NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

N JO 7210.952

Effective Date:
10/18/2024

Cancellation Date:
02/20/2025

SUBJ: Use of UAS Detection Systems; Use of Counter UAS (C-UAS)

1. Purpose of this Notice. This notice implements changes as appropriate to FAA Order JO 7210.3, paragraphs 2-1-35, Use of UAS Detection Systems, and 2-1-36, Use of Counter Unmanned Aircraft Systems (C-UAS), pertaining to coordination through FAA Headquarters (HQ) of agreements between ATC facilities and non-FAA entities for UAS detection systems or C-UAS systems; the FAA HQ office responsible for notifying ATC facilities of C-UAS activation/deployment; and updated procedures for ATC facility personnel concerning the security of communications that involve C-UAS operations.

2. Audience. This change applies to all Air Traffic Organization (ATO) personnel and anyone using ATO directives.

3. Where can I Find This Notice? Information for access to this notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the FAA Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications.

4. Explanation of policy Change. This change to subparagraph b of paragraph 2-1-35 modifies the FAA office for approval of any agreements between ATC facilities and other non-FAA entities for UAS detection systems from Air Traffic Services (AJT) to ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26). This change to paragraph 2-1-36 modifies the office responsible for notifying ATC facilities of C-UAS activities to UAS Security and C-UAS Integration (AJR-26). This change also updates the procedures for ATC facility personnel concerning the security communications that involve C-UAS operations. In addition, a new procedure is added that ATC facilities must coordinate and gain approval from ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26) prior to any C-UAS agreements with non-FAA entities.

5. Procedures/Responsibilities/Action. Amend FAA Order JO 7210.3, paragraphs 2-1-35 and 2-1-36, as follows:

2-1-35. USE OF UAS DETECTION SYSTEMS

Title through a – No change

b. ATC facilities must not enter into any verbal or written agreement with a government entity, commercial vendor or an airport authority regarding UAS detection systems with detection-only capabilities without prior coordination and approval from

ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26) via email at 9-AJR-UAS-Ops-Security@faa.gov.

No further changes to paragraph

2-1-36. USE OF COUNTER UNMANNED AIRCRAFT SYSTEMS (C-UAS)

Select Departments and Agencies, which have been legally authorized to use Counter Unmanned Aircraft System (C−UAS) systems, are operationally using this technology in the NAS to protect certain facilities and assets. C−UAS systems are capable of disabling, disrupting, or seizing control of a suspicious UAS, and may integrate or be linked to UAS detection capabilities. These Departments and Agencies are required to coordinate with the FAA to assess and mitigate risks to the NAS posed by these C−UAS systems. These systems and their deployment may affect ATC and other Air Navigation Services systems, e.g., radio frequency (RF) interference with radars; which could impact other air traffic in the vicinity including legitimate, compliant UAS flights. Additionally, the C−UAS response may involve the deployment of ground/airborne operational security assets, which must be coordinated with ATC.

NOTE−
Only select Federal Departments/Agencies have been legally authorized to utilize C−UAS to cover certain facilities and assets, and with coordination with the FAA to address risks to the NAS. Risk mitigation for the NAS typically includes notification to potentially affected ATC facilities.

a. ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26) is responsible for coordinating known C-UAS activities with affected ATC facilities, as needed.

b. C-UAS operations performed by interagency partners are law enforcement sensitive and/or classified. The Air Traffic Manager must ensure that controllers and other facility personnel maintain the security of C-UAS operations as follows:

(1) C-UAS communications must be made via landline and not be broadcast over radios, shout lines, or direct dial lines to air traffic controllers on position.

(2) Personnel must only discuss C-UAS operations with FAA personnel (i.e., DEN ATSC, overlying TRACON/ARTCC), airport operations, or law enforcement.

c. ATC facilities must not enter into any verbal or written agreement with a government entity, commercial vendor, or an airport authority, regarding C-UAS activities without prior coordination and approval from ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26).

d. Inquiries may be referred to UAS Security and C-UAS Integration (AJR-26) via email at 9-AJR-UAS-Ops-Security@faa.gov.

No further changes to paragraph

6. Background. Recent incidents of unauthorized unmanned aircraft systems (UAS) activities have affected air traffic control (ATC) services at certain airports. This has prompted a change that any agreements between ATC facilities and non-FAA entities for UAS detection systems or counter-UAS (C-UAS) systems must be coordinated through the FAA HQ office of ATO System Operations Security, UAS Security and C-UAS Integration (AJR-26). ATO System Operations Security has also changed the office responsible for providing notifications to ATC facilities of C-UAS activation and deployment from the Domestic Events Network (DEN) Air Traffic Security Coordinators (ATSCs) to UAS Security and C-UAS Integration (AJR-26). In addition, there has been a need to update procedures for ATC facility personnel concerning security of communications regarding C-UAS operations.

7. Distribution. This notice is available online and will be distributed electronically to all offices that subscribe to receive email notification/access to it through the FAA website (https://www.faa.gov/air_traffic/publications/).

MARGARET E. GERAGHTY
Digitally signed by MARGARET E. GERAGHTY
Date: 2024.09.10 14:15:13 -04'00'

Travis J. Fiebelkorn
(A) Director, System Operations Security
Air Traffic Organization