

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**INITIAL**

**ORDER/PUBLICATION:** 7110.65U

Basic

**EFFECTIVE DATE:** February 9, 2012      **TRACKING #:** 5B- 5-2-9

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

**1. PARAGRAPH NUMBER AND TITLE:**

5-2-9. VFR CODE ASSIGNMENTS

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

**3. EXPLANATION OF CHANGE:** This change assigns code 1202 for use by gliders not in contact with an ATC facility. The change also provides general flight characteristics of gliders and some of their limitations.

**4. CHANGE:**

**OLD**

**NEW**

5-2-9. VFR CODE ASSIGNMENTS

5-2-9. VFR CODE ASSIGNMENTS

Title thru b NOTE2

No Change

Add

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

No further changes to paragraph.

**5. INDEX CHANGES:**

**6. REFERENCE CHANGES:**

**7. GRAPHICS:**

**8. GENOT/NOTICE:**

**9. FORMATTING & PLAIN LANGUAGE REVIEW:  HM 5/12/2011**

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

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

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

**11. ICAO DIFFERENCES: YES  NO**

*Richard Kagehiro*

Richard Kagehiro  
Manager, En Route Operations Standards  
ATO DCP FORM 3101-01 (03/10/11)

5/18/2011

Date:

**ICAO DIFFERENCES IDENTIFICATION FORM**

**PDG SME:**

**DATE:**

**ATO DCP #:**

**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
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**DIFFERENCE CATEGORY:**

**DETERMINATION OF DIFFERENCE: YES  NO**

**VALIDATOR NAME:**

**VALIDATOR PHONE: (     )     -**

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**INITIAL**

**ORDER/PUBLICATION:** AIP (21st Edition)

**AMENDMENT:** 2

**EFFECTIVE DATE:** February 9, 2012      **TRACKING #:** E21A2-ENR 1.1-37.7

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

**1. PARAGRAPH NUMBER AND TITLE:**

37.7. TRANSPONDER OPERATION

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

**3. EXPLANATION OF CHANGE:** This change assigns beacon code 1202 for gliders that are VFR. The change also adds beacon code 1255 for aircraft engaged in fire fighting and beacon code 1277 for authorized SAR missions in the AIP.

**4. CHANGE:**

<u>OLD</u>	<u>NEW</u>
37.7 Transponder Operation	37.7 Transponder Operation
Title thru 37.7.7.1	No Change
Add	<b><u>NOTE-</u></b> <b><u>1. Aircraft not in contact with an ATC facility may squawk 1255 in lieu of 1200 while en route to, from, or within the designated fire fighting area(s).</u></b>
Add	<b><u>2. VFR aircraft which fly authorized SAR missions for the USAF or USCG may be advised to squawk 1277 in lieu of 1200 while en route to, from, or within the designated search area.</u></b>
Add	<b><u>3. Gliders not in contact with an ATC facility should squawk 1202 in lieu of 1200.</u></b>
Add	<b><u>REFERENCE-</u></b> <b><u>FAAO 7110.66, National Beacon Code Allocation Plan.</u></b>

No further changes to paragraph.

**5. INDEX CHANGES:**

**6. REFERENCE CHANGES:**

**7. GRAPHICS:**

**8. GENOT/NOTICE:**

**9. FORMATTING & PLAIN LANGUAGE REVIEW:  HM 5/12/2011**

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

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

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

11. ICAO DIFFERENCES: YES  NO

*Richard Kagehiro*  
Richard Kagehiro  
Manager, En Route Operations Standards

*5/18/2011*  
Date:

**ICAO DIFFERENCES IDENTIFICATION FORM**

**PDG SME:**

**DATE:**

**ATO DCP #:**

**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
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**DIFFERENCE CATEGORY:**

**DETERMINATION OF DIFFERENCE: YES  NO**

**VALIDATOR NAME:**

**VALIDATOR PHONE: (     )     -**

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**INITIAL**

**ORDER/PUBLICATION:** AIM  
Basic

**EFFECTIVE DATE:** February 9, 2012      **TRACKING #:** MB- 4-1-20

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

**1. PARAGRAPH NUMBER AND TITLE:**

4-1-20. TRANSPONDER OPERATION

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

**3. EXPLANATION OF CHANGE:** This change assigns beacon code 1202 for gliders that are VFR and not in contact with ATC. The change also adds beacon code 1255 for aircraft engaged in fire fighting and beacon code 1277 for authorized SAR missions in the AIM.

**4. CHANGE:**

<u>OLD</u>	<u>NEW</u>
4-1-20. TRANSPONDER OPERATION	4-1-20. TRANSPONDER OPERATION
Title thru gl	No Change
Add	<b><u>NOTE-</u></b> <b><u>1. Aircraft not in contact with an ATC facility may squawk 1255 in lieu of 1200 while en route to, from, or within the designated fire fighting area(s).</u></b>
Add	<b><u>2. VFR aircraft which fly authorized SAR missions for the USAF or USCG may be advised to squawk 1277 in lieu of 1200 while en route to, from, or within the designated search area.</u></b>
Add	<b><u>3. Gliders not in contact with an ATC facility should squawk 1202 in lieu of 1200.</u></b>
Add	<b><u>REFERENCE-</u></b> <b><u>FAAO 7110.66, National Beacon Code Allocation Plan.</u></b>

No further changes to paragraph.

**5. INDEX CHANGES:**

**6. REFERENCE CHANGES:**

**7. GRAPHICS:**

**8. GENOT/NOTICE:**

**9. FORMATTING & PLAIN LANGUAGE REVIEW:  HM 5/12/2011**

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

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

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

11. ICAO DIFFERENCES: YES  NO

*Richard Kagehiro*

Richard Kagehiro  
Manager, En Route Operations Standards

*5/18/2011*

Date:

**ICAO DIFFERENCES IDENTIFICATION FORM**

**PDG SME:**

**DATE:**

**ATO DCP #:**

**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
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**DETERMINATION OF DIFFERENCE: YES  NO**

**VALIDATOR NAME:**

**VALIDATOR PHONE: (     )     -**

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**INITIAL**

**ORDER/PUBLICATION:** 7110.65U

**CHANGE:** Basic

**EFFECTIVE DATE:** February 9, 2012      **TRACKING #:** 5B- 5-2-13

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

**1. PARAGRAPH NUMBER AND TITLE:**

5-2-13. CODE MONITOR

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

**3. EXPLANATION OF CHANGE:** This change adds code 1202 to codes to be monitored within your area of responsibility when nonautomated beacon decoding equipment is used to display the target symbol.

**4. CHANGE:**

**OLD**

**NEW**

5-2-13. CODE MONITOR

5-2-13. CODE MONITOR

Title thru 2<sup>nd</sup> REFERENCE

No Change

a. This includes the appropriate IFR code actually assigned and, additionally, **Code 1200**, **Code 1255**, and **Code 1277** unless your area of responsibility includes only Class A airspace. During periods when ring-around or excessive VFR target presentations derogate the separation of IFR traffic, the monitoring of VFR **Code 1200**, **Code 1255**, and **Code 1277** may be temporarily discontinued.

a. This includes the appropriate IFR code actually assigned and, additionally, **Code 1200**, **Code 1202**, **Code 1255**, and **Code 1277** unless your area of responsibility includes only Class A airspace. During periods when ring-around or excessive VFR target presentations derogate the separation of IFR traffic, the monitoring of VFR **Code 1200**, **Code 1202**, **Code 1255**, and **Code 1277** may be temporarily discontinued.

No further changes to paragraph.

**5. INDEX CHANGES:**

**6. REFERENCE CHANGES:**

**7. GRAPHICS:**

**8. GENOT/NOTICE:**

**9. FORMATTING & PLAIN LANGUAGE REVIEW:  HM 5/12/2011**

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

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

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

**11. ICAO DIFFERENCES: YES  NO**

*Richard Kagehiro*  
Richard Kagehiro  
Manager, En Route Operations Standards

5/18/2011  
Date:

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**PDG SME:**

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**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
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**DIFFERENCE CATEGORY:**

**DETERMINATION OF DIFFERENCE: YES  NO**

**VALIDATOR NAME:**

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