

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009

**TRACKING #:** 32- 12-4-1

**SPECIALIST/ROUTING:** Gail Carter AJR-53 x58601

**1. PARAGRAPH NUMBER AND TITLE:**

12-4-1, GENERAL INTRODUCTION

**2. BACKGROUND:** The web-based OPSNET system was implemented October 1, 2004. GENOT 4/58, Notice 7210.586, Facility Statistical Data, Report, and Forms addressed the procedures associated with this implementation; however, the respective procedures were never incorporated into FAA Order 7210.3, Facility Operations and Administration.

**3. EXPLANATION OF CHANGE:** This will incorporate procedures for the web-based OPSNET change to reporting requirements and traffic counting methods. This change cancels and incorporates N JO 7210.695, Facility Statistical Data, Report, and Forms, effective July 1, 2008

**4. CHANGE:**

**OLD**

Section 4. Instrument Approach Data

12-4-1. GENERAL INTRODUCTION

Terminal approach control facilities are responsible for the tabulation and reporting of instrument approach data for those non tower and VFR tower airports under their jurisdiction to which instrument approaches are conducted. Instrument approach data are used primarily to determine the need and the priority order of approach aids, such as ILS, MLS, and VOR. Therefore, it is not necessary to report instrument approaches made to purely military airports unless the FAA is responsible for providing the aids for that airport. One count shall be recorded for each approach meeting the criteria listed below:

a. An instrument approach is an approach made to an airport by an aircraft on an IFR flight plan when the visibility is less than 3 miles or the ceiling is at or below the minimum initial approach altitude.

b. Where no weather reporting service is

**NEW**

Section 4. Overflight Operations

12-4-1. TABULATION

Delete

a. Count IFR overflight operations as follows: One count for each segment of flight when an aircraft on an IFR flight plan or SVFR clearance transits the airspace. A TRACON that hands an aircraft off to the tower and the aircraft returns to the TRACON, count the additional portion as a separate segment.

b. Count VFR overflight operations as

available at non tower satellite airports, the following criteria in descending order shall be used to determine valid instrument approaches:

**follows:**

Add

**One count for each segment when an aircraft operating VFR transits the airspace. A TRACON that hands an aircraft off to the tower and the aircraft returns to the TRACON, count the additional portion as a separate segment.**

- 1. A pilot report.
- 2. If the flight has not canceled its IFR flight plan prior to reaching the initial approach fix.
- 3. The official weather as reported for any airport located within 30 miles of the airport to which the approach is made.

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Add

**NOTE-**  
**Consider operations of more than one aircraft operating in a formation as a single aircraft. If the formation breaks up into smaller formations, consider each additional formation as a separate aircraft.**

No further changes to paragraph.

5. **INDEX CHANGES:** None

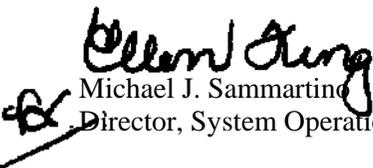
6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.695, Facility, Statistical Data, Reports, and Forms, effective July 1, 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. Sammartino  
Director, System Operations

4/5/08  
Date: