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

ORDER
JO 7900.1E

Effective Date:
05/02/2017

SUBJ: Changes to Domestic/Oceanic Air Route Traffic Control Center (ARTCC) and ICAO Flight Information Region (FIR) Boundaries

1. Purpose of This Order. This order outlines the process and steps to be taken by all parties when realigning the boundaries of ARTCC, Control Areas (CTA), and FIRs.

2. Audience. This order applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic and Mission Support; associated service center offices; William J. Hughes Technical Center; Mike Monroney Aeronautical Center; and ARTCCs.

3. Where Can I Find This Order? This order is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the FAA Web site at http://www.faa.gov/regulations_policies/orders_notices/.

4. Cancellation. FAA Order JO 7900.1D Changes to Domestic/Oceanic Air Route Traffic Control Center (ARTCC) and ICAO Flight Information Region (FIR) Boundaries, dated November 13, 1998, is cancelled.

5. Explanation of Policy Changes. This order updates current organizational titles and office symbols as a result of reorganization and the process for submitting changes.

6. Distribution. This change is distributed to selected offices in Washington headquarters, regional offices, service area offices, the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center. Also, copies are sent to all ARTCCs.

7. Background. Improved service, system efficiency, and reduced coordination requirements are the primary reasons for boundary revisions. The frequency of revisions should be minimized and proposed boundary changes should be carefully checked for accuracy and compliance with the provisions of this order to reduce the impact on automation programs, record keeping, and processing workload.

8. Responsibilities.

a. All ARTCCs must:

(1) Coordinate the proposed change with all other affected facilities.

(2) Forward proposed boundary changes to their Service Center Operations Support Group (OSG) at least 120 days prior to the desired charting date.

(3) Maintain a current record of their high and low altitude boundaries. These records should be kept in graphic form on the appropriate U.S. Government High/Low Altitude En Route or Controller Charts

and in narrative form as indicated in paragraph 8. Whenever possible, high and low ARTCC boundaries should be coincident.

> Note: The official records data is maintained within the National Flight Data Center (NFDC) database. ARTCCs should maintain a current record to ensure the official record accurately reflects the ARTCC boundaries in use.

(4) Indicate all airports under the jurisdiction of an ARTCC, *which fall outside of the center's geographical boundary; i.e.,* an airport falls outside of the boundary of center ZXY, but ZXY has jurisdiction. *List only those airports affected by the specific boundary change request submitted to the Service Center OSG.*

> Note: Order JO 7350.9 (Location Identifiers Handbook) indicates the ARTCC having jurisdiction over an airport by listing the ARTCC computer code next to the tie-in facility identifier. This information is intended to assist in the routing of IFR messages. The NFDC, AJV-5331 computer automatically changes computer codes for all airports which fall in another ARTCC's area because of a boundary change. However, there are occasions when a boundary change will cause an airport to fall in one center's area while another center has jurisdiction. The NFDC must be notified of those exceptions so that they can maintain accurate computer records and make the appropriate revisions to the Location Identifiers Handbook.

(5) Ensure that any change in ARTCC approach control jurisdiction over an airport is specified in the letter to the Service Center OSG requesting the boundary change.

(6) Specify the requested boundary change effective date. This date is dependent on the next change date, ensuring enough lead time for facility data systems required adaptation or coordination. Effective dates should be coincident with 56-day AIRAC dates.

b. All Service Center OSGs must:

(1) Coordinate the proposed change with all affected Service Centers.

(2) Review the proposed changes for accuracy and compliance with this order.

(3) Forward proposed boundary changes approved by the Service Centers OSG to the Airspace Services Group, AJV-12, at least 90 days prior to the desired chart date. When proposed boundary changes are predicated on regulatory airspace actions that require coordination with the Airspace Policy Group, AJV-11, an airspace amendment package must be submitted to AJV-11 with sufficient time to accomplish the regulatory actions prior to the proposed 56-day AIRAC chart date.

(4) Ensure that all proposed boundary change effective dates and any associated airspace action effective dates are the same and coincide with 56-day AIRAC chart dates.

c. Airspace Services Group (AJV-12) must:

(1) Review all proposed boundary changes to ensure:

(a) Adequate justification.

(b) Correct format.

(c) Required coordination has been accomplished.

(d) All associated airspace actions will be completed and support the proposed boundary change charting date.

(e) Requested boundary change effective dates and associated airspace action effective dates are the same and coincide with 56-day AIRAC chart date.

(f) Adequate lead time.

(g) Compliance with provisions of this order.

(2) Coordinate (as required) all oceanic and ICAO FIR boundary changes with ICAO and affected International Civil Aviation Organization (ICAO) member states.

(3) Coordinate all international boundary changes with the State Department and with the countries involved.

(4) Submit all approved boundary changes to NFDC, for validation and publication at least 58 days prior to the proposed 56-day AIRAC chart date. Changes should be submitted via the NFDC data submission portal (www.faa.gov/air_traffic/flight_info/aeronav/aero_data).

d. NFDC (AJV-5331) must:

(1) Maintain the database for all ARTCC boundaries, CTAs, and FIRs. The NFDC database is the official record for this data.

(2) Validate all approved boundary changes submitted by AJV-12 to ensure accuracy and compatibility with the NFDC database.

(3) Resolve any problems encountered during the validation process by coordinating directly with the appropriate Service Center OSG.

(4) Notify AJV-12 of any problems encountered during the validation process and the proposed solutions.

(5) Update the NFDC database and publish boundary changes in the National Flight Data Digest (NFDD). Update the Location Identifier Handbook, FAA Order JO 7350.9.

(6) Revise FAA Order JO 7350.9 to reflect changes in U.S. ARTCC computer codes/Canadian ARTCC identifiers caused by boundary changes effective on the 56-day AIRAC chart dates that are not coincident with the 112-day publication cycle of the Order.

Note: The Location Identifier Handbook is published on a 112-day cycle while boundaries can be revised on 56-day AIRAC cycle.

(7) Ensure that the approved boundary change is published in the NFDD with the AIRAC effective date specified by AJV-12.

9. PROCEDURES.

a. Boundary changes may originate at ARTCCs, Service Center OSGs, or FAA Headquarters (Airspace Operations Group, AJV-12). Proposals originating at FAA Headquarters or Regional ICAO Offices must be forwarded to the appropriate Service Center OSG for coordination.

b. Proposed boundary changes submitted to AJV-12 must include the following information:

(1) Justification for the proposed change.

(2) Statement confirming that coordination has been accomplished with all affected Service Centers and ARTCCs and that all parties agree to the proposed change.

(3) Description of any related airspace actions and their effective dates.

(4) Changes in ARTCC jurisdiction over airports specified in paragraph 6a (5).

(5) Changes in ARTCC approach control jurisdiction over an airport.

(6) Desired 56-day AIRAC chart date of the proposed change.

(7) Graphic depiction of the proposed change on an appropriate U.S. Government High or Low Altitude En Route Chart.

(a) Geographical coordinates (latitude/longitude) describing the change must be clearly indicated on the chart.

(b) The new boundary must be outlined on the chart in a manner that clearly distinguishes it from the current boundary.

(8) A narrative description of the proposed change for each ARTCC boundary being changed in the format specified in paragraph 8.

10. FORMAT.

a. Describe narratives for each boundary separately in terms of straight lines (whenever possible) between turning points defined by geographic coordinates (degrees, minutes, seconds of latitude/longitude).

b. Start narratives at the first unchanged point on the current boundary preceding the change, and proceed in a clockwise direction. Points that are being changed are annotated with a # sign. NFDC boundary subscriber files may be used as reference when making revisions.

c. End narratives at the first unchanged point on the current boundary following the change.

EXAMPLE:

ARTCC BOUNDARY

EFFECTIVE 31 MARCH 2016, THE CLEVELAND (ZOB) ARTCC LOW/HIGH ARE AMENDED TO READ IN PART

Beginning on the current boundary at:

	ZOB	HIGH	43-35-12.0N	084-57-49.0W	/COMMON ZAU/ZMP/ZOB/ TO
#	ZOB	HIGH	43-32-00.0N	085-00-00.0W	TO
#	ZOB	HIGH	42-02-00.0N	085-00-00.0W	TO
#	ZOB	HIGH	41-52-30.0N	084-46-00.0W	TO
	ZOB	HIGH	41-17-00.0N	084-43-00.0W	TO

Beginning on the current boundary at:

	ZOB	LOW	43-35-12.0N	084-57-49.0W	/COMMON ZAU/ZMP/ZOB/ TO
#	ZOB	LOW	43-32-00.0N	085-00-00.0W	TO
#	ZOB	LOW	42-02-00.0N	085-00-00.0W	TO
#	ZOB	LOW	41-52-30.0N	084-46-00.0W	TO
	ZOB	LOW	41-17-00.0N	084-43-00.0W	TO

CTA/FIR BOUNDARY

EFFECTIVE 31 MARCH 2016, THE NEW YORK (ZWY) OCEANIC CTA AND FIR BOUNDARIES ARE AMENDED TO READ IN PART:

FIR Boundary

Beginning on the current boundary at:

ZWY FIR44-26-48.0N 056-03-06.0W /COMMON NEW YORK OCEANIC FIR-MONCTON FIR-GANDER FIR/ TO

\# ZWY FIR45-00-00.0N 053-00-00.0W TO
ZWY FIR45-00-00.0N 051-00-00.0W /COMMON NEW YORK OCEANIC FIR-GANDER FIR-GANDER FIR-GANDER OCEANIC

CTA/FIR/ TO

CTA Boundary

Beginning on the current boundary at:

ZWY CTA 43-04-20.0N 057-52-05.0W /COMMON NEW YORK OCEANIC CTA-MONCTON CTA-GANDER CTA/ TO
\# ZWY CTA 43-37-23.0N 054-53-00.0W TO
ZWY CTA 44-30-00.0N 050-00-00.0W /COMMON NEW YORK OCEANIC CTA-GANDER OCEANIC CTA/ TO OCEANIC CTA/ TO THE POINT OF BEGINNING EXCLUDING THAT PORTION
WITHIN THE AIRSPACE AT AND BELOW FL500
WITHIN 180 NM RADIUS OF THE BERMUDA VOR
(NEW YORK RADAR AREA)

11. EXPLANATION OF TERMS AND SYMBOLS

Term/Symbol	**Definition/Use**
"Beginning on the current boundary at"	First unchanged point named when describing a partial boundary revision

"Common"	A point that is common to THREE OR MORE ARTCC/CTA/FIR boundaries
"To"	Used to show continuity between set of coordinates.
"/"	Multi-purpose symbol used as a parenthesis, slash, "and" or "or."
"Thence clockwise/counterclockwise nautical miles (NM) arc centered on coordinates to"	May be used along boundaries that are not along a straight lines or for unusual descriptions such as international boundaries
Or	
"Thence along (State/national/other names) boundary to"	
"Thence via current boundary"	Used instead of describing turning points that are not changing. Normally used following the last set of coordinates in a partial boundary description.
"To the point of beginning"	Used following the last point of a complete boundary description.
Control Areas (CTA)	A controlled airspace extending upwards from a specified limit above the earth
Flight Information Region	An airspace of defined dimensions within which Flight Information Service and Alerting Service are provided

Original signed by Heather Hemdal
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4/17/2017
Date Signed