
3-4-8. MALSR/ODALS ....................................................... 3-4-2
3-4-9. ALSF-2/SSALR ....................................................... 3-4-3
3-4-10. RUNWAY EDGE LIGHTS ............................................... 3-4-3
3-4-11. HIGH INTENSITY RUNWAY, RUNWAY CENTERLINE, AND TOUCHDOWN ZONE LIGHTS .................................................. 3-4-4
<table>
<thead>
<tr>
<th>Table of Contents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paragraph</td>
</tr>
<tr>
<td>3-4-12. HIRL ASSOCIATED WITH MALSR</td>
</tr>
<tr>
<td>3-4-13. HIRL CHANGES AFFECTING RVR</td>
</tr>
<tr>
<td>3-4-14. MEDIUM INTENSITY RUNWAY LIGHTS</td>
</tr>
<tr>
<td>3-4-15. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHT OPERATION</td>
</tr>
<tr>
<td>3-4-16. HIGH SPEED TURNOFF LIGHTS</td>
</tr>
<tr>
<td>3-4-17. TAXIWAY LIGHTS</td>
</tr>
<tr>
<td>3-4-18. OBSTRUCTION LIGHTS</td>
</tr>
<tr>
<td>3-4-19. Rotating Beacon</td>
</tr>
<tr>
<td>3-5-1. SELECTION</td>
</tr>
<tr>
<td>3-5-2. STOL RUNWAYS</td>
</tr>
<tr>
<td>3-5-3. TAILWIND COMPONENTS</td>
</tr>
<tr>
<td>3-6-1. EQUIPMENT USAGE</td>
</tr>
<tr>
<td>3-6-2. IDENTIFICATION</td>
</tr>
<tr>
<td>3-6-3. INFORMATION USAGE</td>
</tr>
<tr>
<td>3-6-4. SAFETY LOGIC ALERT RESPONSES</td>
</tr>
<tr>
<td>3-6-5. RADAR–ONLY MODE</td>
</tr>
<tr>
<td>3-7-1. GROUND TRAFFIC MOVEMENT</td>
</tr>
<tr>
<td>3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS</td>
</tr>
<tr>
<td>3-7-3. GROUND OPERATIONS</td>
</tr>
<tr>
<td>3-7-4. RUNWAY PROXIMITY</td>
</tr>
<tr>
<td>3-7-5. PRECISION APPROACH CRITICAL AREA</td>
</tr>
<tr>
<td>3-7-6. PRECISION OBSTACLE FREE ZONE (POFZ) AND FINAL APPROACH OBSTACLE CLEARANCE SURFACES (OCS)</td>
</tr>
<tr>
<td>3-8-1. SEQUENCE/SPACING APPLICATION</td>
</tr>
<tr>
<td>3-8-2. TOUCH-AND-GO OR STOP-AND-GO OR LOW APPROACH</td>
</tr>
<tr>
<td>3-8-3. SIMULTANEOUS SAME DIRECTION OPERATION</td>
</tr>
<tr>
<td>3-8-4. SIMULTANEOUS OPPOSITE DIRECTION OPERATION</td>
</tr>
<tr>
<td>3-9-1. DEPARTURE INFORMATION</td>
</tr>
<tr>
<td>3-9-2. DEPARTURE DELAY INFORMATION</td>
</tr>
<tr>
<td>3-9-3. DEPARTURE CONTROL INSTRUCTIONS</td>
</tr>
<tr>
<td>3-9-4. LINE UP AND WAIT (LUAW)</td>
</tr>
<tr>
<td>3-9-5. ANTICIPATING SEPARATION</td>
</tr>
<tr>
<td>3-9-6. SAME RUNWAY SEPARATION</td>
</tr>
<tr>
<td>3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES</td>
</tr>
<tr>
<td>3-9-8. INTERSECTING RUNWAY SEPARATION</td>
</tr>
<tr>
<td>3-9-9. TAKEOFF CLEARANCE</td>
</tr>
<tr>
<td>3-9-10. CANCELLATION OF TAKEOFF CLEARANCE</td>
</tr>
<tr>
<td>3-10-1. LANDING INFORMATION</td>
</tr>
<tr>
<td>Paragraph</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>3-10-2. FORWARDING APPROACH INFORMATION BY NONAPPROACH CONTROL</td>
</tr>
<tr>
<td>FACILITIES</td>
</tr>
<tr>
<td>3-10-3. SAME RUNWAY SEPARATION</td>
</tr>
<tr>
<td>3-10-4. INTERSECTING RUNWAY SEPARATION</td>
</tr>
<tr>
<td>3-10-5. LANDING CLEARANCE</td>
</tr>
<tr>
<td>3-10-6. ANTICIPATING SEPARATION</td>
</tr>
<tr>
<td>3-10-7. LANDING CLEARANCE WITHOUT VISUAL OBSERVATION</td>
</tr>
<tr>
<td>3-10-8. WITHHOLDING LANDING CLEARANCE</td>
</tr>
<tr>
<td>3-10-9. RUNWAY EXITING</td>
</tr>
<tr>
<td>3-10-10. ALTITUDE RESTRICTED LOW APPROACH</td>
</tr>
<tr>
<td>3-10-11. CLOSED TRAFFIC</td>
</tr>
<tr>
<td>3-10-12. OVERHEAD MANEUVER</td>
</tr>
<tr>
<td>3-10-13. SIMULATED FLAMEOUT (SFO) APPROACHES/EMERGENCY LANDING PATTERN</td>
</tr>
<tr>
<td>(ELP) OPERATIONS/PRINCIPAL PRECAUTIONAL APPROACHES</td>
</tr>
</tbody>
</table>

Section 11. Helicopter Operations

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-11-1. TAXI AND GROUND MOVEMENT OPERATION</td>
<td>3-11-1</td>
</tr>
<tr>
<td>3-11-2. HELICOPTER TAKEOFF CLEARANCE</td>
<td>3-11-1</td>
</tr>
<tr>
<td>3-11-3. HELICOPTER DEPARTURE SEPARATION</td>
<td>3-11-2</td>
</tr>
<tr>
<td>3-11-4. HELICOPTER ARRIVAL SEPARATION</td>
<td>3-11-3</td>
</tr>
<tr>
<td>3-11-5. SIMULTANEOUS LANDINGS OR TAKEOFFS</td>
<td>3-11-3</td>
</tr>
<tr>
<td>3-11-6. HELICOPTER LANDING CLEARANCE</td>
<td>3-11-4</td>
</tr>
</tbody>
</table>

Section 12. Sea Lane Operations

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-12-1. APPLICATION</td>
<td>3-12-1</td>
</tr>
<tr>
<td>3-12-2. DEPARTURE SEPARATION</td>
<td>3-12-1</td>
</tr>
<tr>
<td>3-12-3. ARRIVAL SEPARATION</td>
<td>3-12-1</td>
</tr>
</tbody>
</table>

Chapter 4. IFR

Section 1. NAVAID Use Limitations

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-1-1. ALTITUDE AND DISTANCE LIMITATIONS</td>
<td>4-1-1</td>
</tr>
<tr>
<td>4-1-2. EXCEPTIONS</td>
<td>4-1-2</td>
</tr>
<tr>
<td>4-1-3. CROSSING ALTITUDE</td>
<td>4-1-2</td>
</tr>
<tr>
<td>4-1-4. VFR-ON-TOP</td>
<td>4-1-2</td>
</tr>
<tr>
<td>4-1-5. FIX USE</td>
<td>4-1-2</td>
</tr>
</tbody>
</table>

Section 2. Clearances

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-2-1. CLEARANCE ITEMS</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-2. CLEARANCE PREFIX</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-3. DELIVERY INSTRUCTIONS</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-4. CLEARANCE RELAY</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-5. ROUTE OR ALTITUDE AMENDMENTS</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-6. THROUGH CLEARANCES</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-7. ALTRV CLEARANCE</td>
<td>4-2-1</td>
</tr>
<tr>
<td>4-2-8. IFR-VFR AND VFR-IFR FLIGHTS</td>
<td>4-2-3</td>
</tr>
<tr>
<td>4-2-9. CLEARANCE ITEMS</td>
<td>4-2-3</td>
</tr>
</tbody>
</table>

Section 3. Departure Procedures

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-3-1. DEPARTURE TERMINOLOGY</td>
<td>4-3-1</td>
</tr>
<tr>
<td>Paragraph</td>
<td>Page</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>4-3-2. DEPARTURE CLEARANCES</td>
<td>4-3-1</td>
</tr>
<tr>
<td>4-3-3. ABBREVIATED DEPARTURE CLEARANCE</td>
<td>4-3-3</td>
</tr>
<tr>
<td>4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES</td>
<td>4-3-5</td>
</tr>
<tr>
<td>4-3-5. GROUND STOP</td>
<td>4-3-5</td>
</tr>
<tr>
<td>4-3-6. DELAY SEQUENCING</td>
<td>4-3-6</td>
</tr>
<tr>
<td>4-3-7. FORWARD DEPARTURE DELAY INFORMATION</td>
<td>4-3-6</td>
</tr>
<tr>
<td>4-3-8. COORDINATION WITH RECEIVING FACILITY</td>
<td>4-3-6</td>
</tr>
<tr>
<td>4-3-9. VFR RELEASE OF IFR DEPARTURE</td>
<td>4-3-7</td>
</tr>
<tr>
<td>4-3-10. FORWARDING DEPARTURE TIMES</td>
<td>4-3-7</td>
</tr>
</tbody>
</table>

Section 4. Route Assignment

| 4-4-1. ROUTE USE                                                         | 4-4-1|
| 4-4-2. ROUTE STRUCTURE TRANSITIONS                                      | 4-4-2|
| 4-4-3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS         | 4-4-2|
| 4-4-4. ALTERNATIVE ROUTES                                               | 4-4-3|
| 4-4-5. CLASS G AIRSPACE                                                | 4-4-3|
| 4-4-6. DIRECT CLEARANCES                                               | 4-4-3|

Section 5. Altitude Assignment and Verification

| 4-5-1. VERTICAL SEPARATION MINIMA                                        | 4-5-1|
| 4-5-2. FLIGHT DIRECTION                                                 | 4-5-1|
| 4-5-3. EXCEPTIONS                                                        | 4-5-1|
| 4-5-4. LOWEST USABLE FLIGHT LEVEL                                       | 4-5-2|
| 4-5-5. ADJUSTED MINIMUM FLIGHT LEVEL                                    | 4-5-2|
| 4-5-6. MINIMUM EN ROUTE ALTITUDES                                       | 4-5-2|
| 4-5-7. ALTITUDE INFORMATION                                              | 4-5-3|
| 4-5-8. ANTICIPATED ALTITUDE CHANGES                                     | 4-5-6|
| 4-5-9. ALTITUDE CONFIRMATION- NONRADAR                                  | 4-5-7|

Section 6. Holding Aircraft

| 4-6-1. CLEARANCE TO HOLDING FIX                                          | 4-6-1|
| 4-6-2. CLEARANCE BEYOND FIX                                              | 4-6-2|
| 4-6-3. DELAYS                                                            | 4-6-2|
| 4-6-4. HOLDING INSTRUCTIONS                                             | 4-6-3|
| 4-6-5. VISUAL HOLDING POINTS                                             | 4-6-3|
| 4-6-6. HOLDING FLIGHT PATH DEVIATION                                     | 4-6-3|
| 4-6-7. UNMONITORED NAVAIDS                                               | 4-6-3|
| 4-6-8. ILS PROTECTION/Critical Areas                                     | 4-6-3|

Section 7. Arrival Procedures

| 4-7-1. CLEARANCE INFORMATION                                            | 4-7-1|
| 4-7-2. ADVANCE DESCENT CLEARANCE                                       | 4-7-1|
| 4-7-3. SINGLE FREQUENCY APPROACHES (SFA)                                | 4-7-1|
| 4-7-4. RADIO FREQUENCY AND RADAR BEACON CHANGES FOR MILITARY AIRCRAFT   | 4-7-2|
| 4-7-5. MILITARY TURBOJET EN ROUTE DESCENT                               | 4-7-2|
| 4-7-6. ARRIVAL INFORMATION                                              | 4-7-3|
| 4-7-7. WEATHER INFORMATION                                              | 4-7-3|
Section 8. Approach Clearance Procedures

4-8-1. APPROACH CLEARANCE ......................................................... 4-8-1
4-8-2. CLEARANCE LIMIT .......................................................... 4-8-5
4-8-3. RELAYED APPROACH CLEARANCE .................................... 4-8-5
4-8-4. ALTITUDE ASSIGNMENT FOR MILITARY HIGH ALTITUDE INSTRUMENT APPROACHES .............................................. 4-8-5
4-8-5. SPECIFYING ALTITUDE ....................................................... 4-8-5
4-8-6. CIRCLING APPROACH ....................................................... 4-8-5
4-8-7. SIDE-STEP MANEUVER ..................................................... 4-8-6
4-8-8. COMMUNICATIONS RELEASE ............................................. 4-8-6
4-8-9. MISSED APPROACH .......................................................... 4-8-6
4-8-10. APPROACH INFORMATION ................................................ 4-8-6
4-8-11. PRACTICE APPROACHES .................................................. 4-8-6
4-8-12. LOW APPROACH AND TOUCH-AND-GO ............................. 4-8-7

Chapter 5. Radar

Section 1. General

5-1-1. PRESENTATION AND EQUIPMENT PERFORMANCE .................. 5-1-1
5-1-2. ALIGNMENT ACCURACY CHECK ......................................... 5-1-1
5-1-3. RADAR USE ................................................................. 5-1-1
5-1-4. BEACON RANGE ACCURACY ............................................. 5-1-2
5-1-5. ELECTRONIC ATTACK (EA) ACTIVITY ................................ 5-1-2
5-1-6. SERVICE LIMITATIONS ..................................................... 5-1-3
5-1-7. ELECTRONIC CURSOR ...................................................... 5-1-3
5-1-8. MERGING TARGET PROCEDURES ...................................... 5-1-3
5-1-9. HOLDING PATTERN SURVEILLANCE .................................. 5-1-4
5-1-10. DEVIATION ADVISORIES ................................................ 5-1-4
5-1-11. RADAR FIX POSTING ..................................................... 5-1-4
5-1-12. POSITION REPORTING ................................................... 5-1-4
5-1-13. RADAR SERVICE TERMINATION ....................................... 5-1-4

Section 2. Beacon Systems

5-2-1. ASSIGNMENT CRITERIA ...................................................... 5-2-1
5-2-2. DISCRETE ENVIRONMENT .................................................. 5-2-1
5-2-3. NONDISCRETE ENVIRONMENT .......................................... 5-2-1
5-2-4. MIXED ENVIRONMENT ...................................................... 5-2-1
5-2-5. RADAR BEACON CODE CHANGES ...................................... 5-2-2
5-2-6. FUNCTION CODE ASSIGNMENTS ....................................... 5-2-2
5-2-7. EMERGENCY CODE ASSIGNMENT ...................................... 5-2-3
5-2-8. RADIO FAILURE .............................................................. 5-2-3
5-2-9. VFR CODE ASSIGNMENTS ............................................... 5-2-3
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-2-10. BEACON CODE FOR PRESSURE SUIT FLIGHTS AND FLIGHTS ABOVE FL 600</td>
<td>5-2-4</td>
</tr>
<tr>
<td>5-2-11. AIR DEFENSE EXERCISE BEACON CODE ASSIGNMENT</td>
<td>5-2-4</td>
</tr>
<tr>
<td>5-2-12. STANDBY OR LOW SENSITIVITY OPERATION</td>
<td>5-2-5</td>
</tr>
<tr>
<td>5-2-13. CODE MONITOR</td>
<td>5-2-5</td>
</tr>
<tr>
<td>5-2-14. FAILURE TO DISPLAY ASSIGNED BEACON CODE OR INOPERATIVE/MALFUNCTIONING TRANSPONDER</td>
<td>5-2-5</td>
</tr>
<tr>
<td>5-2-15. INOPERATIVE OR MALFUNCTIONING INTERROGATOR</td>
<td>5-2-6</td>
</tr>
<tr>
<td>5-2-16. FAILED TRANSPONDER IN CLASS A AIRSPACE</td>
<td>5-2-6</td>
</tr>
<tr>
<td>5-2-17. VALIDATION OF MODE C READOUT</td>
<td>5-2-6</td>
</tr>
<tr>
<td>5-2-18. ALTITUDE CONFIRMATION- MODE C</td>
<td>5-2-7</td>
</tr>
<tr>
<td>5-2-19. ALTITUDE CONFIRMATION- NON-MODE C</td>
<td>5-2-7</td>
</tr>
<tr>
<td>5-2-20. AUTOMATIC ALTITUDE REPORTING</td>
<td>5-2-7</td>
</tr>
<tr>
<td>5-2-21. INFLIGHT DEVIATIONS FROM TRANSPONDER/MODE C REQUIREMENTS BETWEEN 10,000 FEET AND 18,000 FEET</td>
<td>5-2-8</td>
</tr>
<tr>
<td>5-2-22. BEACON TERMINATION</td>
<td>5-2-8</td>
</tr>
<tr>
<td>5-2-23. ALTITUDE FILTERS</td>
<td>5-2-8</td>
</tr>
</tbody>
</table>

**Section 3. Radar Identification**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-3-1. APPLICATION</td>
<td>5-3-1</td>
</tr>
<tr>
<td>5-3-2. PRIMARY RADAR IDENTIFICATION METHODS</td>
<td>5-3-1</td>
</tr>
<tr>
<td>5-3-3. BEACON IDENTIFICATION METHODS</td>
<td>5-3-1</td>
</tr>
<tr>
<td>5-3-4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS</td>
<td>5-3-2</td>
</tr>
<tr>
<td>5-3-5. QUESTIONABLE IDENTIFICATION</td>
<td>5-3-2</td>
</tr>
<tr>
<td>5-3-6. POSITION INFORMATION</td>
<td>5-3-2</td>
</tr>
<tr>
<td>5-3-7. IDENTIFICATION STATUS</td>
<td>5-3-2</td>
</tr>
<tr>
<td>5-3-8. TARGET MARKERS</td>
<td>5-3-3</td>
</tr>
<tr>
<td>5-3-9. TARGET MARKERS</td>
<td>5-3-3</td>
</tr>
</tbody>
</table>

**Section 4. Transfer of Radar Identification**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-4-1. APPLICATION</td>
<td>5-4-1</td>
</tr>
<tr>
<td>5-4-2. TERMS</td>
<td>5-4-1</td>
</tr>
<tr>
<td>5-4-3. METHODS</td>
<td>5-4-1</td>
</tr>
<tr>
<td>5-4-4. TRAFFIC</td>
<td>5-4-2</td>
</tr>
<tr>
<td>5-4-5. TRANSFERRING CONTROLLER HANDOFF</td>
<td>5-4-2</td>
</tr>
<tr>
<td>5-4-6. RECEIVING CONTROLLER HANDOFF</td>
<td>5-4-3</td>
</tr>
<tr>
<td>5-4-7. POINT OUT</td>
<td>5-4-4</td>
</tr>
<tr>
<td>5-4-8. AUTOMATED INFORMATION TRANSFER (AIT)</td>
<td>5-4-5</td>
</tr>
<tr>
<td>5-4-9. INTERFACILITY AUTOMATED INFORMATION TRANSFER</td>
<td>5-4-5</td>
</tr>
<tr>
<td>5-4-10. PREARRANGED COORDINATION</td>
<td>5-4-5</td>
</tr>
<tr>
<td>5-4-11. EN ROUTE FOURTH LINE DATA BLOCK USAGE</td>
<td>5-4-5</td>
</tr>
</tbody>
</table>

**Section 5. Radar Separation**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-5-1. APPLICATION</td>
<td>5-5-1</td>
</tr>
<tr>
<td>5-5-2. TARGET SEPARATION</td>
<td>5-5-1</td>
</tr>
<tr>
<td>5-5-3. TARGET RESOLUTION</td>
<td>5-5-1</td>
</tr>
<tr>
<td>5-5-4. MINIMA</td>
<td>5-5-2</td>
</tr>
<tr>
<td>5-5-5. VERTICAL APPLICATION</td>
<td>5-5-3</td>
</tr>
<tr>
<td>5-5-6. EXCEPTIONS</td>
<td>5-5-4</td>
</tr>
<tr>
<td>5-5-7. PASSING OR DIVERGING</td>
<td>5-5-4</td>
</tr>
</tbody>
</table>
Section 6. Vectoring

5-6-1. APPLICATION .......................................................... 5-6-1
5-6-2. METHODS .............................................................. 5-6-1
5-6-3. VECTORS BELOW MINIMUM ALTITUDE ....................... 5-6-2

Section 7. Speed Adjustment

5-7-1. APPLICATION .......................................................... 5-7-1
5-7-2. METHODS .............................................................. 5-7-2
5-7-3. MINIMA ................................................................. 5-7-3
5-7-4. TERMINATION .......................................................... 5-7-3

Section 8. Radar Departures

5-8-1. PROCEDURES .......................................................... 5-8-1
5-8-2. INITIAL HEADING .................................................... 5-8-1
5-8-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES .............. 5-8-1
5-8-4. DEPARTURE AND ARRIVAL ........................................ 5-8-3
5-8-5. DEPARTURES AND ARRIVALS ON PARALLEL OR NONINTERSECTING DIVERGING RUNWAYS .......................... 5-8-3

Section 9. Radar Arrivals

5-9-1. VECTORS TO FINAL APPROACH COURSE ...................... 5-9-1
5-9-2. FINAL APPROACH COURSE INTERCEPTION .................... 5-9-1
5-9-3. VECTORS ACROSS FINAL APPROACH COURSE ................ 5-9-2
5-9-4. ARRIVAL INSTRUCTIONS ........................................... 5-9-2
5-9-5. APPROACH SEPARATION RESPONSIBILITY ...................... 5-9-5
5-9-6. PARALLEL DEPENDENT ILS/MLS APPROACHES ............... 5-9-7
5-9-7. SIMULTANEOUS INDEPENDENT ILS/MLS APPROACHES– DUAL & TRIPLE ...................................................... 5-9-8
5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES– HIGH UPDATE RADAR ........................................ 5-9-9
5-9-9. SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)– HIGH UPDATE RADAR ........................................ 5-9-11

Section 10. Radar Approaches– Terminal

5-10-1. APPLICATION .......................................................... 5-10-1
5-10-2. APPROACH INFORMATION ........................................ 5-10-1
5-10-3. NO-GYRO APPROACH .............................................. 5-10-2
5-10-4. LOST COMMUNICATIONS ........................................... 5-10-2
5-10-5. RADAR CONTACT LOST ............................................ 5-10-3
5-10-6. LANDING CHECK .................................................... 5-10-3
5-10-7. POSITION INFORMATION ........................................... 5-10-3
5-10-8. FINAL CONTROLLER CHANGEOVER ............................ 5-10-3
5-10-9. COMMUNICATIONS CHECK ........................................ 5-10-4
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-10-10. TRANSMISSION ACKNOWLEDGMENT</td>
<td>5-10-4</td>
</tr>
<tr>
<td>5-10-11. MISSED APPROACH</td>
<td>5-10-4</td>
</tr>
<tr>
<td>5-10-12. LOW APPROACH AND TOUCH-AND-GO</td>
<td>5-10-4</td>
</tr>
<tr>
<td>5-10-13. TOWER CLEARANCE</td>
<td>5-10-4</td>
</tr>
<tr>
<td>5-10-14. FINAL APPROACH ABNORMALITIES</td>
<td>5-10-5</td>
</tr>
<tr>
<td>5-10-15. MILITARY SINGLE FREQUENCY APPROACHES</td>
<td>5-10-5</td>
</tr>
</tbody>
</table>

**Section 11. Surveillance Approaches- Terminal**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-11-1. ALTITUDE INFORMATION</td>
<td>5-11-1</td>
</tr>
<tr>
<td>5-11-2. VISUAL REFERENCE REPORT</td>
<td>5-11-1</td>
</tr>
<tr>
<td>5-11-3. DESCENT NOTIFICATION</td>
<td>5-11-1</td>
</tr>
<tr>
<td>5-11-4. DESCENT INSTRUCTIONS</td>
<td>5-11-1</td>
</tr>
<tr>
<td>5-11-5. FINAL APPROACH GUIDANCE</td>
<td>5-11-1</td>
</tr>
<tr>
<td>5-11-6. APPROACH GUIDANCE TERMINATION</td>
<td>5-11-2</td>
</tr>
</tbody>
</table>

**Section 12. PAR Approaches- Terminal**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-12-1. GLIDEPATH NOTIFICATION</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-2. DECISION HEIGHT (DH) NOTIFICATION</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-3. DESCENT INSTRUCTION</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-4. GLIDEPATH AND COURSE INFORMATION</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-5. DISTANCE FROM TOUCHDOWN</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-6. DECISION HEIGHT</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-7. POSITION ADVISORIES</td>
<td>5-12-1</td>
</tr>
<tr>
<td>5-12-8. APPROACH GUIDANCE TERMINATION</td>
<td>5-12-2</td>
</tr>
<tr>
<td>5-12-9. COMMUNICATION TRANSFER</td>
<td>5-12-2</td>
</tr>
<tr>
<td>5-12-10. ELEVATION FAILURE</td>
<td>5-12-2</td>
</tr>
<tr>
<td>5-12-11. SURVEILLANCE UNUSABLE</td>
<td>5-12-3</td>
</tr>
</tbody>
</table>

**Section 13. Use of PAR for Approach Monitoring- Terminal**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-13-1. MONITOR ON PAR EQUIPMENT</td>
<td>5-13-1</td>
</tr>
<tr>
<td>5-13-2. MONITOR AVAILABILITY</td>
<td>5-13-1</td>
</tr>
<tr>
<td>5-13-3. MONITOR INFORMATION</td>
<td>5-13-1</td>
</tr>
</tbody>
</table>

**Section 14. Automation- En Route**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-14-1. CONFLICT ALERT (CA) AND MODE C INTRUDER (MCI) ALERT</td>
<td>5-14-1</td>
</tr>
<tr>
<td>5-14-2. EN ROUTE MINIMUM SAFE ALTITUDE WARNING (E-MSAW)</td>
<td>5-14-1</td>
</tr>
<tr>
<td>5-14-3. COMPUTER ENTRY OF ASSIGNED ALTITUDE</td>
<td>5-14-2</td>
</tr>
<tr>
<td>5-14-4. ENTRY OF REPORTED ALTITUDE</td>
<td>5-14-2</td>
</tr>
<tr>
<td>5-14-5. SELECTED ALTITUDE LIMITS</td>
<td>5-14-2</td>
</tr>
<tr>
<td>5-14-6. SECTOR ELIGIBILITY</td>
<td>5-14-2</td>
</tr>
<tr>
<td>5-14-7. COAST TRACKS</td>
<td>5-14-2</td>
</tr>
<tr>
<td>5-14-8. CONTROLLER INITIATED COAST TRACKS</td>
<td>5-14-2</td>
</tr>
</tbody>
</table>

**Section 15. Automated Radar Terminal Systems (ARTS)- Terminal**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-15-1. APPLICATION</td>
<td>5-15-1</td>
</tr>
<tr>
<td>5-15-2. RESPONSIBILITY</td>
<td>5-15-1</td>
</tr>
<tr>
<td>5-15-3. FUNCTIONAL USE</td>
<td>5-15-1</td>
</tr>
<tr>
<td>5-15-4. SYSTEM REQUIREMENTS</td>
<td>5-15-1</td>
</tr>
<tr>
<td>5-15-5. INFORMATION DISPLAYED</td>
<td>5-15-1</td>
</tr>
</tbody>
</table>
Table of Contents

Paragraph Page
5-15-6. CA/MCI ........................................................ 5-15-2
5-15-7. INHIBITING MINIMUM SAFE ALTITUDE WARNING (MSAW) ........ 5-15-2

Section 16. TPX-42- Terminal
5-16-1. APPLICATION .................................................. 5-16-1
5-16-2. RESPONSIBILITY ............................................... 5-16-1
5-16-3. FUNCTIONAL USE ............................................ 5-16-1
5-16-4. SYSTEM REQUIREMENTS ................................. 5-16-1
5-16-5. INFORMATION DISPLAYED ............................... 5-16-1
5-16-6. INHIBITING LOW ALTITUDE ALERT SYSTEM (LAAS) ......... 5-16-1

Chapter 6. Nonradar

Section 1. General
6-1-1. DISTANCE ....................................................... 6-1-1
6-1-2. NONRECEIPT OF POSITION REPORT ...................... 6-1-1
6-1-3. DUPLICATE POSITION REPORTS ............................ 6-1-1
6-1-4. ADJACENT AIRPORT OPERATION ........................... 6-1-1
6-1-5. ARRIVAL MINIMA ............................................. 6-1-1

Section 2. Initial Separation of Successive Departing Aircraft
6-2-1. MINIMA ON DIVERGING COURSES .......................... 6-2-1
6-2-2. MINIMA ON SAME COURSE ................................ 6-2-3

Section 3. Initial Separation of Departing and Arriving Aircraft
6-3-1. SEPARATION MINIMA ......................................... 6-3-1

Section 4. Longitudinal Separation
6-4-1. APPLICATION ................................................... 6-4-1
6-4-2. MINIMA ON SAME, CONVERGING, OR CROSSING COURSES ...... 6-4-1
6-4-3. MINIMA ON OPPOSITE COURSES .......................... 6-4-5
6-4-4. SEPARATION BY PILOTS ..................................... 6-4-6
6-4-5. RNAV AIRCRAFT ALONG VOR AIRWAYS/ROUTES .......... 6-4-6

Section 5. Lateral Separation
6-5-1. SEPARATION METHODS ....................................... 6-5-1
6-5-2. MINIMA ON DIVERGING RADIALS .......................... 6-5-1
6-5-3. DME ARC MINIMA ............................................ 6-5-2
6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES . 6-5-2
6-5-5. RNAV MINIMA- DIVERGING/CROSSING COURSES ............ 6-5-4

Section 6. Vertical Separation
6-6-1. APPLICATION ................................................... 6-6-1
6-6-2. EXCEPTIONS .................................................... 6-6-1
6-6-3. SEPARATION BY PILOTS ..................................... 6-6-1

Section 7. Timed Approaches
6-7-1. APPLICATION ................................................... 6-7-1
Chapter 7. Visual

Section 1. General

7-1-1. CLASS A AIRSPACE RESTRICTIONS ........................................ 7-1-1
7-1-2. VFR CONDITIONS .......................................................................... 7-1-1
7-1-3. APPROACH CONTROL SERVICE FOR VFR ARRIVING AIRCRAFT .......... 7-1-1
7-1-4. VISUAL HOLDING OF VFR AIRCRAFT ........................................ 7-1-1

Section 2. Visual Separation

7-2-1. VISUAL SEPARATION ................................................................. 7-2-1

Section 3. VFR-on-top

7-3-1. VFR-ON-TOP ............................................................................. 7-3-1
7-3-2. ALTITUDE FOR DIRECTION OF FLIGHT ..................................... 7-3-2

Section 4. Approaches

7-4-1. VISUAL APPROACH ................................................................. 7-4-1
7-4-2. VECTORS FOR VISUAL APPROACH ........................................ 7-4-1
7-4-3. CLEARANCE FOR VISUAL APPROACH .................................... 7-4-1
7-4-4. APPROACHES TO MULTIPLE RUNWAYS .................................. 7-4-2
7-4-5. CHARTED VISUAL FLIGHT PROCEDURES (CVFP). USA/USN NOT APPLICABLE .................................................... 7-4-3
7-4-6. CONTACT APPROACH ............................................................. 7-4-3

Section 5. Special VFR (SVFR)

7-5-1. AUTHORIZATION ........................................................................... 7-5-1
7-5-2. PRIORITY .................................................................................... 7-5-1
7-5-3. SEPARATION .............................................................................. 7-5-2
7-5-4. ALTITUDE ASSIGNMENT .......................................................... 7-5-2
7-5-5. LOCAL OPERATIONS ................................................................. 7-5-2
7-5-6. CLIMB TO VFR ........................................................................... 7-5-3
7-5-7. GROUND VISIBILITY BELOW ONE MILE .................................. 7-5-3
7-5-8. FLIGHT VISIBILITY BELOW ONE MILE ...................................... 7-5-3

Section 6. Basic Radar Service to VFR Aircraft- Terminal

7-6-1. APPLICATION ............................................................................. 7-6-1
7-6-2. SERVICE AVAILABILITY .......................................................... 7-6-1
7-6-3. INITIAL CONTACT ...................................................................... 7-6-1
7-6-4. IDENTIFICATION ......................................................................... 7-6-1
7-6-5. HOLDING ................................................................................... 7-6-1
7-6-6. APPROACH SEQUENCE ............................................................. 7-6-1
## Paragraphs

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-6-7. SEQUENCING</td>
<td>7-6-1</td>
</tr>
<tr>
<td>7-6-8. CONTROL TRANSFER</td>
<td>7-6-2</td>
</tr>
<tr>
<td>7-6-9. ABANDONED APPROACH</td>
<td>7-6-2</td>
</tr>
<tr>
<td>7-6-10. VFR DEPARTURE INFORMATION</td>
<td>7-6-2</td>
</tr>
<tr>
<td>7-6-11. TERMINATION OF SERVICE</td>
<td>7-6-2</td>
</tr>
<tr>
<td>7-6-12. SERVICE PROVIDED WHEN TOWER IS INOPERATIVE</td>
<td>7-6-3</td>
</tr>
</tbody>
</table>

### Section 7. Terminal Radar Service Area (TRSA) - Terminal

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-7-1. APPLICATION</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-2. ISSUANCE OF EFC</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-3. SEPARATION</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-4. HELICOPTER TRAFFIC</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-5. ALTITUDE ASSIGNMENTS</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-6. APPROACH INTERVAL</td>
<td>7-7-1</td>
</tr>
<tr>
<td>7-7-7. TRSA DEPARTURE INFORMATION</td>
<td>7-7-1</td>
</tr>
</tbody>
</table>

### Section 8. Class C Service - Terminal

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-8-1. APPLICATION</td>
<td>7-8-1</td>
</tr>
<tr>
<td>7-8-2. CLASS C SERVICES</td>
<td>7-8-1</td>
</tr>
<tr>
<td>7-8-3. SEPARATION</td>
<td>7-8-1</td>
</tr>
<tr>
<td>7-8-4. ESTABLISHING TWO-WAY COMMUNICATIONS</td>
<td>7-8-1</td>
</tr>
<tr>
<td>7-8-5. ALTITUDE ASSIGNMENTS</td>
<td>7-8-1</td>
</tr>
<tr>
<td>7-8-6. EXCEPTIONS</td>
<td>7-8-2</td>
</tr>
<tr>
<td>7-8-7. ADJACENT AIRPORT OPERATIONS</td>
<td>7-8-2</td>
</tr>
<tr>
<td>7-8-8. TERMINATION OF SERVICE</td>
<td>7-8-2</td>
</tr>
</tbody>
</table>

### Section 9. Class B Service Area - Terminal

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-9-1. APPLICATION</td>
<td>7-9-1</td>
</tr>
<tr>
<td>7-9-2. VFR AIRCRAFT IN CLASS B AIRSPACE</td>
<td>7-9-1</td>
</tr>
<tr>
<td>7-9-3. METHODS</td>
<td>7-9-1</td>
</tr>
<tr>
<td>7-9-4. SEPARATION</td>
<td>7-9-2</td>
</tr>
<tr>
<td>7-9-5. TRAFFIC ADVISORIES</td>
<td>7-9-2</td>
</tr>
<tr>
<td>7-9-6. HELICOPTER TRAFFIC</td>
<td>7-9-2</td>
</tr>
<tr>
<td>7-9-7. ALTITUDE ASSIGNMENTS</td>
<td>7-9-2</td>
</tr>
<tr>
<td>7-9-8. APPROACH INTERVAL</td>
<td>7-9-2</td>
</tr>
</tbody>
</table>

### Chapter 8. Offshore/Oceanic Procedures

#### Section 1. General

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-1-1. ATC SERVICE</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-2. OPERATIONS IN OFFSHORE AIRSPACE AREAS</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-3. VFR FLIGHT PLANS</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-4. TYPES OF SEPARATION</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-5. ALTITUDE SETTING</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-6. RECEIPT OF POSITION REPORTS</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-7. OCEANIC NAVIGATIONAL ERROR REPORTING (ONER) PROCEDURES</td>
<td>8-1-1</td>
</tr>
<tr>
<td>8-1-8. USE OF CONTROL ESTIMATES</td>
<td>8-1-1</td>
</tr>
</tbody>
</table>

#### Section 2. Coordination

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-2-1. GENERAL</td>
<td>8-2-1</td>
</tr>
<tr>
<td>Paragraph</td>
<td>Page</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>8-2-2. TRANSFER OF CONTROL AND COMMUNICATIONS</td>
<td>8-2-1</td>
</tr>
<tr>
<td>8-2-3. AIR TRAFFIC SERVICES INTERFACILITY DATA COMMUNICATIONS (AIDC)</td>
<td>8-2-1</td>
</tr>
</tbody>
</table>

**Section 3. Longitudinal Separation**

8-3-1. APPLICATION ................................................................. 8-3-1
8-3-2. SEPARATION METHODS ..................................................... 8-3-1
8-3-3. MACH NUMBER TECHNIQUE ................................................. 8-3-2

**Section 4. Lateral Separation**

8-4-1. APPLICATION ................................................................. 8-4-1
8-4-2. SEPARATION METHODS ..................................................... 8-4-1
8-4-3. REDUCTION OF ROUTE PROTECTED AIRSPACE .............................. 8-4-3
8-4-4. TRACK SEPARATION .......................................................... 8-4-4

**Section 5. Offshore/Oceanic Transition Procedures**

8-5-1. ALTITUDE/FLIGHT LEVEL TRANSITION .................................... 8-5-1
8-5-2. COURSE DIVERGENCE ....................................................... 8-5-1
8-5-3. OPPOSITE DIRECTION ...................................................... 8-5-1
8-5-4. SAME DIRECTION ............................................................ 8-5-2

**Section 6. Separation from Airspace Reservations**

8-6-1. TEMPORARY STATIONARY AIRSPACE RESERVATIONS .......................... 8-6-1
8-6-2. REFUSAL OF AVOIDANCE CLEARANCE ..................................... 8-6-1
8-6-3. TEMPORARY MOVING AIRSPACE RESERVATIONS .............................. 8-6-1

**Section 7. North Atlantic ICAO Region**

8-7-1. APPLICATION ................................................................. 8-7-1
8-7-2. VERTICAL SEPARATION ..................................................... 8-7-1
8-7-3. LONGITUDINAL SEPARATION ................................................ 8-7-1
8-7-4. LATERAL SEPARATION ....................................................... 8-7-2
8-7-5. PROCEDURES FOR WEATHER DEVIATIONS IN NORTH ATLANTIC (NAT) AIRSPACE | 8-7-2 |

**Section 8. Caribbean ICAO Region**

8-8-1. APPLICATION ................................................................. 8-8-1
8-8-2. VERTICAL SEPARATION ..................................................... 8-8-1
8-8-3. LONGITUDINAL SEPARATION ................................................ 8-8-1
8-8-4. LATERAL SEPARATION ....................................................... 8-8-2
8-8-5. VFR CLIMB AND DESCENT .................................................. 8-8-2

**Section 9. Pacific ICAO Region**

8-9-1. APPLICATION ................................................................. 8-9-1
8-9-2. VERTICAL SEPARATION ..................................................... 8-9-1
8-9-3. LONGITUDINAL SEPARATION ................................................ 8-9-1
8-9-4. LATERAL SEPARATION ....................................................... 8-9-2
8-9-5. COMPOSITE SEPARATION MINIMA ......................................... 8-9-2
8-9-6. COMPOSITE SEPARATION ALTITUDE ASSIGNMENT .......................... 8-9-2
8-9-7. COMPOSITE SEPARATION APPLICATION ..................................... 8-9-3
Chapter 9. Special Flights

Section 1. General

9-1-1. GENERAL ........................................................................................................... 9-1-1
9-1-2. SPECIAL HANDLING .......................................................................................... 9-1-1
9-1-3. FLIGHT CHECK AIRCRAFT ................................................................................ 9-1-1

Section 2. Special Operations

9-2-1. AIRCRAFT CARRYING DANGEROUS MATERIALS ........................................... 9-2-1
9-2-2. CELESTIAL NAVIGATION TRAINING ............................................................... 9-2-1
9-2-3. DEPARTMENT OF ENERGY (DOE) SPECIAL FLIGHTS .................................. 9-2-1
9-2-4. EXPERIMENTAL AIRCRAFT OPERATIONS .................................................... 9-2-2
9-2-5. FAA RESEARCH AND DEVELOPMENT FLIGHTS ........................................... 9-2-2
9-2-6. FLYNET ............................................................................................................. 9-2-2
9-2-7. IFR MILITARY TRAINING ROUTES .................................................................. 9-2-2
9-2-8. INTERCEPTOR OPERATIONS .......................................................................... 9-2-4
9-2-9. SPECIAL INTEREST SITES .............................................................................. 9-2-4
9-2-10. WASHINGTON, DC, SPECIAL FLIGHT RULES AREA (DC SFRA)/ ATC SECURITY SERVICES .............................................................. 9-2-4
9-2-11. SECURITY NOTICE (SECNOT) ...................................................................... 9-2-5
9-2-12. LAW ENFORCEMENT OPERATIONS BY CIVIL AND MILITARY ORGANIZATIONS ................................................................. 9-2-5
9-2-13. MILITARY AERIAL REFUELING .................................................................. 9-2-6
9-2-14. MILITARY OPERATIONS ABOVE FL 600 ....................................................... 9-2-7
9-2-15. MILITARY SPECIAL USE FREQUENCIES ..................................................... 9-2-8
9-2-16. AVOIDANCE OF AREAS OF NUCLEAR RADIATION .................................... 9-2-8
9-2-17. SAMP ............................................................................................................... 9-2-8
9-2-18. AWACS/NORAD SPECIAL FLIGHTS ............................................................... 9-2-9
9-2-19. WEATHER RECONNAISSANCE FLIGHTS ...................................................... 9-2-9
9-2-20. EVASIVE ACTION MANEUVER .................................................................... 9-2-9
9-2-21. NONSTANDARD FORMATION/CELL OPERATIONS ..................................... 9-2-10
9-2-22. OPEN SKIES TREATY AIRCRAFT ................................................................. 9-2-10

Section 3. Special Use and ATC Assigned Airspace

9-3-1. APPLICATION ..................................................................................................... 9-3-1
9-3-2. SEPARATION MINIMA ....................................................................................... 9-3-1
9-3-3. VFR-ON-TOP .................................................................................................... 9-3-1
9-3-4. TRANSITING ACTIVE SUA/ATCAA ................................................................. 9-3-2

Section 4. Fuel Dumping

9-4-1. INFORMATION REQUIREMENTS ..................................................................... 9-4-1
Section 5. Jettisoning of External Stores

9-5-1. JETTISONING OF EXTERNAL STORES ........................................ 9-5-1

Section 6. Unmanned Free Balloons

9-6-1. APPLICATION ................................................................. 9-6-1
9-6-2. DERELICT BALLOONS ..................................................... 9-6-2

Section 7. Parachute Operations

9-7-1. COORDINATION .............................................................. 9-7-1
9-7-2. CLASS A, CLASS B, AND CLASS C AIRSPACE ......................... 9-7-1
9-7-3. CLASS D AIRSPACE ......................................................... 9-7-1
9-7-4. OTHER CONTROL AIRSPACE ........................................... 9-7-1

Section 8. Unidentified Flying Object (UFO) Reports

9-8-1. GENERAL ................................................................. 9-8-1

Chapter 10. Emergencies

Section 1. General

10-1-1. EMERGENCY DETERMINATIONS ........................................ 10-1-1
10-1-2. OBTAINING INFORMATION .............................................. 10-1-1
10-1-3. PROVIDING ASSISTANCE .................................................. 10-1-1
10-1-4. RESPONSIBILITY ............................................................. 10-1-1
10-1-5. COORDINATION .............................................................. 10-1-2
10-1-6. AIRPORT GROUND EMERGENCY ....................................... 10-1-2
10-1-7. INFLIGHT EMERGENCIES INVOLVING MILITARY FIGHTER-TYPE AIRCRAFT .................................................. 10-1-2

Section 2. Emergency Assistance

10-2-1. INFORMATION REQUIREMENTS .......................................... 10-2-1
10-2-2. FREQUENCY CHANGES ................................................... 10-2-1
10-2-3. AIRCRAFT ORIENTATION ................................................ 10-2-1
10-2-4. ALTITUDE CHANGE FOR IMPROVED RECEPTION .................... 10-2-1
10-2-5. EMERGENCY SITUATIONS ................................................ 10-2-1
10-2-6. HIJACKED AIRCRAFT ....................................................... 10-2-2
10-2-7. VFR AIRCRAFT IN WEATHER DIFFICULTY ............................. 10-2-2
10-2-8. RADAR ASSISTANCE TO VFR AIRCRAFT IN WEATHER DIFFICULTY .................................................. 10-2-2
10-2-9. RADAR ASSISTANCE TECHNIQUES .................................... 10-2-3
10-2-10. EMERGENCY LOCATOR TRANSMITTER (ELT) SIGNALS ........... 10-2-3
10-2-11. AIRCRAFT BOMB THREATS .......................................... 10-2-4
10-2-12. EXPLOSIVE DETECTION K-9 TEAMS ................................... 10-2-5
10-2-13. MANPADS ALERT .......................................................... 10-2-5
10-2-14. UNAUTHORIZED LASER ILLUMINATION OF AIRCRAFT .......... 10-2-6


Chapter 13. Decision Support Tools

Section 1. User Request Evaluation Tool (URET) - En Route

13–1–1. DESCRIPTION ................................................................. 13–1–1
13–1–2. CONFLICT DETECTION AND RESOLUTION .......................... 13–1–1
13–1–3. TRIAL PLANNING ........................................................... 13–1–1
13–1–4. URET-BASED CLEARANCES .......................................... 13–1–1
13–1–5. THE AIRCRAFT LIST (ACL), DEPARTURE LIST (DL) AND FLIGHT DATA MANAGEMENT .................................................. 13–1–1
13–1–6. MANUAL COORDINATION AND THE URET COORDINATION MENU ................................................................. 13–1–1
13–1–7. HOLDING .................................................................. 13–1–2
13–1–8. RECORDING OF CONTROL DATA .................................... 13–1–2
13–1–9. ACKNOWLEDGEMENT OF AUTOMATED NOTIFICATION .......... 13–1–5
13–1–10. CURRENCY OF TRAJECTORY INFORMATION .................... 13–1–5
13–1–11. DELAY REPORTING ....................................................... 13–1–5
13–1–12. OVERDUE AIRCRAFT .................................................... 13–1–5
13–1–13. USE OF GRAPHICS PLAN DISPLAY (GPD) ....................... 13–1–6
13–1–14. FORECAST WINDS ....................................................... 13–1–6
13–1–15. INTERFACILITY CONNECTIVITY .................................... 13–1–6
13–1–16. PRIMARY HOST OUTAGES ........................................... 13–1–6
13–1–17. URET AIRSPACE CONFIGURATION ELEMENTS .............. 13–1–6

Section 2. Ocean21 - Oceanic

13–2–1. DESCRIPTION ................................................................. 13–2–1
13–2–2. CONFLICT DETECTION AND RESOLUTION .......................... 13–2–1
13–2–3. INFORMATION MANAGEMENT .......................................... 13–2–2
13–2–4. CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC) .... 13–2–3
13–2–5. COORDINATION .............................................................. 13–2–4
13–2–6. TEAM RESPONSIBILITIES - MULTIPLE PERSON OPERATION .... 13–2–4

Appendices

Appendix A. Aircraft Information Fixed-Wing Aircraft .......................... Appendix A–1
Appendix B. Aircraft Information Helicopters/Rotorcrafts .................... Appendix B–1
Appendix C. Aircraft Information Specific Homebuilt/Experimental Aircraft Appendix C–1
Appendix D. Standard Operating Practice (SOP) for the Transfer of Position Responsibility Appendix D–1

PILOT/CONTROLLER GLOSSARY .................................................. PCG–1
INDEX .................................................................................. I–1
Section 7. Taxi and Ground Movement Procedures

3–7–1. GROUND TRAFFIC MOVEMENT

Issue by radio or directional light signals specific instructions which approve or disapprove the movement of aircraft, vehicles, equipment, or personnel on the movement area except where permitted in an LOA.

REFERENCE–
FAA JO 7210.3, Para 4–3–1, Letters of Agreement
FAA JO 7210.3, Para 4–3–2, Appropriate Subjects

a. Do not issue conditional instructions that are dependent upon the movement of an arrival aircraft on or approaching the runway or a departure aircraft established on a takeoff roll. Do not say, “Line up and wait behind landing traffic,” or “Taxi/proceed across Runway Three-Six behind departing/landing Citation.” The above requirements do not preclude issuing instructions to follow an aircraft observed to be operating on the movement area in accordance with an ATC clearance/instruction and in such a manner that the instructions to follow are not ambiguous.

b. Do not issue unconditional instructions when authorizing movement on a runway/taxiway for the purpose of airfield checks or other airport operations. Instructions must ensure positive control with specific instructions to proceed on a runway or movement area, and as necessary, hold short instructions.

REFERENCE–
FAA JO 7110.65, Para 3–1–3, USE OF ACTIVE RUNWAYS
FAA JO 7110.65, Para 3–7–2, TAXI AND GROUND MOVEMENT OPERATIONS

EXAMPLE–
“Airport 1, proceed on Runway 26R, hold short of Runway 18L.”

“(Tower), Airport 1 at taxiway B8, request to inspect Runway 26R.” “Airport 1 proceed as requested, hold short of Runway 18L.”

“Airport 1 proceed on taxi way B, hold short of Runway 18L.”

NOTE–
The following are examples of unconditional instructions and are not approved for use: “THE FIELD IS YOURS,” “CLEARED ON ALL SURFACES,” “THE AIRPORT IS YOURS,” and “PROCEED ON ALL RUNWAYS AND TAXIWAYS.”

c. Do not use the word “cleared” in conjunction with authorization for aircraft to taxi or equipment/vehicle/personnel operations. Use the prefix “taxi,” “proceed,” or “hold,” as appropriate, for aircraft instructions and “proceed” or “hold” for equipment/vehicles/personnel.

d. Intersection departures may be initiated by a controller or a controller may authorize an intersection departure if a pilot requests. Issue the measured distance from the intersection to the runway end rounded “down” to the nearest 50 feet to any pilot who requests and to all military aircraft, unless use of the intersection is covered in appropriate directives.

NOTE–
1. Exceptions are authorized where specific military aircraft routinely make intersection takeoffs and procedures are defined in appropriate directives. The authority exercising operational control of such aircraft ensures that all pilots are thoroughly familiar with these procedures, including the usable runway length from the applicable intersection.

2. Some airports publish “declared distances” for a particular runway. These are published in the Airport Facility Directory (A/FD) or the Aeronautical Information Publication (AIP) and there is no requirement that facility personnel be aware of them. These distances are a means of satisfying airport design criteria and are intended to be used by pilots and/or operators for preflight performance planning only. There are no special markings, signing, or lighting associated with declared distances and they do not limit the actual runway available for use by an aircraft. Therefore, they cannot be used for any air traffic control purpose. If pilots inquire about the existence of declared distances, refer them to the A/FD or AIP.

PHRASEOLOGY–
RUNWAY (number) AT (taxiway designator) INTERSECTION DEPARTURE (remaining length) FEET AVAILABLE.

REFERENCE–
FAA JO 7110.65, Para 3–9–4, Line Up and Wait (LUAW).

3–7–2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance must include the specific route to follow. When a taxi clearance to a runway is
issued to an aircraft, confirm the aircraft has the correct runway assignment.

**NOTE**-
1. A pilot’s read back of taxi instructions with the runway assignment can be considered confirmation of runway assignment.

2. Movement of aircraft or vehicles on nonmovement areas is the responsibility of the pilot, the aircraft operator, or the airport management.

  a. When authorizing an aircraft/vehicle to proceed on the movement area or to any point other than assigned takeoff runway, specify the route/taxi instructions. If it is the intent to hold the aircraft/vehicle short of any given point along the taxi route, issue the route and then state the holding instructions.

**NOTE**-
1. The absence of holding instructions authorizes an aircraft/vehicle to cross all taxiways that intersect the taxi route.

2. Movement of aircraft or vehicles on non-movement areas is the responsibility of the pilot, the aircraft operator, or the airport management.

**PHRASEOLOGY**-

**HOLD POSITION.**

**HOLD FOR (reason)**

**CROSS (runway/taxiway)**

or

**TAXI/CONTINUE TAXIING/PROCEED/VIA (route),**

or

**ON (runway number or taxiways, etc.),**

or

**TO (location),**

or

**(direction),**

or

**ACROSS RUNWAY (number),**

or

**VIA (route), HOLD SHORT OF (location)**

or

**FOLLOW (traffic) (restrictions as necessary)**

or

**BEHIND (traffic).**

**EXAMPLE**-

“Cross Runway Two-Eight Left, hold short of Runway Two-Eight Right.”

“Taxi/continue taxiing/proceed to the hangar.”

“Taxi/continue taxiing/proceed straight ahead then via ramp to the hangar.”

“Taxi/continue taxiing/proceed on Taxiway Charlie, hold short of Runway Two-Seven.”

or

“Taxi/continue taxiing/proceed on Charlie, hold short of Runway Two-Seven.”

b. When authorizing an aircraft to taxi to an assigned takeoff runway, state the departure runway followed by the specific taxi route. Issue hold short restrictions when an aircraft will be required to hold short of a runway or other points along the taxi route.

**PHRASEOLOGY**-

**RUNWAY (number), TAXI VIA (route as necessary).**

or

**RUNWAY (number), TAXI VIA (route as necessary) (hold short instructions as necessary).”**

**EXAMPLE**-

“Runway Three-Six Left, taxi via taxiway Alpha, hold short of taxiway Charlie.”

or

“Runway Three-Six Left, taxi via Alpha, hold short of Charlie.”

or

“Runway Three-Six Left, taxi via taxiway Alpha, hold short of Runway Two-Seven Right.”

or

“Runway Three-Six Left, taxi via Charlie, cross Runway...
Section 9. Departure Procedures and Separation

3-9-1. DEPARTURE INFORMATION

Provide current departure information, as appropriate, to departing aircraft.

a. Departure information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS code.

b. Issue departure information by including the following:

1. Runway in use. (May be omitted if pilot states “have the numbers.”)

2. Surface wind from direct readout dial, wind shear detection system, or automated weather observing system information display. (May be omitted if pilot states “have the numbers.”)

3. Altimeter setting. (May be omitted if pilot states “have the numbers.”)

REFERENCE-
FAAO JO 7110.65, Para 2-7-1, Current Settings.

c. Time, when requested.

d. Issue the official ceiling and visibility, when available, to a departing aircraft before takeoff as follows:

1. To a VFR aircraft when weather is below VFR conditions.

2. To an IFR aircraft when weather is below VFR conditions or highest takeoff minima, whichever is greater.

NOTE-
Standard takeoff minimums are published in 14 CFR Section 91.175(f). Takeoff minima other than standard are prescribed for specific airports/runways and published in a tabular form supplement to the FAA instrument approach procedures charts and appropriate FAA Forms 8260.

e. Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance must include the specific route to follow.

f. USAF NOT APPLICABLE. An advisory to “check density altitude” when appropriate.

g. Issue braking action for the runway in use as received from pilots or the airport management when Braking Action Advisories are in effect.

REFERENCE-
FAAO JO 7110.65, Para 2-7-2, Altimeter Setting Issuance Below Lowest Usable FL.
FAAO JO 7110.65, Para 3-1-8, Low Level Wind Shear/Microburst Advisories.
FAAO JO 7110.65, Para 3-3-5, Braking Action Advisories.
P/CG Term- Braking Action Advisories.

3-9-2. DEPARTURE DELAY INFORMATION

USA/USAF/USN NOT APPLICABLE

When gate-hold procedures are in effect, issue the following departure delay information as appropriate:

REFERENCE-
FAAO JO 7210.3, Para 10-4-3, Gate Hold Procedures.

a. Advise departing aircraft the time at which the pilot can expect to receive engine startup advisory.

PHRASEOLOGY-
GATE HOLD PROCEDURES ARE IN EFFECT. ALL AIRCRAFT CONTACT (position) ON (frequency) FOR ENGINE START TIME. EXPECT ENGINE START/TAXI (time).

b. Advise departing aircraft when to start engines and/or to advise when ready to taxi.

PHRASEOLOGY-
START ENGINES, ADVISE WHEN READY TO TAXI, or

ADVERTISE WHEN READY TO TAXI.

c. If the pilot requests to hold in a delay absorbing area, the request shall be approved if space and traffic conditions permit.

d. Advise all aircraft on GC/FD frequency upon termination of gate hold procedures.

PHRASEOLOGY-
GATE HOLD PROCEDURES NO LONGER IN EFFECT.
3–9–3. DEPARTURE CONTROL INSTRUCTIONS

Inform departing IFR, SVFR, VFR aircraft receiving radar service, and TRSA VFR aircraft of the following:

a. Before takeoff.

1. Issue the appropriate departure control frequency and beacon code. The departure control frequency may be omitted if a SID has been or will be assigned and the departure control frequency is published on the SID.

*PHRASEOLOGY-*
DEPARTURE FREQUENCY (frequency), SQUAWK (code).

2. Inform all departing IFR military turboprop/turbojet aircraft (except transport and cargo types) to change to departure control frequency. If the local controller has departure frequency override, transmit urgent instructions on this frequency. If the override capability does not exist, transmit urgent instructions on the emergency frequency.

*PHRASEOLOGY-*
CHANGE TO DEPARTURE.

3. USAF. USAF control towers are authorized to inform all departing IFR military transport/cargo type aircraft operating in formation flight to change to departure control frequency before takeoff.

b. After takeoff.

1. When the aircraft is about 1/2 mile beyond the runway end, instruct civil aircraft, and military transport, and cargo types to contact departure control, provided further communication with you is not required.

2. Do not request departing military turboprop/turbojet aircraft (except transport and cargo types) to make radio frequency or radar beacon changes before the aircraft reaches 2,500 feet above the surface.

*REFERENCE-*
FAAO JO 7110.65, Para 7–2–1, Visual Separation.

3–9–4. LINE UP AND WAIT (LUAW)

a. The intent of LUAW is to position aircraft for an imminent departure. Authorize an aircraft to line up and wait, except as restricted in subpara g, when takeoff clearances cannot be issued because of traffic.

Issue traffic information to any aircraft so authorized. Traffic information may be omitted when the traffic is another aircraft which has landed on or is taking off the runway and is clearly visible to the holding aircraft. Do not use conditional phrases such as “behind landing traffic” or “after the departing aircraft.”

b. *USN NOT APPLICABLE.* First state the runway number followed by the line up and wait clearance.

*PHRASEOLOGY-*
RUNWAY (number), LINE UP AND WAIT.

c. Procedures.

1. At facilities without a safety logic system or facilities with the safety logic system in the limited configuration:

   (a) Do not issue a landing clearance to an aircraft requesting a full-stop, touch-and-go, stop-and–go, option, or unrestricted low approach on the same runway with an aircraft that is holding in position or taxiing to line up and wait until the aircraft in position starts takeoff roll.

   (b) Do not authorize an aircraft to LUAW if an aircraft has been cleared to land, touch-and–go, stop-and–go, option, or unrestricted low approach on the same runway.

*PHRASEOLOGY-*
RUNWAY (number), CONTINUE, TRAFFIC HOLDING IN POSITION.

*EXAMPLE-*
“American 528, Runway Two–Three continue, traffic holding in position.”

2. Except when reported weather conditions are less than ceiling 800 feet or visibility less than 2 miles, facilities using the safety logic system in the full core alert mode:

   (a) May issue a landing clearance for a full-stop, touch-and–go, stop-and–go, option, or unrestricted low approach to an arriving aircraft with an aircraft holding in position or taxiing to LUAW on the same runway, or

   (b) May authorize an aircraft to LUAW when an aircraft has been cleared for a full stop, touch-and–go, stop-and–go, option, or unrestricted low approach on the same runway.

*REFERENCE-*
FAAO JO 7110.65, Para 3–10–5, Landing Clearance.
3-10-6. ANTICIPATING SEPARATION

a. Landing clearance to succeeding aircraft in a landing sequence need not be withheld if you observe the positions of the aircraft and determine that prescribed runway separation will exist when the aircraft crosses the landing threshold. Issue traffic information to the succeeding aircraft if a preceding arrival has not been previously reported and when traffic will be departing prior to their arrival.

EXAMPLE-
“American Two Forty-Five, Runway One-Eight, cleared to land, number two following a United Seven-Thirty-Seven two mile final. Traffic will depart prior to your arrival.”

“American Two Forty-Five, Runway One-Eight, cleared to land. Traffic will depart prior to your arrival.”

NOTE-
Landing sequence number is optional at tower facilities where the arrival sequence to the runway is established by the approach control.

b. Anticipating separation must not be applied when conducting LUAW operations, except as authorized in paragraph 3-10-5b2. Issue applicable traffic information when using this provision.

EXAMPLE-
“American Two Forty-Five, Runway One-Eight, cleared to land. Traffic will be a Boeing Seven-Fifty-Seven holding in position.”

REFERENCE-
P/CG Term- Clear of the Runway.

3-10-7. LANDING CLEARANCE WITHOUT VISUAL OBSERVATION

When an arriving aircraft reports at a position where he/she should be seen but has not been visually observed, advise the aircraft as a part of the landing clearance that it is not in sight and restate the landing runway.

PHRASEOLOGY-
NOT IN SIGHT, RUNWAY (number) CLEARED TO LAND.

NOTE-
Aircraft observance on the CTRD satisfies the visually observed requirement.

3-10-8. WITHHOLDING LANDING CLEARANCE

Do not withhold a landing clearance indefinitely even though it appears a violation of Title 14 of the Code of Federal Regulations has been committed. The apparent violation might be the result of an emergency situation. In any event, assist the pilot to the extent possible.

3-10-9. RUNWAY EXITING

a. Instruct aircraft where to turn-off the runway after landing, when appropriate, and advise the aircraft to hold short of a runway or taxiway if required for traffic.

PHRASEOLOGY-
TURN LEFT/RIGHT (taxiway/runway),

or

IF ABLE, TURN LEFT/RIGHT (taxiway/runway)

and if required

HOLD SHORT OF (runway).

NOTE-
Runway exiting or taxi instructions should not normally be issued to an aircraft prior to, or immediately after, touchdown.

b. Taxi instructions shall be provided to the aircraft by the local controller when:

1. Compliance with ATC instructions will be required before the aircraft can change to ground control, or

2. The aircraft will be required to enter an active runway in order to taxi clear of the landing runway.

EXAMPLE-
“U.S. Air Ten Forty Two, turn right next taxiway, cross runway two one, contact ground point seven.”

“U.S. Air Ten Forty Two, turn right on Alfa/nest taxiway, cross Bravo, hold short of Charlie, contact ground point seven.”

NOTE-
1. An aircraft is expected to taxi clear of the runway unless otherwise directed by ATC. Pilots shall not exit the landing runway on to an intersecting runway unless authorized by ATC. In the absence of ATC instructions, an aircraft should taxi clear of the landing runway by clearing the hold position marking associated with the landing runway even if that requires the aircraft to protrude into or enter another
This does not authorize an aircraft to cross a subsequent taxiway or ramp after clearing the landing runway.

REFERENCE-
P/CG Term- Clear of the Runway.

2. The pilot is responsible for ascertaining when the aircraft is clear of the runway by clearing the runway holding position marking associated with the landing runway.

c. Ground control and local control shall protect a taxiway/runway/ramp intersection if an aircraft is required to enter that intersection to clear the landing runway.

REFERENCE-
FAA JO 7210.3, Para 10–1–7, Use of Active Runways.

d. Request a read back of runway hold short instructions when not received from the pilot.

EXAMPLE-
“American Four Ninety–two, turn left at Taxiway Charlie, hold short of Runway 27 Right.”

or

“American Four Ninety–two, turn left at Charlie, hold short of Runway 27 Right.”

“American Four Ninety Two, Roger.”

“American Four Ninety–two, read back hold instructions.”

NOTE-
Read back hold instructions phraseology may be initiated for any point on a movement area when the controller believes the read back is necessary.

3–10–10. ALTITUDE RESTRICTED LOW APPROACH

A low approach with an altitude restriction of not less than 500 feet above the airport may be authorized except over an aircraft in takeoff position or a departure aircraft. Do not clear aircraft for restricted altitude low approaches over personnel unless airport authorities have advised these personnel that the approaches will be conducted. Advise the approaching aircraft of the location of applicable ground traffic, personnel, or equipment.

NOTE-
1. The 500 feet restriction is a minimum. Higher altitudes should be used when warranted. For example, 1,000 feet is more appropriate for heavy aircraft operating over unprotected personnel or small aircraft on or near the runway.

2. This authorization includes altitude restricted low approaches over preceding landing or taxiing aircraft. Restricted low approaches are not authorized over aircraft in takeoff position or departing aircraft.

PHRASEOLOGY-
CLEARED LOW APPROACH AT OR ABOVE (altitude).
TRAFFIC (description and location).

REFERENCE-
FAAO JO 7110.65, Para 3–1–5, Vehicles/Equipment/Personnel on Runways.
FAAO JO 7110.65, Para 3–1–6, Traffic Information.
FAAO JO 7110.65, Para 3–2–1, Light Signals.
FAAO JO 7110.65, Para 3–3–3, Timely Information.
FAAO JO 7110.65, Para 3–9–4, Line Up and Wait (LUAW).
FAAO JO 7110.65, Para 3–10–3, Same Runway Separation.

3–10–11. CLOSED TRAFFIC

Approve/disapprove pilot requests to remain in closed traffic for successive operations subject to local traffic conditions.

PHRASEOLOGY-
LEFT/RIGHT (if required) CLOSED TRAFFIC APPROVED. REPORT (position if required),

or

UNABLE CLOSED TRAFFIC, (additional information as required).

NOTE-
Segregated traffic patterns for helicopters to runways and other areas may be established by letter of agreement or other local operating procedures.

REFERENCE-
FAAO JO 7110.65, Para 3–7–4, Runway Proximity.
FAAO JO 7110.65, Para 3–9–4, Line Up and Wait (LUAW).
FAAO JO 7110.65, Para 3–10–3, Same Runway Separation.

3–10–12. OVERHEAD MANEUVER

Issue the following to arriving aircraft that will conduct an overhead maneuver:

a. Pattern altitude and direction of traffic. Omit either or both if standard or when you know the pilot is familiar with a nonstandard procedure.

PHRASEOLOGY-
PATTERN ALTITUDE (altitude). RIGHT TURNS.

b. Request for report on initial approach.

PHRASEOLOGY-
REPORT INITIAL.
Interfacility Automated Information Transfer, 5-4-5
Interphone Message Format, 2-4-3
Interphone Message Termination, 2-4-4
Interphone Transmission Priorities, 2-4-2
Intersecting Runway Separation (Arrival), 3-10-3
Intersecting Runway Separation (Departure), 3-9-7

Jettisoning of External Stores, 9-5-1

K
K-9 Teams, 10-2-5

L
LAAS, 5-16-1
Landing Area Condition, 3-3-1
Landing Clearance, 3-10-6
Landing Clearance Without Visual Observation, 3-10-7
Landing Information (ATCT), 3-10-1
Lateral Separation (Nonradar), 6-5-1
Lateral Separation (Oceanic), 8-4-1
Law Enforcement Operations by Civil and Military Organizations, 9-2-5
Light Signals (ATCT), 3-2-1
Line Up and Wait (LUAW), 3-9-2
Longitudinal Separation (Nonradar), 6-4-1
Longitudinal Separation (Oceanic), 8-3-1
Low Approach, 4-8-7
Low Level Wind Shear/Microburst Advisories, 3-1-3
Lowest Usable Flight Level, 4-5-2

M
Mach Number Technique, 8-3-2
Malfunctioning Interrogator, 5-2-6
MALS/ODALS, 3-4-2
Man-Portable Air Defense Systems (MANPADS) Alert, 10-2-5
Manual Input of Computer Assigned Beacon Codes, 2-2-2
Medium Intensity Runway Lights, 3-4-4
Merging Target Procedures, 5-1-3
Military DVFR Departures, 2-2-1
Military Operations above FL 600, 9-2-7
Military Procedures, 2-1-6
Military Single Frequency Approaches, 5-10-5
Military Special Use Frequencies, 9-2-8
Military Training Routes, 9-2-2
Minimum En Route Altitudes, 4-5-2
Minimum Fuel, 2-1-4
MIRL, 3-4-4
Missed Approach, 4-8-6
Missed Approach (Radar Approach), 5-10-4
Mixed Environment (Beacon), 5-2-1
Mode C Intruder Alert (Host), 5-14-1
Monitoring Radios, 2-4-1
MSAW, 5-15-2

N
NAVAID Fixes, 2-5-2
NAVAID Malfunctions, 2-1-5
NAVAID Terms, 2-5-1
NAVAID Use Limitations, 4-1-1
Navy Fleet Support Missions, 10-5-1
No-Gyro Approach, 5-10-2
Nondiscrete Environment (Beacon), 5-2-1
Nonradar, 6-1-1
Nonradar Initial Separation of Departing and Arriving Aircraft, 6-3-1
Nonradar Initial Separation of Successive Departing Aircraft, 6-2-1
Nonradar Timed Approaches, 6-7-1
Nonstandard Formation/Cell Operations, 9-2-10
NORAD Special Flights, 9-2-9
North American ICAO Region, 8-10-1
References are to page numbers

North American Route Program (NRP), 2-2-5
North Atlantic ICAO Region, 8-7-1
Notes, 1-2-2
Number Clarification, 2-4-7
Numbers Usage, 2-4-5
Observed Abnormalities, 3-1-5
Obstruction Lights, 3-4-5
Ocean21 ATC System, 13-2-1
Oceanic Coordination, 8-2-1
Oceanic Data Entries, 2-3-5
Oceanic Navigational Error Reporting (ONER) Procedures, 8-1-1
Oceanic Procedures, 8-1-1
Oceanic Separation, 8-1-1
Oceanic Transition Procedures, 8-5-1
Oceanic VFR Flight Plans, 8-1-1
Offshore Procedures, 8-1-1
Offshore Transition Procedures, 8-5-1
Open Skies Treaty Aircraft, 9-2-10
Operational Priority, 2-1-2
Operational Requests, 2-1-9
Overdue Aircraft, 10-3-1
Overhead Maneuver, 3-10-8
Pacific ICAO Region, 8-9-1
PAR Approaches - Terminal, 5-12-1
Parachute Operations, 9-7-1
Parallel Dependent ILS/MLS Approaches, 5-9-7
Passing or Diverging, 5-5-4
Personnel on Runways, 3-1-2
Pilot Acknowledgment/Read Back, 2-4-1
PIREP Information, 2-6-1
Point Out, 5-4-4
Position Determination (Airports), 3-1-2
Position Information (Radar), 5-3-2
Position Report (Oceanic), 8-1-1
Position Reporting (Radar), 5-1-4
Position Responsibilities, 2-10-1
Practice Approaches, 4-8-6
Practice Precautionary Approaches, 3-10-10
Prearranged Coordination, 5-4-5
Primary Radar Identification Methods, 5-3-1
Priority Interruptions, 2-4-2
Procedural Letters of Agreement, 1-1-2
Procedural Preference, 2-1-1
Questionable Identification, 5-3-2
Radar Approaches - Terminal, 5-10-1
Radar Arrivals, 5-9-1
Radar Beacon Changes for Military Aircraft, 4-7-2
Radar Beacon Code Changes, 5-2-2
Radar Departures, 5-8-1
Radar Fix Posting, 5-1-4
Radar Identification, 5-3-1
Radar Identification Status, 5-3-2
Radar Presentation and Equipment Performance, 5-1-1
Radar Separation, 5-5-1
Radar Separation Application, 5-5-1
Radar Separation Minima, 5-5-2
Radar Separation Vertical Application, 5-5-3
Radar Service Limitations, 5-1-3
Radar Service Termination, 5-1-4
Radar Use, 5-1-1
[References are to page numbers]

Radar-Only Mode, 3-6-2
Radio and Interphone Communications, 2-4-1
Radio Communications, 2-1-7, 2-4-1
Radio Failure (Beacon), 5-2-3
Radio Frequency Changes for Military Aircraft, 4-7-2
Radio Message Format, 2-4-2
Receiver-Only Acknowledgment (ATCT), 3-2-1
Receiving Controller Handoff, 5-4-3
Recording Information, 2-2-1
Reduced Vertical Separation Minimum (RVSM), 2-1-12
Reduction of Route Protected Airspace (Oceanic), 8-4-3
References, 1-2-3
REIL, 3-4-1
Relayed Approach Clearance, 4-8-5
Release Times, 4-3-5
Reporting Essential Flight Information, 2-1-4
Reporting Weather Conditions, 2-6-4
Responsibility Transfer to RCC, 10-3-2
Rotating Beacon, 3-4-5
Route Amendments, 4-2-1
Route and NAVAID Description, 2-5-1
Route Assignment, 4-4-1
Route Structure Transitions, 4-4-2
Route Use, 4-4-1
Routes in Class G Airspace, 4-4-3
Runway Centerline Lights, 3-4-4
Runway Edge Lights, 3-4-3
Runway End Identifier Lights, 3-4-1
Runway Exiting, 3-10-7
Runway Proximity, 3-7-4
Runway Selection, 3-5-1
RVR/RVV, 2-8-1
RVSM, 2-1-12

Safety Management System (SMS), 1-1-2
Same Runway Separation (Arrival), 3-10-2
Same Runway Separation (Departure), 3-9-4
SAR, 10-3-1
SAR Information to be Forwarded to ARTCC, 10-3-1
SAR Information to be Forwarded to RCC, 10-3-1
Sea Lane Operations, 3-12-1
Search and Rescue, 10-3-1
Sector Eligibility, 5-14-2
Security Notice (SECNOT), 9-2-5
Selected Altitude Limits, 5-14-2
Separation from Airspace Reservations, 8-6-1
Separation from Obstructions, 5-5-5
Sequence/Spacing Application, 3-8-1
Sequenced Flashing Lights, 3-4-2
SFA, 4-7-1
Side-Step Maneuver, 4-8-6
Simulated Flameout (SFO) Approaches, 3-10-10
Simultaneous Approach and Runway Edge Light Operation, 3-4-4
Simultaneous Departures (Radar), 5-8-1
Simultaneous Independent Dual ILS/MLS Approaches – High Update Radar, 5-9-9
Simultaneous Independent ILS/MLS Approaches – Dual & Triple, 5-9-8
Simultaneous Landings or Takeoffs (Helicopter), 3-11-3
Simultaneous Offset Instrument Approaches (SOIA)–High Update Radar, 5-9-11
Simultaneous Opposite Direction Operation, 3-8-2
Simultaneous Same Direction Operation, 3-8-1
Single Frequency Approaches, 4-7-1
Spacing and Sequencing (ATCT), 3-8-1
Special Flights, 9-1-1
Special Interest Sites, 9-2-4
Special Operations, 9-2-1
Special Use Airspace, 9-3-1

Safety Alert, 2-1-3

Index
[References are to page numbers]

Special VFR, 7-5-1
Specifying Altitude (Approaches), 4-8-5
Speed Adjustment, 5-7-1
Speed Adjustment Minima, 5-7-3
Speed Adjustment Termination, 5-7-3
Standby or Low Sensitivity Operation, 5-2-5
STOL Runways, 3-5-1
Stop-and-Go Low Approach, 3-8-1
Successive Departures (Radar), 5-8-1
Surface Area Restrictions, 3-1-5
Surface Areas, 2-1-7
Surveillance Approaches - Terminal, 5-11-1
SVFR, 7-5-1
Switching ILS/MLS Runways, 4-7-6

T
Tailwind Components, 3-5-1
Takeoff Clearance, 3-9-9
Target Markers, 5-3-3
Target Resolution, 5-5-1
Target Separation, 5-5-1
Taxi and Ground Movement Operations, 3-7-1
Taxi and Ground Movement Procedures, 3-7-1
Taxiway Lights, 3-4-5
Teletype Flight Data Format - U.S. ARTCCs - Canadian ACCs, 2-2-4
Temporary Moving Airspace Reservations, 8-6-1
Temporary Stationary Airspace Reservations, 8-6-1
Terminal Automation Systems Identification Methods, 5-3-2
Terminal Data Entries (Strips), 2-3-6
Terminal Radar Service Area, 7-7-1
Terminal Radar/Nonradar Team Position Responsibilities, 2-10-2
Terrain Awareness Warning System (TAWS) Alerts, 2-1-13
Through Clearances, 4-2-2
Timely Information (ATCT), 3-3-1
Touch-and-Go Approach, 4-8-7
Touch-and-Go Low Approach, 3-8-1
Touchdown Zone Lights, 3-4-4
Tower Team Position Responsibilities, 2-10-4
TPX-42 - Terminal, 5-16-1
Track Separation (Oceanic), 8-4-4
Track Suspend Function (ARTS), 5-15-2
Traffic Advisories, 2-1-9
Traffic Information (Airports), 3-1-2
Traffic Management Procedures, 11-1-1
Transfer of Jurisdiction, 4-7-4
Transfer of Position (SOP), Appendix D-1
Transfer of Radar Identification, 5-4-1
Transfer of Radar Identification - Methods, 5-4-1
Transfer of Radar Identification - Terms, 5-4-1
Transfer of Radar Identification - Traffic, 5-4-2
Transferring Controller Handoff, 5-4-2
Transmit Proposed Flight Plan, 2-2-3
TRSA, 7-7-1
TRSA Separation, 7-7-1

U
Unauthorized Laser Illumination of Aircraft, 2-9-2, 10-2-6
Unidentified Flying Object (UFO) Reports, 9-8-1
Unmonitored Free Balloons, 9-6-1
Unmonitored NAVAIDs (Holding), 4-6-3
Unsafe Runway Information, 3-3-1
USAF/USN Undergraduate Pilots (Strips), 2-3-10
Use of Active Runways, 3-1-1
Use of MARSA, 2-1-5
Use of PAR for Approach Monitoring - Terminal, 5-13-1
Use of Tower Radar Displays, 3-1-4
User Request Evaluation Tool (URET), 13-1-1
[References are to page numbers]

**V**
- Validation of Mode C Readout, 5-2-6
- VASI, 3-4-1
- Vectoring, 5-6-1
- Vectors Across Final Approach Course, 5-9-2
- Vectors Below Minimum Altitude, 5-6-2
- Vectors for Visual Approach, 7-4-1
- Vectors to Final Approach Course, 5-9-1
- Vehicles on Runways, 3-1-2
- Vertical Application Exceptions, 5-5-4
- Vertical Separation (Nonradar), 6-6-1
- Vertical Separation Minima, 4-5-1
- VFR – IFR Flights, 4-2-3
- VFR Aircraft in Weather Difficulty, 10-2-2
- VFR Basic Radar Service (Terminal), 7-6-1
- VFR Code Assignments, 5-2-3
- VFR Conditions, 7-1-1
- VFR Release of IFR Departure, 4-3-7
- VFR-on-top, 7-3-1
- VFR-on-top (NAVAID Use), 4-1-2
- Visual, 7-1-1
- Visual Approach Slope Indicators, 3-4-1
- Visual Approaches, 7-4-1
- Visual Holding of VFR Aircraft, 7-1-1
- Visual Separation, 7-2-1
- Visual Signals (ATCT), 3-2-1
- Visually Scanning Runways, 3-1-5
- Volcanic Ash, 10-2-7

**W**
- Wake Turbulence, 2-1-9
- Wake Turbulence Cautionary Advisories, 2-1-9
- Wake Turbulence Separation for Intersection Departures, 3-9-6
- Warning Signal (ATCT), 3-2-1
- Washington, DC, Special Flight Rules Area (DC SFRA), 9-2-4
- Weather and Chaff Services, 2-6-2
- Weather Deviations, 8-9-4
- Weather Deviations in North Atlantic (NAT) Airspace, 8-7-2
- Weather Familiarization, 2-6-1
- Weather Information, 2-6-1
- Weather Information (Arrivals), 4-7-3
- Weather Reconnaissance Flights, 9-2-9
- Withholding Landing Clearance, 3-10-7
- Word Meanings, 1-2-1
- Words and Phrases (Communications), 2-4-4