Table of Contents

Chapter 1. Introduction

Section 1. General

Paragraph		Page
1–1–1.	PURPOSE	1–1–1
1–1–2.	DISTRIBUTION	1–1–1
1–1–3.	CANCELLATION	1–1–1
1–1–4.	EXPLANATION OF MAJOR CHANGES	1–1–1
1–1–5.	EFFECTIVE DATE	1–1–1
1–1–6.	RECOMMENDATIONS FOR PROCEDURAL CHANGES	1–1–1
1–1–7.	PUBLICATION AND DELIVERY DATES	1–1–1
1–1–8.	PROCEDURAL LETTERS OF AGREEMENT	1–1–1
1–1–9.	CONSTRAINTS GOVERNING SUPPLEMENTS AND PROCEDURAL DEVIATIONS	1–1–2

Section 2. Terms of Reference

1–2–1.	WORD MEANINGS	1–2–1
1–2–2.	COURSE DEFINITIONS	1–2–2
1–2–3.	NOTES	1–2–2
1–2–4.	REFERENCES	1–2–3
1–2–5.	ANNOTATIONS	1–2–3
1–2–6.	ABBREVIATIONS	1–2–3

Chapter 2. General Control

Section 1. General

2–1–1.	ATC SERVICE	2–1–1
2–1–2.	DUTY PRIORITY	2–1–1
2–1–3.	PROCEDURAL PREFERENCE	2–1–1
2–1–4.	OPERATIONAL PRIORITY	2–1–2
2–1–5.	EXPEDITIOUS COMPLIANCE	2–1–3
2–1–6.	SAFETY ALERT	2–1–3
2–1–7.	INFLIGHT EQUIPMENT MALFUNCTIONS	2–1–4
2–1–8.	MINIMUM FUEL	2–1–4
2–1–9.	REPORTING ESSENTIAL FLIGHT INFORMATION	2–1–4
2–1–10.	NAVAID MALFUNCTIONS	2–1–4
2–1–11.	USE OF MARSA	2–1–5
2–1–12.	MILITARY PROCEDURES	2–1–5
2–1–13.	FORMATION FLIGHTS	2–1–6
2–1–14.	COORDINATE USE OF AIRSPACE	2–1–6
2–1–15.	CONTROL TRANSFER	2–1–6
2–1–16.	SURFACE AREAS	2–1–6
2–1–17.	RADIO COMMUNICATIONS TRANSFER	2–1–7
2–1–18.	OPERATIONAL REQUESTS	2–1–8
2–1–19.	WAKE TURBULENCE	2–1–8
2–1–20.	WAKE TURBULENCE CAUTIONARY ADVISORIES	2–1–8
2–1–21.	TRAFFIC ADVISORIES	2–1–9
2–1–22.	BIRD ACTIVITY INFORMATION	2–1–10
2–1–23.	TRANSFER OF POSITION RESPONSIBILITY	2–1–10

Paragraph **Page**
2–1–24. WHEELS DOWN CHECK 2–1–10
2–1–25. SUPERVISORY NOTIFICATION 2–1–10
2–1–26. PILOT DEVIATION NOTIFICATION 2–1–11
2–1–27. TCAS RESOLUTION ADVISORIES 2–1–11

Section 2. Flight Plans and Control Information

2–2–1. RECORDING INFORMATION 2–2–1
2–2–2. FORWARDING INFORMATION 2–2–1
2–2–3. FORWARDING VFR DATA 2–2–1
2–2–4. MILITARY DVFR DEPARTURES 2–2–1
2–2–5. IFR TO VFR FLIGHT PLAN CHANGE 2–2–1
2–2–6. IFR FLIGHT PROGRESS DATA 2–2–1
2–2–7. MANUAL INPUT OF COMPUTER-ASSIGNED BEACON CODES 2–2–2
2–2–8. ALTRV INFORMATION 2–2–2
2–2–9. COMPUTER MESSAGE VERIFICATION 2–2–2
2–2–10. TRANSMIT PROPOSED FLIGHT PLAN 2–2–3
2–2–11. FORWARDING AMENDED AND UTM DATA 2–2–3
2–2–12. AIRBORNE MILITARY FLIGHTS 2–2–3
2–2–13. FORWARDING FLIGHT PLAN DATA BETWEEN U.S. ARTCC'S AND CANADIAN ACC'S 2–2–4
2–2–14. TELETYPE FLIGHT DATA FORMAT – U.S. ARTCC'S – CANADIAN ACC'S 2–2–4
2–2–15. NATIONAL ROUTE PROGRAM (NRP) INFORMATION 2–2–4

Section 3. Flight Progress Strips

2–3–1. GENERAL 2–3–1
2–3–2. EN ROUTE DATA ENTRIES 2–3–3
2–3–3. TERMINAL DATA ENTRIES 2–3–5
2–3–4. AIRCRAFT IDENTITY 2–3–8
2–3–5. AIRCRAFT TYPE 2–3–9
2–3–6. USAF/USN UNDERGRADUATE PILOTS 2–3–9
2–3–7. AIRCRAFT EQUIPMENT SUFFIX 2–3–9
2–3–8. CLEARANCE STATUS 2–3–9
2–3–9. CONTROL SYMBOLOGY 2–3–9

Section 4. Radio and Interphone Communications

2–4–1. RADIO COMMUNICATIONS 2–4–1
2–4–2. MONITORING 2–4–1
2–4–3. PILOT ACKNOWLEDGMENT/READ BACK 2–4–1
2–4–4. AUTHORIZED INTERRUPTIONS 2–4–1
2–4–5. AUTHORIZED TRANSMISSIONS 2–4–1
2–4–6. FALSE OR DECEPTIVE COMMUNICATIONS 2–4–1
2–4–7. AUTHORIZED RELAYS 2–4–1
2–4–8. RADIO MESSAGE FORMAT 2–4–2
2–4–9. ABBREVIATED TRANSMISSIONS 2–4–2
2–4–10. INTERPHONE TRANSMISSION PRIORITIES 2–4–2
2–4–11. PRIORITY INTERRUPTION 2–4–2
2–4–12. INTERPHONE MESSAGE FORMAT 2–4–2
2–4–13. INTERPHONE MESSAGE TERMINATION 2–4–3
2–4–14. WORDS AND PHRASES 2–4–3

Paragraph **Page**
2–4–15. EMPHASIS FOR CLARITY 2–4–4
2–4–16. ICAO PHONETICS 2–4–4
2–4–17. NUMBERS USAGE 2–4–5
2–4–18. NUMBER CLARIFICATION 2–4–7
2–4–19. FACILITY IDENTIFICATION 2–4–7
2–4–20. AIRCRAFT IDENTIFICATION 2–4–7
2–4–21. DESCRIPTION OF AIRCRAFT TYPES 2–4–10
2–4–22. AIRSPACE CLASSES 2–4–10

Section 5. Route and NAVAID Description

2–5–1. AIRWAYS AND ROUTES 2–5–1
2–5–2. NAVAID TERMS 2–5–1
2–5–3. NAVAID FIXES 2–5–2

Section 6. Weather Information

2–6–1. FAMILIARIZATION 2–6–1
2–6–2. HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS) 2–6–1
2–6–3. PIREP INFORMATION 2–6–1
2–6–4. WEATHER AND CHAFF SERVICES 2–6–2
2–6–5. CALM WIND CONDITIONS 2–6–3
2–6–6. REPORTING WEATHER CONDITIONS 2–6–3
2–6–7. DISSEMINATING WEATHER INFORMATION 2–6–4

Section 7. Altimeter Settings

2–7–1. CURRENT SETTINGS 2–7–1
2–7–2. ALTIMETER SETTING ISSUANCE BELOW LOWEST USABLE FL 2–7–1

Section 8. Runway Visibility Reporting– Terminal

2–8–1. FURNISH RVR/RVV VALUES 2–8–1
2–8–2. ARRIVAL/DEPARTURE RUNWAY VISIBILITY 2–8–1
2–8–3. TERMINOLOGY 2–8–1

Section 9. Automatic Terminal Information Service Procedures

2–9–1. APPLICATION 2–9–1
2–9–2. OPERATING PROCEDURES 2–9–1
2–9–3. CONTENT 2–9–1

Section 10. Team Position Responsibilities

2–10–1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES 2–10–1
2–10–2. TERMINAL RADAR/NONRADAR TEAM POSITION RESPONSIBILITIES .. 2–10–2
2–10–3. TOWER TEAM POSITION RESPONSIBILITIES 2–10–4

Chapter 3. Airport Traffic Control– Terminal

Section 1. General

Paragraph	Page
3–1–1. PROVIDE SERVICE	3–1–1
3–1–2. PREVENTIVE CONTROL	3–1–1
3–1–3. USE OF ACTIVE RUNWAYS	3–1–1
3–1–4. COORDINATION BETWEEN LOCAL AND GROUND CONTROLLERS	3–1–1
3–1–5. VEHICLES/EQUIPMENT/PERSONNEL ON RUNWAYS	3–1–2
3–1–6. TRAFFIC INFORMATION	3–1–2
3–1–7. POSITION DETERMINATION	3–1–2
3–1–8. LOW LEVEL WIND SHEAR ADVISORIES	3–1–2
3–1–9. USE OF TOWER RADAR DISPLAYS	3–1–4
3–1–10. OBSERVED ABNORMALITIES	3–1–4
3–1–11. SURFACE AREA RESTRICTIONS	3–1–5
3–1–12. VISUALLY SCANNING RUNWAYS	3–1–5
3–1–13. ESTABLISHING TWO–WAY COMMUNICATIONS	3–1–5
3–1–14. GROUND OPERATIONS WHEN VOLCANIC ASH IS PRESENT	3–1–5

Section 2. Visual Signals

3–2–1. LIGHT SIGNALS	3–2–1
3–2–2. WARNING SIGNAL	3–2–1
3–2–3. RECEIVER-ONLY ACKNOWLEDGMENT	3–2–1

Section 3. Airport Conditions

3–3–1. LANDING AREA CONDITION	3–3–1
3–3–2. CLOSED/UNSAFE RUNWAY INFORMATION	3–3–1
3–3–3. TIMELY INFORMATION	3–3–1
3–3–4. BRAKING ACTION	3–3–2
3–3–5. BRAKING ACTION ADVISORIES	3–3–2
3–3–6. ARRESTING SYSTEM OPERATION	3–3–3
3–3–7. FAR FIELD MONITOR (FFM) REMOTE STATUS UNIT	3–3–4

Section 4. Airport Lighting

3–4–1. EMERGENCY LIGHTING	3–4–1
3–4–2. RUNWAY END IDENTIFIER LIGHTS	3–4–1
3–4–3. VISUAL APPROACH SLOPE INDICATORS (VASI)	3–4–1
3–4–4. APPROACH LIGHTS	3–4–1
3–4–5. ALS INTENSITY SETTINGS	3–4–2
3–4–6. SEQUENCED FLASHING LIGHTS (SFL)	3–4–2
3–4–7. MALSR/ODALS	3–4–2
3–4–8. ALSF–2/SSALR	3–4–2
3–4–9. RUNWAY EDGE LIGHTS	3–4–3
3–4–10. HIGH INTENSITY RUNWAY, RUNWAY CENTERLINE, AND TOUCHDOWN ZONE LIGHTS	3–4–3
3–4–11. HIRL ASSOCIATED WITH MALSR	3–4–3
3–4–12. HIRL CHANGES AFFECTING RVR	3–4–4
3–4–13. MEDIUM INTENSITY RUNWAY LIGHTS	3–4–4
3–4–14. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHT OPERATION	3–4–4
3–4–15. HIGH SPEED TURNOFF LIGHTS	3–4–4

Paragraph	Page
3–4–16. TAXIWAY LIGHTS	3–4–4
3–4–17. OBSTRUCTION LIGHTS	3–4–4
3–4–18. ROTATING BEACON	3–4–4

Section 5. Runway Selection

3–5–1. SELECTION	3–5–1
3–5–2. STOL RUNWAYS	3–5–1
3–5–3. TAILWIND COMPONENTS	3–5–1

Section 6. Airport Surface Detection Procedures

3–6–1. EQUIPMENT USAGE	3–6–1
3–6–2. INFORMATION USAGE	3–6–1
3–6–3. IDENTIFICATION	3–6–1
3–6–4. AMASS ALERT RESPONSES	3–6–1

Section 7. Taxi and Ground Movement Procedures

3–7–1. GROUND TRAFFIC MOVEMENT	3–7–1
3–7–2. TAXI AND GROUND MOVEMENT OPERATIONS	3–7–1
3–7–3. GROUND OPERATIONS	3–7–3
3–7–4. RUNWAY PROXIMITY	3–7–3
3–7–5. PRECISION APPROACH CRITICAL AREA	3–7–3

Section 8. Spacing and Sequencing

3–8–1. SEQUENCE/SPACING APPLICATION	3–8–1
3–8–2. TOUCH-AND-GO OR STOP-AND-GO OR LOW APPROACH	3–8–1
3–8–3. SIMULTANEOUS SAME DIRECTION OPERATION	3–8–1
3–8–4. SIMULTANEOUS OPPOSITE DIRECTION OPERATION	3–8–2

Section 9. Departure Procedures and Separation

3–9–1. DEPARTURE INFORMATION	3–9–1
3–9–2. DEPARTURE DELAY INFORMATION	3–9–1
3–9–3. DEPARTURE CONTROL INSTRUCTIONS	3–9–1
3–9–4. TAXI INTO POSITION AND HOLD (TIPH)	3–9–2
3–9–5. ANTICIPATING SEPARATION	3–9–3
3–9–6. SAME RUNWAY SEPARATION	3–9–3
3–9–7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES	3–9–4
3–9–8. INTERSECTING RUNWAY SEPARATION	3–9–5
3–9–9. TAKEOFF CLEARANCE	3–9–7
3–9–10. CANCELLATION OF TAKEOFF CLEARANCE	3–9–7

Section 10. Arrival Procedures and Separation

3–10–1. LANDING INFORMATION	3–10–1
3–10–2. FORWARDING APPROACH INFORMATION BY NONAPPROACH CONTROL FACILITIES	3–10–1
3–10–3. SAME RUNWAY SEPARATION	3–10–1
3–10–4. INTERSECTING RUNWAY SEPARATION	3–10–3

Paragraph	Page
3–10–5. LANDING CLEARANCE	3–10–5
3–10–6. ANTICIPATING SEPARATION	3–10–6
3–10–7. LANDING CLEARANCE WITHOUT VISUAL OBSERVATION	3–10–6
3–10–8. WITHHOLDING LANDING CLEARANCE	3–10–6
3–10–9. RUNWAY EXITING	3–10–6
3–10–10. ALTITUDE RESTRICTED LOW APPROACH	3–10–7
3–10–11. CLOSED TRAFFIC	3–10–7
3–10–12. OVERHEAD MANEUVER	3–10–7
3–10–13. SIMULATED FLAMEOUT (SFO) APPROACHES/PRACTICE PRECAUTIONARY APPROACHES	3–10–8

Section 11. Helicopter Operations

3–11–1. TAXI AND GROUND MOVEMENT OPERATION	3–11–1
3–11–2. HELICOPTER TAKEOFF CLEARANCE	3–11–1
3–11–3. HELICOPTER DEPARTURE SEPARATION	3–11–2
3–11–4. HELICOPTER ARRIVAL SEPARATION	3–11–3
3–11–5. SIMULTANEOUS LANDINGS OR TAKEOFFS	3–11–3
3–11–6. HELICOPTER LANDING CLEARANCE	3–11–4

Section 12. Sea Lane Operations

3–12–1. APPLICATION	3–12–1
3–12–2. DEPARTURE SEPARATION	3–12–1
3–12–3. ARRIVAL SEPARATION	3–12–1

Chapter 4. IFR

Section 1. NAVAID Use Limitations

4–1–1. ALTITUDE AND DISTANCE LIMITATIONS	4–1–1
4–1–2. EXCEPTIONS	4–1–2
4–1–3. CROSSING ALTITUDE	4–1–2
4–1–4. VFR-ON-TOP	4–1–2
4–1–5. FIX USE	4–1–2

Section 2. Clearances

4–2–1. CLEARANCE ITEMS	4–2–1
4–2–2. CLEARANCE PREFIX	4–2–1
4–2–3. DELIVERY INSTRUCTIONS	4–2–1
4–2–4. CLEARANCE RELAY	4–2–1
4–2–5. ROUTE OR ALTITUDE AMENDMENTS	4–2–1
4–2–6. THROUGH CLEARANCES	4–2–2
4–2–7. ALTRV CLEARANCE	4–2–2
4–2–8. IFR–VFR AND VFR–IFR FLIGHTS	4–2–2
4–2–9. CLEARANCE ITEMS	4–2–3

Section 3. Departure Procedures

4–3–1. DEPARTURE TERMINOLOGY	4–3–1
4–3–2. DEPARTURE CLEARANCES	4–3–1
4–3–3. ABBREVIATED DEPARTURE CLEARANCE	4–3–3
4–3–4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES	4–3–5

Paragraph **Page**
4–3–5. DELAY SEQUENCING 4–3–6
4–3–6. FORWARD DEPARTURE DELAY INFORMATION 4–3–6
4–3–7. COORDINATION WITH RECEIVING FACILITY 4–3–6
4–3–8. VFR RELEASE OF IFR DEPARTURE 4–3–6
4–3–9. FORWARDING DEPARTURE TIMES 4–3–6

Section 4. Route Assignment

4–4–1. ROUTE USE 4–4–1
4–4–2. ROUTE STRUCTURE TRANSITIONS 4–4–2
4–4–3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS . 4–4–2
4–4–4. ALTERNATIVE ROUTES 4–4–3
4–4–5. CLASS G AIRSPACE 4–4–3

Section 5. Altitude Assignment and Verification

4–5–1. VERTICAL SEPARATION MINIMA 4–5–1
4–5–2. FLIGHT DIRECTION 4–5–1
4–5–3. EXCEPTIONS 4–5–2
4–5–4. LOWEST USABLE FLIGHT LEVEL 4–5–2
4–5–5. ADJUSTED MINIMUM FLIGHT LEVEL 4–5–2
4–5–6. MINIMUM EN ROUTE ALTITUDES 4–5–2
4–5–7. ALTITUDE INFORMATION 4–5–3
4–5–8. ANTICIPATED ALTITUDE CHANGES 4–5–6
4–5–9. ALTITUDE CONFIRMATION– NONRADAR 4–5–6

Section 6. Holding Aircraft

4–6–1. CLEARANCE TO HOLDING FIX 4–6–1
4–6–2. CLEARANCE BEYOND FIX 4–6–2
4–6–3. DELAYS 4–6–2
4–6–4. HOLDING INSTRUCTIONS 4–6–2
4–6–5. VISUAL HOLDING POINTS 4–6–3
4–6–6. HOLDING FLIGHT PATH DEVIATION 4–6–3
4–6–7. UNMONITORED NAVAID'S 4–6–3
4–6–8. ILS PROTECTION/CRITICAL AREAS 4–6–3

Section 7. Arrival Procedures

4–7–1. CLEARANCE INFORMATION 4–7–1
4–7–2. ADVANCE DESCENT CLEARANCE 4–7–1
4–7–3. SINGLE FREQUENCY APPROACHES (SFA) 4–7–1
4–7–4. RADIO FREQUENCY AND RADAR BEACON CHANGES FOR MILITARY AIRCRAFT 4–7–1
4–7–5. MILITARY TURBOJET EN ROUTE DESCENT 4–7–2
4–7–6. ARRIVAL INFORMATION 4–7–3
4–7–7. WEATHER INFORMATION 4–7–3
4–7–8. BELOW MINIMA REPORT BY PILOT 4–7–3
4–7–9. TRANSFER OF JURISDICTION 4–7–3
4–7–10. APPROACH INFORMATION 4–7–4
4–7–11. ARRIVAL INFORMATION BY APPROACH CONTROL FACILITIES 4–7–4
4–7–12. AIRPORT CONDITIONS 4–7–5
4–7–13. SWITCHING ILS/MLS RUNWAYS 4–7–5

Section 8. Approach Clearance Procedures

Paragraph	Page
4–8–1. APPROACH CLEARANCE	4–8–1
4–8–2. CLEARANCE LIMIT	4–8–4
4–8–3. RELAYED APPROACH CLEARANCE	4–8–4
4–8–4. ALTITUDE ASSIGNMENT FOR MILITARY HIGH ALTITUDE INSTRUMENT APPROACHES	4–8–4
4–8–5. SPECIFYING ALTITUDE	4–8–4
4–8–6. CIRCLING APPROACH	4–8–4
4–8–7. SIDE–STEP MANEUVER	4–8–4
4–8–8. COMMUNICATIONS RELEASE	4–8–4
4–8–9. MISSED APPROACH	4–8–5
4–8–10. APPROACH INFORMATION	4–8–5
4–8–11. PRACTICE APPROACHES	4–8–5
4–8–12. LOW APPROACH AND TOUCH-AND-GO	4–8–6

Chapter 5. Radar

Section 1. General

5–1–1. PRESENTATION AND EQUIPMENT PERFORMANCE	5–1–1
5–1–2. ALIGNMENT ACCURACY CHECK	5–1–1
5–1–3. RADAR USE	5–1–1
5–1–4. BEACON RANGE ACCURACY	5–1–2
5–1–5. ECM/ECCM ACTIVITY	5–1–2
5–1–6. SERVICE LIMITATIONS	5–1–2
5–1–7. ELECTRONIC CURSOR	5–1–3
5–1–8. MERGING TARGET PROCEDURES	5–1–3
5–1–9. HOLDING PATTERN SURVEILLANCE	5–1–3
5–1–10. DEVIATION ADVISORIES	5–1–3
5–1–11. RADAR FIX POSTING	5–1–3
5–1–12. POSITION REPORTING	5–1–4
5–1–13. RADAR SERVICE TERMINATION	5–1–4

Section 2. Beacon Systems

5–2–1. ASSIGNMENT CRITERIA	5–2–1
5–2–2. DISCRETE ENVIRONMENT	5–2–1
5–2–3. NONDISCRETE ENVIRONMENT	5–2–1
5–2–4. MIXED ENVIRONMENT	5–2–1
5–2–5. RADAR BEACON CODE CHANGES	5–2–2
5–2–6. FUNCTION CODE ASSIGNMENTS	5–2–2
5–2–7. EMERGENCY CODE ASSIGNMENT	5–2–3
5–2–8. RADIO FAILURE	5–2–3
5–2–9. VFR CODE ASSIGNMENTS	5–2–3
5–2–10. BEACON CODE FOR PRESSURE SUIT FLIGHTS AND FLIGHTS ABOVE FL 600	5–2–4
5–2–11. AIR DEFENSE EXERCISE BEACON CODE ASSIGNMENT	5–2–4
5–2–12. STANDBY OR LOW SENSITIVITY OPERATION	5–2–4

Paragraph	Page
5–2–13. CODE MONITOR	5–2–5
5–2–14. FAILURE TO DISPLAY ASSIGNED BEACON CODE OR INOPERATIVE/ MALFUNCTIONING TRANSPONDER	5–2–5
5–2–15. INOPERATIVE OR MALFUNCTIONING INTERROGATOR	5–2–5
5–2–16. FAILED TRANSPONDER IN CLASS A AIRSPACE	5–2–6
5–2–17. VALIDATION OF MODE C READOUT	5–2–6
5–2–18. ALTITUDE CONFIRMATION– MODE C	5–2–7
5–2–19. ALTITUDE CONFIRMATION–NON–MODE C	5–2–7
5–2–20. AUTOMATIC ALTITUDE REPORTING	5–2–7
5–2–21. INFLIGHT DEVIATIONS FROM TRANSPONDER/MODE C REQUIREMENTS BETWEEN 10,000 FEET AND 18,000 FEET	5–2–7
5–2–22. BEACON TERMINATION	5–2–8
5–2–23. ALTITUDE FILTERS	5–2–8

Section 3. Radar Identification

5–3–1. APPLICATION	5–3–1
5–3–2. PRIMARY RADAR IDENTIFICATION METHODS	5–3–1
5–3–3. BEACON IDENTIFICATION METHODS	5–3–1
5–3–4. TERMINAL AUTOMATION SYSTEMS IDENTIFICATION METHODS	5–3–2
5–3–5. QUESTIONABLE IDENTIFICATION	5–3–2
5–3–6. POSITION INFORMATION	5–3–2
5–3–7. IDENTIFICATION STATUS	5–3–2
5–3–8. TARGET MARKERS	5–3–2
5–3–9. TARGET MARKERS	5–3–3

Section 4. Transfer of Radar Identification

5–4–1. APPLICATION	5–4–1
5–4–2. TERMS	5–4–1
5–4–3. METHODS	5–4–1
5–4–4. TRAFFIC	5–4–2
5–4–5. TRANSFERRING CONTROLLER HANDOFF	5–4–2
5–4–6. RECEIVING CONTROLLER HANDOFF	5–4–3
5–4–7. POINT OUT	5–4–4
5–4–8. AUTOMATED INFORMATION TRANSFER (AIT)	5–4–5
5–4–9. INTERFACILITY AUTOMATED INFORMATION TRANSFER	5–4–5

Section 5. Radar Separation

5–5–1. APPLICATION	5–5–1
5–5–2. TARGET SEPARATION	5–5–1
5–5–3. TARGET RESOLUTION	5–5–1
5–5–4. MINIMA	5–5–2
5–5–5. VERTICAL APPLICATION	5–5–3
5–5–6. EXCEPTIONS	5–5–3
5–5–7. PASSING OR DIVERGING	5–5–3
5–5–8. ADDITIONAL SEPARATION FOR FORMATION FLIGHTS	5–5–4
5–5–9. SEPARATION FROM OBSTRUCTIONS	5–5–4
5–5–10. ADJACENT AIRSPACE	5–5–5
5–5–11. EDGE OF SCOPE	5–5–5
5–5–12. BEACON TARGET DISPLACEMENT	5–5–5
5–5–13. GPA 102/103 CORRECTION FACTOR	5–5–5

Section 6. Vectoring

Paragraph	Page
5–6–1. APPLICATION	5–6–1
5–6–2. METHODS	5–6–1
5–6–3. VECTORS BELOW MINIMUM ALTITUDE	5–6–2

Section 7. Speed Adjustment

5–7–1. APPLICATION	5–7–1
5–7–2. METHODS	5–7–1
5–7–3. MINIMA	5–7–3
5–7–4. TERMINATION	5–7–3

Section 8. Radar Departures

5–8–1. PROCEDURES	5–8–1
5–8–2. INITIAL HEADING	5–8–1
5–8–3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES	5–8–1
5–8–4. DEPARTURE AND ARRIVAL	5–8–3
5–8–5. DEPARTURES AND ARRIVALS ON PARALLEL OR NONINTERSECTING DIVERGING RUNWAYS	5–8–3

Section 9. Radar Arrivals

5–9–1. VECTORS TO FINAL APPROACH COURSE	5–9–1
5–9–2. FINAL APPROACH COURSE INTERCEPTION	5–9–1
5–9–3. VECTORS ACROSS FINAL APPROACH COURSE	5–9–2
5–9–4. ARRIVAL INSTRUCTIONS	5–9–2
5–9–5. APPROACH SEPARATION RESPONSIBILITY	5–9–4
5–9–6. PARALLEL DEPENDENT ILS/MLS APPROACHES	5–9–6
5–9–7. SIMULTANEOUS INDEPENDENT ILS/MLS APPROACHES– DUAL & TRIPLE	5–9–7
5–9–8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES– HIGH UPDATE RADAR	5–9–8

Section 10. Radar Approaches– Terminal

5–10–1. APPLICATION	5–10–1
5–10–2. APPROACH INFORMATION	5–10–1
5–10–3. NO-GYRO APPROACH	5–10–2
5–10–4. LOST COMMUNICATIONS	5–10–2
5–10–5. RADAR CONTACT LOST	5–10–3
5–10–6. LANDING CHECK	5–10–3
5–10–7. POSITION INFORMATION	5–10–3
5–10–8. FINAL CONTROLLER CHANGEOVER	5–10–3
5–10–9. COMMUNICATIONS CHECK	5–10–4
5–10–10. TRANSMISSION ACKNOWLEDGMENT	5–10–4
5–10–11. MISSED APPROACH	5–10–4
5–10–12. LOW APPROACH AND TOUCH-AND-GO	5–10–4
5–10–13. TOWER CLEARANCE	5–10–4
5–10–14. FINAL APPROACH ABNORMALITIES	5–10–4
5–10–15. MILITARY SINGLE FREQUENCY APPROACHES	5–10–5

Section 11. Surveillance Approaches– Terminal

Paragraph	Page
5–11–1. ALTITUDE INFORMATION	5–11–1
5–11–2. VISUAL REFERENCE REPORT	5–11–1
5–11–3. DESCENT NOTIFICATION	5–11–1
5–11–4. DESCENT INSTRUCTIONS	5–11–1
5–11–5. FINAL APPROACH GUIDANCE	5–11–1
5–11–6. APPROACH GUIDANCE TERMINATION	5–11–2

Section 12. PAR Approaches– Terminal

5–12–1. GLIDEPATH NOTIFICATION	5–12–1
5–12–2. DECISION HEIGHT (DH) NOTIFICATION	5–12–1
5–12–3. DESCENT INSTRUCTION	5–12–1
5–12–4. GLIDEPATH AND COURSE INFORMATION	5–12–1
5–12–5. DISTANCE FROM TOUCHDOWN	5–12–1
5–12–6. DECISION HEIGHT	5–12–1
5–12–7. POSITION ADVISORIES	5–12–1
5–12–8. COMMUNICATION TRANSFER	5–12–2
5–12–9. ELEVATION FAILURE	5–12–2
5–12–10. SURVEILLANCE UNUSABLE	5–12–2

Section 13. Use of PAR for Approach Monitoring– Terminal

5–13–1. MONITOR ON PAR EQUIPMENT	5–13–1
5–13–2. MONITOR AVAILABILITY	5–13–1
5–13–3. MONITOR INFORMATION	5–13–1

Section 14. Automation– En Route

5–14–1. CONFLICT ALERT (CA) AND MODE C INTRUDER (MCI) ALERT	5–14–1
5–14–2. EN ROUTE MINIMUM SAFE ALTITUDE WARNING (E-MSAW)	5–14–1
5–14–3. COMPUTER ENTRY OF ASSIGNED ALTITUDE	5–14–1
5–14–4. ENTRY OF REPORTED ALTITUDE	5–14–2
5–14–5. SELECTED ALTITUDE LIMITS	5–14–2
5–14–6. SECTOR ELIGIBILITY	5–14–2
5–14–7. COAST TRACKS	5–14–2
5–14–8. CONTROLLER INITIATED COAST TRACKS	5–14–2

Section 15. Automated Radar Terminal Systems (ARTS)– Terminal

5–15–1. APPLICATION	5–15–1
5–15–2. RESPONSIBILITY	5–15–1
5–15–3. FUNCTIONAL USE	5–15–1
5–15–4. SYSTEM REQUIREMENTS	5–15–1
5–15–5. INFORMATION DISPLAYED	5–15–1
5–15–6. CA/MCI	5–15–1
5–15–7. INHIBITING MINIMUM SAFE ALTITUDE WARNING (MSAW)	5–15–2
5–15–8. TRACK SUSPEND FUNCTION	5–15–2

Section 16. TPX–42– Terminal

Paragraph		Page
5–16–1.	APPLICATION	5–16–1
5–16–2.	RESPONSIBILITY	5–16–1
5–16–3.	FUNCTIONAL USE	5–16–1
5–16–4.	SYSTEM REQUIREMENTS	5–16–1
5–16–5.	INFORMATION DISPLAYED	5–16–1
5–16–6.	INHIBITING LOW ALTITUDE ALERT SYSTEM (LAAS)	5–16–1

Chapter 6. Nonradar

Section 1. General

6–1–1.	DISTANCE	6–1–1
6–1–2.	NONRECEIPT OF POSITION REPORT	6–1–1
6–1–3.	DUPLICATE POSITION REPORTS	6–1–1
6–1–4.	ADJACENT AIRPORT OPERATION	6–1–1
6–1–5.	ARRIVAL MINIMA	6–1–1

Section 2. Initial Separation of Successive Departing Aircraft

6–2–1.	MINIMA ON DIVERGING COURSES	6–2–1
6–2–2.	MINIMA ON SAME COURSE	6–2–3

Section 3. Initial Separation of Departing and Arriving Aircraft

6–3–1.	SEPARATION MINIMA	6–3–1

Section 4. Longitudinal Separation

6–4–1.	APPLICATION	6–4–1
6–4–2.	MINIMA ON SAME, CONVERGING, OR CROSSING COURSES	6–4–1
6–4–3.	MINIMA ON OPPOSITE COURSES	6–4–4
6–4–4.	SEPARATION BY PILOTS	6–4–5
6–4–5.	RNAV AIRCRAFT ALONG VOR AIRWAYS/ROUTES	6–4–5

Section 5. Lateral Separation

6–5–1.	SEPARATION METHODS	6–5–1
6–5–2.	MINIMA ON DIVERGING RADIALS	6–5–1
6–5–3.	DME ARC MINIMA	6–5–2
6–5–4.	MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES	6–5–2
6–5–5.	RNAV MINIMA– DIVERGING/CROSSING COURSES	6–5–4

Section 6. Vertical Separation

6–6–1.	APPLICATION	6–6–1
6–6–2.	EXCEPTIONS	6–6–1
6–6–3.	SEPARATION BY PILOTS	6–6–1

Section 7. Timed Approaches

Paragraph	Page
6–7–1. APPLICATION	6–7–1
6–7–2. APPROACH SEQUENCE	6–7–1
6–7–3. SEQUENCE INTERRUPTION	6–7–2
6–7–4. LEVEL FLIGHT RESTRICTION	6–7–2
6–7–5. INTERVAL MINIMA	6–7–2
6–7–6. TIME CHECK	6–7–2
6–7–7. MISSED APPROACHES	6–7–2

Chapter 7. Visual

Section 1. General

7–1–1. CLASS A AIRSPACE RESTRICTIONS	7–1–1
7–1–2. VFR CONDITIONS	7–1–1
7–1–3. APPROACH CONTROL SERVICE FOR VFR ARRIVING AIRCRAFT	7–1–1
7–1–4. VISUAL HOLDING OF VFR AIRCRAFT	7–1–1

Section 2. Visual Separation

7–2–1. VISUAL SEPARATION	7–2–1

Section 3. VFR-on-Top

7–3–1. VFR-ON-TOP	7–3–1
7–3–2. ALTITUDE FOR DIRECTION OF FLIGHT	7–3–1

Section 4. Approaches

7–4–1. VISUAL APPROACH	7–4–1
7–4–2. VECTORS FOR VISUAL APPROACH	7–4–1
7–4–3. CLEARANCE FOR VISUAL APPROACH	7–4–1
7–4–4. APPROACHES TO MULTIPLE RUNWAYS	7–4–2
7–4–5. CHARTED VISUAL FLIGHT PROCEDURES (CVFP). USA/USN NOT APPLICABLE	7–4–3
7–4–6. CONTACT APPROACH	7–4–3

Section 5. Special VFR (SVFR)

7–5–1. AUTHORIZATION	7–5–1
7–5–2. PRIORITY	7–5–1
7–5–3. SEPARATION	7–5–2
7–5–4. ALTITUDE ASSIGNMENT	7–5–2
7–5–5. LOCAL OPERATIONS	7–5–2
7–5–6. CLIMB TO VFR	7–5–2
7–5–7. GROUND VISIBILITY BELOW ONE MILE	7–5–3
7–5–8. FLIGHT VISIBILITY BELOW ONE MILE	7–5–3

Section 6. Basic Radar Service to VFR Aircraft– Terminal

Paragraph	Page
7–6–1. APPLICATION	7–6–1
7–6–2. SERVICE AVAILABILITY	7–6–1
7–6–3. INITIAL CONTACT	7–6–1
7–6–4. IDENTIFICATION	7–6–1
7–6–5. HOLDING	7–6–1
7–6–6. APPROACH SEQUENCE	7–6–1
7–6–7. SEQUENCING	7–6–1
7–6–8. CONTROL TRANSFER	7–6–2
7–6–9. ABANDONED APPROACH	7–6–2
7–6–10. VFR DEPARTURE INFORMATION	7–6–2
7–6–11. TERMINATION OF SERVICE	7–6–2
7–6–12. SERVICE PROVIDED WHEN TOWER IS INOPERATIVE	7–6–2

Section 7. Terminal Radar Service Area (TRSA)– Terminal

7–7–1. APPLICATION	7–7–1
7–7–2. ISSUANCE OF EFC	7–7–1
7–7–3. SEPARATION	7–7–1
7–7–4. HELICOPTER TRAFFIC	7–7–1
7–7–5. ALTITUDE ASSIGNMENTS	7–7–1
7–7–6. APPROACH INTERVAL	7–7–1
7–7–7. TRSA DEPARTURE INFORMATION	7–7–1

Section 8. Class C Service– Terminal

7–8–1. APPLICATION	7–8–1
7–8–2. CLASS C SERVICES	7–8–1
7–8–3. SEPARATION	7–8–1
7–8–4. ESTABLISHING TWO-WAY COMMUNICATIONS	7–8–1
7–8–5. ALTITUDE ASSIGNMENTS	7–8–1
7–8–6. EXCEPTIONS	7–8–2
7–8–7. ADJACENT AIRPORT OPERATIONS	7–8–2
7–8–8. TERMINATION OF SERVICE	7–8–2

Section 9. Class B Service Area– Terminal

7–9–1. APPLICATION	7–9–1
7–9–2. VFR AIRCRAFT IN CLASS B AIRSPACE	7–9–1
7–9–3. METHODS	7–9–1
7–9–4. SEPARATION	7–9–2
7–9–5. TRAFFIC ADVISORIES	7–9–2
7–9–6. HELICOPTER TRAFFIC	7–9–2
7–9–7. ALTITUDE ASSIGNMENTS	7–9–2
7–9–8. APPROACH INTERVAL	7–9–2

Chapter 8. Offshore/Oceanic Procedures

Section 1. General

Paragraph		Page
8–1–1.	ATC SERVICE	8–1–1
8–1–2.	OPERATIONS IN OFFSHORE AIRSPACE AREAS	8–1–1
8–1–3.	VFR FLIGHT PLANS	8–1–1
8–1–4.	TYPES OF SEPARATION	8–1–1
8–1–5.	ALTIMETER SETTING	8–1–1
8–1–6.	RECEIPT OF POSITION REPORTS	8–1–1
8–1–7.	OCEANIC NAVIGATIONAL ERROR REPORTING (ONER) PROCEDURES	8–1–1

Section 2. Coordination

8–2–1.	GENERAL	8–2–1
8–2–2.	TRANSFER OF CONTROL AND COMMUNICATIONS	8–2–1
8–2–3.	AIR TRAFFIC SERVICES INTERFACILITY DATA COMMUNICATIONS (AIDC)	8–2–1

Section 3. Longitudinal Separation

8–3–1.	APPLICATION	8–3–1
8–3–2.	SEPARATION METHODS	8–3–1
8–3–3.	MACH NUMBER TECHNIQUE	8–3–2

Section 4. Lateral Separation

8–4–1.	APPLICATION	8–4–1
8–4–2.	SEPARATION METHODS	8–4–1
8–4–3.	REDUCTION OF ROUTE PROTECTED AIRSPACE	8–4–3
8–4–4.	TRACK SEPARATION	8–4–4

Section 5. Offshore/Oceanic Transition Procedures

8–5–1.	ALTITUDE/FLIGHT LEVEL TRANSITION	8–5–1
8–5–2.	COURSE DIVERGENCE	8–5–1
8–5–3.	OPPOSITE DIRECTION	8–5–1
8–5–4.	SAME DIRECTION	8–5–2

Section 6. Separation from Airspace Reservations

8–6–1.	TEMPORARY STATIONARY AIRSPACE RESERVATIONS	8–6–1
8–6–2.	REFUSAL OF AVOIDANCE CLEARANCE	8–6–1
8–6–3.	TEMPORARY MOVING AIRSPACE RESERVATIONS	8–6–1

Section 7. North Atlantic ICAO Region

8–7–1.	APPLICATION	8–7–1
8–7–2.	VERTICAL SEPARATION	8–7–1
8–7–3.	LONGITUDINAL SEPARATION	8–7–1
8–7–4.	LATERAL SEPARATION	8–7–3

Section 8. Caribbean ICAO Region

Paragraph		Page
8–8–1.	APPLICATION	8–8–1
8–8–2.	VERTICAL SEPARATION	8–8–1
8–8–3.	LONGITUDINAL SEPARATION	8–8–1
8–8–4.	LATERAL SEPARATION	8–8–3
8–8–5.	VFR CLIMB AND DESCENT	8–8–3

Section 9. Pacific ICAO Region

8–9–1.	APPLICATION	8–9–1
8–9–2.	VERTICAL SEPARATION	8–9–1
8–9–3.	LONGITUDINAL SEPARATION	8–9–1
8–9–4.	LATERAL SEPARATION	8–9–1
8–9–5.	COMPOSITE SEPARATION MINIMA	8–9–1
8–9–6.	COMPOSITE SEPARATION ALTITUDE ASSIGNMENT	8–9–1
8–9–7.	COMPOSITE SEPARATION APPLICATION	8–9–2
8–9–8.	VFR CLIMB AND DESCENT	8–9–2
8–9–9.	PROCEDURES FOR WEATHER DEVIATIONS AND OTHER CONTINGENCIES IN OCEANIC CONTROLLED AIRSPACE	8–9–2

Section 10. North American ICAO Region– Arctic CTA

8–10–1.	APPLICATION	8–10–1
8–10–2.	VERTICAL SEPARATION	8–10–1
8–10–3.	LONGITUDINAL SEPARATION	8–10–1
8–10–4.	LATERAL SEPARATION	8–10–1

Chapter 9. Special Flights

Section 1. General

9–1–1.	GENERAL	9–1–1
9–1–2.	SPECIAL HANDLING	9–1–1
9–1–3.	FLIGHT CHECK AIRCRAFT	9–1–1

Section 2. Special Interest Flights

9–2–1.	GENERAL	9–2–1
9–2–2.	APPLICATION	9–2–1
9–2–3.	EMERGENCY OR UNSCHEDULED LANDINGS	9–2–2

Section 3. Special Operations

9–3–1.	AIRCRAFT CARRYING DANGEROUS MATERIALS	9–3–1
9–3–2.	CELESTIAL NAVIGATION TRAINING	9–3–1
9–3–3.	DEPARTMENT OF ENERGY (DOE) SPECIAL FLIGHTS	9–3–1
9–3–4.	EXPERIMENTAL AIRCRAFT OPERATIONS	9–3–2
9–3–5.	FAA RESEARCH AND DEVELOPMENT FLIGHTS	9–3–2
9–3–6.	FLYNET	9–3–2
9–3–7.	IFR MILITARY TRAINING ROUTES	9–3–2
9–3–8.	INTERCEPTOR OPERATIONS	9–3–3

Paragraph **Page**

9–3–9. LAW ENFORCEMENT OPERATIONS BY CIVIL AND MILITARY ORGANIZATIONS 9–3–4
9–3–10. MILITARY AERIAL REFUELING 9–3–4
9–3–11. MILITARY OPERATIONS ABOVE FL 600 9–3–6
9–3–12. MILITARY SPECIAL USE FREQUENCIES 9–3–7
9–3–13. AVOIDANCE OF AREAS OF NUCLEAR RADIATION 9–3–7
9–3–14. SAMP 9–3–7
9–3–15. AWACS/NORAD SPECIAL FLIGHTS 9–3–7
9–3–16. WEATHER RECONNAISSANCE FLIGHTS 9–3–8
9–3–17. EVASIVE ACTION MANEUVER 9–3–8
9–3–18. NONSTANDARD FORMATION/CELL OPERATIONS 9–3–8
9–3–19. OPEN SKIES TREATY AIRCRAFT 9–3–9

Section 4. Special Use and ATC Assigned Airspace

9–4–1. APPLICATION 9–4–1
9–4–2. SEPARATION MINIMA 9–4–1
9–4–3. VFR-ON-TOP 9–4–1
9–4–4. TRANSITING ACTIVE SUA/ATCAA 9–4–2

Section 5. Fuel Dumping

9–5–1. INFORMATION REQUIREMENTS 9–5–1
9–5–2. ROUTING 9–5–1
9–5–3. ALTITUDE ASSIGNMENT 9–5–1
9–5–4. SEPARATION MINIMA 9–5–1
9–5–5. INFORMATION DISSEMINATION 9–5–1

Section 6. Jettisoning of External Stores

9–6–1. JETTISONING OF EXTERNAL STORES 9–6–1

Section 7. Unmanned Free Balloons

9–7–1. APPLICATION 9–7–1
9–7–2. DERELICT BALLOONS 9–7–2

Section 8. Parachute Jumping

9–8–1. COORDINATION 9–8–1
9–8–2. CLASS A, CLASS B, AND CLASS C AIRSPACE 9–8–1
9–8–3. CLASS D AIRSPACE 9–8–1
9–8–4. OTHER CONTROL AIRSPACE 9–8–1

Section 9. Unidentified Flying Object (UFO) Reports

9–9–1. GENERAL 9–9–1

Chapter 10. Emergencies

Section 1. General

Paragraph		Page
10–1–1.	EMERGENCY DETERMINATIONS	10–1–1
10–1–2.	OBTAINING INFORMATION	10–1–1
10–1–3.	PROVIDING ASSISTANCE	10–1–1
10–1–4.	RESPONSIBILITY	10–1–1
10–1–5.	COORDINATION	10–1–2
10–1–6.	AIRPORT GROUND EMERGENCY	10–1–2
10–1–7.	INFLIGHT EMERGENCIES INVOLVING MILITARY FIGHTER-TYPE AIRCRAFT	10–1–2

Section 2. Emergency Assistance

10–2–1.	INFORMATION REQUIREMENTS	10–2–1
10–2–2.	FREQUENCY CHANGES	10–2–1
10–2–3.	AIRCRAFT ORIENTATION	10–2–1
10–2–4.	ALTITUDE CHANGE FOR IMPROVED RECEPTION	10–2–1
10–2–5.	EMERGENCY SITUATIONS	10–2–1
10–2–6.	HIJACKED AIRCRAFT	10–2–2
10–2–7.	VFR AIRCRAFT IN WEATHER DIFFICULTY	10–2–2
10–2–8.	RADAR ASSISTANCE TO VFR AIRCRAFT IN WEATHER DIFFICULTY	10–2–2
10–2–9.	RADAR ASSISTANCE TECHNIQUES	10–2–3
10–2–10.	EMERGENCY LOCATOR TRANSMITTER (ELT) SIGNALS	10–2–3
10–2–11.	AIRCRAFT BOMB THREATS	10–2–4
10–2–12.	EXPLOSIVE DETECTION K–9 TEAMS	10–2–5
10–2–13.	EMERGENCY AIRPORT RECOMMENDATION	10–2–5
10–2–14.	GUIDANCE TO EMERGENCY AIRPORT	10–2–6
10–2–15.	EMERGENCY OBSTRUCTION VIDEO MAP (EOVM)	10–2–6
10–2–16.	VOLCANIC ASH	10–2–6

Section 3. Overdue Aircraft

10–3–1.	OVERDUE AIRCRAFT	10–3–1
10–3–2.	INFORMATION TO BE FORWARDED TO ARTCC	10–3–1
10–3–3.	INFORMATION TO BE FORWARDED TO RCC	10–3–1
10–3–4.	ALNOT	10–3–2
10–3–5.	RESPONSIBILITY TRANSFER TO RCC	10–3–2
10–3–6.	AIRCRAFT POSITION PLOTS	10–3–2
10–3–7.	ALNOT CANCELLATION	10–3–2

Section 4. Control Actions

10–4–1.	TRAFFIC RESTRICTIONS	10–4–1
10–4–2.	LIGHTING REQUIREMENTS	10–4–1
10–4–3.	TRAFFIC RESUMPTION	10–4–1
10–4–4.	COMMUNICATIONS FAILURE	10–4–1

Section 5. Miscellaneous Operations

10–5–1.	NAVY FLEET SUPPORT MISSIONS	10–5–1
10–5–2.	EXPLOSIVE CARGO	10–5–1

Section 6. Oceanic Emergency Procedures

Paragraph	Page
10–6–1. APPLICATION	10–6–1
10–6–2. PHASES OF EMERGENCY	10–6–1
10–6–3. ALERTING SERVICE AND SPECIAL ASSISTANCE	10–6–1
10–6–4. INFLIGHT CONTINGENCIES	10–6–2
10–6–5. SERVICES TO RESCUE AIRCRAFT	10–6–3

Section 7. Ground Missile Emergencies

10–7–1. INFORMATION RELAY	10–7–1
10–7–2. IFR AND SVFR MINIMA	10–7–1
10–7–3. VFR MINIMA	10–7–1
10–7–4. SMOKE COLUMN AVOIDANCE	10–7–1
10–7–5. EXTENDED NOTIFICATION	10–7–1

Chapter 11. Traffic Management Procedures

Section 1. General

11–1–1. DUTY RESPONSIBILITY	11–1–1
11–1–2. DUTIES AND RESPONSIBILITIES	11–1–1

Chapter 12. Canadian Airspace Procedures

Section 1. General Control

12–1–1. APPLICATION	12–1–1
12–1–2. AIRSPACE CLASSIFICATION	12–1–1
12–1–3. ONE THOUSAND-ON-TOP	12–1–1
12–1–4. SEPARATION	12–1–1
12–1–5. DEPARTURE CLEARANCE/ COMMUNICATION FAILURE	12–1–2
12–1–6. PARACHUTE JUMPING	12–1–2
12–1–7. SPECIAL VFR (SVFR)	12–1–2

Chapter 13. Decision Support Tools

Section 1. User Request Evaluation Tool (URET) Core Capability Limited Deployment (CCLD) – En Route

13–1–1. DESCRIPTION	13–1–1
13–1–2. CONFLICT DETECTION AND RESOLUTION	13–1–1
13–1–3. TRIAL PLANNING	13–1–1
13–1–4. URET CCLD–BASED CLEARANCES	13–1–1
13–1–5. THE AIRCRAFT LIST (ACL) AND FLIGHT DATA MANAGEMENT	13–1–2
13–1–6. RECORDING OF CONTROL DATA	13–1–2
13–1–7. ACKNOWLEDGEMENT OF AUTOMATED NOTIFICATION	13–1–2
13–1–8. CURRENCY OF TRAJECTORY INFORMATION	13–1–2
13–1–9. DELAY REPORTING	13–1–2
13–1–10. OVERDUE AIRCRAFT	13–1–3
13–1–11. USE OF GRAPHICS PLAN DISPLAY (GPD)	13–1–3
13–1–12. FORECAST WINDS	13–1–3
13–1–13. INTERFACILITY CONNECTIVITY	13–1–3
13–1–14. HOST OUTAGES	13–1–3

Appendices

	Page
APPENDIX A. AIRCRAFT INFORMATION	A–1
APPENDIX B. AIRCRAFT INFORMATION HELICOPTERS/ROTORCRAFTS	B–1
APPENDIX C. AIRCRAFT INFORMATION SPECIFIC HOMEBUILT/EXPERIMENTAL AIRCRAFT	C–1
APPENDIX D. STANDARD OPERATING PRACTICE (SOP) FOR THE TRANSFER OF POSITION RESPONSIBILITY	D–1
PILOT/CONTROLLER GLOSSARY	PCG–1
INDEX	I–1
OFFICES OF PRIMARY INTEREST	OPI–1