

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-14-5

SPECIALIST/ROUTING: Michael Murphy AJR-1334 x3-904-4417

1. PARAGRAPH NUMBER AND TITLE:

17-14-5, USER REQUIREMENTS

2. BACKGROUND: This change deletes requirements for International operators to file over one of eight prescribed fixes when entering U.S. airspace, and requires that a point within 30 Nautical Miles (NM) of the U.S./Canadian border is used instead.

3. EXPLANATION OF CHANGE: The 7210.3 required customers to file over one of nine fixes when entering U.S. airspace from Canada, SSM, TAFFY, EBONY, ALEX, BRADD, TOPPS, TUSKY, YXU, and QUBIS. NAV CANADA has removed this requirement from their Canadian Flight Supplement and is therefore no longer valid. This change cancels and incorporates N JO 7210.694 Departure Procedure/Standard Terminal Arrival Route Transition to the North American Route Program, effective July 13, 2008

4. CHANGE:

OLD

17-14-5. USER REQUIREMENTS

a. International operators filing through Canadian airspace, at or east of Sault St. Marie (SSM), to destinations within the conterminous United States will be required to file over one of the following inland fixes to be eligible to participate in the NRP: SSM, TAFFY, EBONY, ALEX, BRADD, TOPPS, TUSKY, YXU, and QUBIS.

b. International operators filing through Canadian airspace, west of SSM, to destinations within the conterminous United States may utilize any inland navigational fix west of SSM within 30 NM north of the common Canada/United States airspace geographical boundary to be eligible to participate in the NRP.

c. Flights shall be filed and flown via any standard instrument departure (SID) procedure, standard terminal arrival route (STAR) for the departure/arrival airport respectively, or published preferred IFR routes, for at least that portion of flight which is within 200 NM from the point of

NEW

17-14-5. USER REQUIREMENTS

Delete

a. International operators filing through the Canadian airspace **to destinations within the conterminous United States must file an inland navigational fix within 30 NM north of the common Canada/United States airspace geographical boundary to be eligible to participate in the NRP.**

b. Flights shall be filed and flown via any **published DP or STAR** for the departure/arrival airport respectively, or published preferred IFR routes, for at least that portion of flight which is within 200 NM from the point of departure or destination. If the **procedures** above do not extend

departure (egress) or destination (ingress). If the procedure(s) above do not extend to 200 NM, published airways may be used for the remainder of the 200 NM. If procedure(s) above do not exist, published airways may be used for the entire 200 NM.

d. Operators that file a flight plan which conforms to a published preferred IFR route shall not enter "NRP" in the remarks section of that flight plan.

e. Operators shall ensure that the route of flight contains no less than one waypoint, in the FRD format, or NAVAID, per each ARTCC that a direct route segment traverses and these waypoints or NAVAIDs must be located within 200 NM of the preceding ARTCC's boundary. Additional route description fixes for each turning point in the route shall be defined.

f. Operators shall ensure that the route of flight avoids active restricted areas and prohibited areas by at least 3 NM unless permission has been obtained from the using agency to operate in that airspace and the appropriate air traffic control facility is advised.

g. Operators shall ensure that "NRP" is entered in the remarks section of the flight plan for each flight participating in the NRP program.

to 200 NM, published airways may be used for the remainder of the 200 NM. If procedure(s) above do not exist, published airways may be used for the entire 200 NM.

c. Operators that file a flight plan which conforms to a published preferred IFR route shall not enter "NRP" in the remarks section of that flight plan.

d. Operators shall ensure that the route of flight contains no less than one waypoint, in the FRD format, or NAVAID, per each ARTCC that a direct route segment traverses and these waypoints or NAVAIDs must be located within 200 NM of the preceding ARTCC's boundary. Additional route description fixes for each turning point in the route shall be defined.

e. Operators shall ensure that the route of flight avoids active restricted areas and prohibited areas by at least 3 NM unless permission has been obtained from the using agency to operate in that airspace and the appropriate air traffic control facility is advised.

f. Operators shall ensure that "NRP" is entered in the remarks section of the flight plan for each flight participating in the NRP program.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.694 Departure Procedure/Standard Terminal Arrival Route Transition to the North American Route Program, effective July 13, 2008

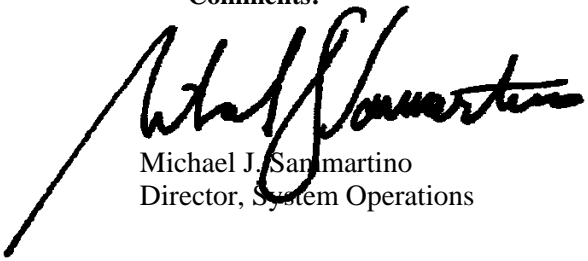
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

Comments:



Michael J. Sanmartino
Director, System Operations

1/22/08

Date: