NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.939

Effective Date:
April 19, 2022

Cancellation Date:
May 19, 2022

SUBJ: Displaying Debris Response Areas on the Situation Display

1. Purpose of This Notice. This notice amends FAA Order JO 7210.3CC, Facility Operation and Administration, by adding paragraph 2-1-40 Displaying Debris Response Areas on the Situation Display, and paragraph 18-4-7 Space Launch or Reentry Vehicle Mishaps, to provide a requirement that ATMs develop a means to ensure that debris response areas (DRA) are displayable on operational situation displays at the start of a launch or reentry window, and to add a requirement that all efforts should be made by Traffic Management Units to safely mitigate aircraft exposure to falling debris.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, Systems Operations, Safety and Technical Training, and all associated air traffic facilities.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and the air traffic publications website at http://www.faa.gov/air_traffic/publications/.

4. Cancellation. This notice cancels upon publication of FAA Order JO 7210.3CC, Change 2, effective May 19, 2022.

5. Explanation of Policy Change. Amend FAA Order JO 7210.3CC by adding two new paragraphs as follows:

2-1-40. DISPLAYING DEBRIS RESPONSE AREAS ON THE SITUATION DISPLAY

Facility ATMs must develop a means to ensure that, when possible, debris response areas (DRA) are displayable on operational situation displays at the start of a launch or reentry window.

NOTE–
The intent of this requirement is to allow controllers to quickly display a DRA if it is activated. If technical limitations prevent the DRA from being drawn on the operational situation display in advance of a space operation, such as if the DRA would cover an entire sector or facility, then an alternative means of providing the needed geographic area of the DRA to the controller must be used. This could be accomplished using the TSD, a paper map, or some other means.

18-4-7. SPACE LAUNCH OR REENTRY VEHICLE MISHAPS

a. A debris-generating space launch or reentry vehicle mishap is an emergency situation in the NAS. All efforts should be made to safely mitigate aircraft exposure to falling debris.

b. Upon notification of a debris-generating space launch or reentry vehicle mishap, or the activation of a debris response area (DRA), the ARTCC/Terminal TMU whose geographic area of responsibility is impacted must, to the extent possible, take actions to help mitigate aircraft exposure to falling debris.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. The Acceptable Level of Risk (ALR) Review Team Subgroup on Contingency Procedures was tasked with developing ATC procedures for a contingency response to a space vehicle mishap in the NAS.

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