

NOTICE

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

N JO 7210.694

Effective Date:
July 13, 2008

Cancellation Date:
March 12, 2009

SUBJ: Departure Procedure (DP)/Standard Terminal Arrival Route (STAR) Transition to the North American Route Program (NRP)

- 1. Purpose of This Notice.** This notice clarifies use of specific published DPs and STARs in conjunction with flight plan filing under the NRP. This notice deletes requirements for international operators filing through Canadian airspace, at or east of Sault Ste. Marie (SSM), to destinations within the conterminous United States to file over one of eight inland fixes to be eligible to participate in the NRP.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services, including the Directors of Tactical Operations and traffic management officers; NAV CANADA; and international aviation field offices.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.
- 4. Explanation of Policy Change.** National Airspace System users may use all published United States and Canadian DP/STAR procedures instead of the NRP 200-nautical mile (NM) ingress/egress filing requirements. Additional editorial changes were made to 17-14-2, Responsibilities.
- 5. Procedures.** Amend Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Part 5, Traffic Management System, Chapter 17, Traffic Management National, Center, and Terminal, Section 14, North American Route Program, to read as follows:

Section 14. North American Route Program

17-14-1. PURPOSE

The NRP provides the users of the NAS greater flexibility in flight plan filing at or above 29,000 feet (FL 290).

17-14-2. RESPONSIBILITIES

a. The ATCSCC must:

1. Have the authority to suspend and/or modify NRP operations for specific geographical areas or airport(s). Suspensions may be implemented for severe weather reroutes, special events, or as traffic/equipment conditions warrant.
2. Conduct special user teleconferences and transmit ATCSCC advisories whenever a provision of the NRP will not be available to the user community for more than 1 hour.

b. ARTCC TMUs must:

1. Avoid issuing route and/or altitude changes for aircraft which display the remarks "NRP" except when because of strategic, meteorological, or other dynamic conditions.
2. Coordinate with ATCSCC NSST before implementing any reroute to NRP flights beyond 200 NM from point of departure or destination.
3. Monitor activity to identify potential sector/airport constraint that may impact DP/STAR operations and coordinate with the ATCSCC NSST for problem resolution.

c. DP/STAR procedures for the ARTCCs are authorized the following exemptions:

1. NRP flights will be allowed to file and fly any published transitions of the DPs and/or STARs. Not all the published transitions may be available because of facility procedural constraints.
2. In the case of radar vector DPs, the ARTCC will clear the NRP flight to the first en route NAVAID/fix/waypoint of the flight plan as soon as practical.
3. When problems are identified involving the use of the DP/STAR transitions, immediately notify the ATCSCC NSST for resolution.

d. Customer flight plan filing requirements are authorized the following exemptions:

1. Customers may file and fly any published transition of the DPs and/or STARs, regardless of the mileage from the airport to transition end point.
2. Customers should not file DP/STAR transitions in offshore transition areas (12 NM or more off the United States shoreline).

17-14-3. PROCEDURES

- a. "NRP" shall be retained in the remarks section of the flight plan if the aircraft is moved because of weather, traffic, or other tactical reasons. In these situations, every effort will be made to ensure the aircraft is returned to the original filed flight plan/altitude as soon as conditions warrant.
- b. Traffic management specialists shall not enter "NRP" in the remarks section of a flight plan unless prior coordination on this particular flight is accomplished with the ATCSCC or as prescribed by international NRP flight operations procedures.
- c. The en route facility within which an international flight entering the conterminous United States requests to participate in the NRP shall enter "NRP" in the remarks section of the flight plan.

17-14-4. REPORTING REQUIREMENTS

Reports of unusual or unsatisfactory events attributable to NRP traffic should be forwarded to the System Operations ATCSCC Tactical Customer Advocate (TCA) by facsimile at (703) 904-4459 or by telephone at (703) 925-5306. Reports shall include, at a minimum: aircraft call sign, type, altitude, route of flight, affected sectors, brief description of event, description of impact, and any actions taken.

17-14-5. USER REQUIREMENTS

- 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 using 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 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 the route of flight contains no less than one waypoint, in the FRD format, or NAVAID, for 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 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.

6. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Directors of Tactical Operations and traffic management officers; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; the Air Traffic Safety Oversight Service; NAV CANADA; and international aviation field offices.

7. Background. The NRP 200-NM ingress/egress requirement has been replaced with the ability to file DP/STAR transitions to/from NRP en route phases of flight. This requirement to maintain DP/STAR transitions in separate attachments is no longer necessary since all DPs/STARs are maintained in official publications.

8. Implementation. This notice shall be implemented on the effective date and content of this notice will be incorporated into FAAO 7210.3V, change 2, effective March 12, 2009.

Nancy B. Kalinowski
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5/27/08

Date Signed