

NOTICE

FEDERAL AVIATION AGENCY

N 7100.

DRAFT

Cancellation
Date:

SUBJ: SUPPLEMENTARY PROCEDURES FOR THE CONTROL OF AIRCRAFT ABOVE
FLIGHT LEVEL (FL) 600

1. PURPOSE. This notice establishes supplementary procedures for the control of aircraft operating above FL 600. The changes specified herein and the basic procedures currently in effect will be placed in Handbook 7110.9 at a later date.
2. REFERENCE. Order 7100.1A, subject: "Procedures for the Control of Aircraft Above Flight Level 600," dated June 15, 1966.
3. BACKGROUND. Air route traffic control centers (ARTCCs) have been controlling aircraft operating above FL 600 since July 1965, and the service they have been providing has been highly commended by the military services. And controllers have been gaining valuable experience through the control of the military supersonic aircraft. This experience has prompted some minor changes to Order 7100.1A and reflected the need to disseminate some operational characteristics of the SR-71/YF-12A aircraft with preferred control techniques.
4. CHANGES TO ORDER 7100.1A.
 - a. Flight Plans. Those ARTCCs filing advance flight plans as required by Order 7100.1A will include the Central Altitude Reservation Facility (CARF) as an addressee on all flight plans and movement messages. CARF will plot and analyze these flights to determine whether it could assist in flight planning so as to reduce air traffic adjustments to the flight once it is airborne. However, this action is for study purposes only and CARF will take no action with ARTCCs or scheduling units as a result of this plotting activity.
 - b. Route of Flight. Elapsed time from takeoff to the first fix in each ARTCC area (7100.1A-6b) will be included in the route of flight.
 - c. Departure Times. Departure times will be forwarded to all ARTCCs concerned by the ARTCC responsible for processing the flight plan. Additionally, if a mission is aborted, the ARTCC receiving this information will notify appropriate ARTCCs in order to release air-space blocks; e.g. refueling tracks.

Distribution: AT-7100; FAT-1, 2, 3 (1-5); FAT-4,
7 (1 cy); FAE-2 (2 cy)

- d. Initial Contacts. The Department of Defense (DOD) has agreed that pilots will report their altitude, using the coded plan, and intended flight profile on initial contact with each ARTCC. The altitude codes for the day should be readily available to the controllers at their positions of operation.

5. CONTROL TECHNIQUES.

- a. Vertical Separation. This is the primary method desired to provide separation between two supersonic aircraft. The control action should be taken with the aircraft at the lower altitude since the aircraft at the higher altitude may not be able to climb rapidly enough to establish the required separation. Another aspect which should be considered is that supersonic aircraft during turns, either programmed or as the result of vectors, will lose a few thousand feet. Additionally, vectoring supersonic aircraft seriously affects the range and mission objectives.
- b. Radar Separation. This is the preferred method of separating a subsonic aircraft both from another subsonic aircraft or from a supersonic aircraft.

6. MISCELLANEOUS.

- a. Controller Briefings. It is essential that control personnel involved in the control of these aircraft be completely familiar with the procedures contained in Order 7100.1A and associated directives. This includes classified material as required.
- b. DOD Concurrence. The DOD concurs with the contents of this notice.

APPROVED