

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-14-2

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

1. PARAGRAPH NUMBER AND TITLE:

17-15-2. RESPONSIBILITIES

2. BACKGROUND: This amends the current version of paragraph 17-15-2 to remove the requirement of maintaining a list of available STAR/DP procedures authorized for use in association with NRP, and allows any published STAR/DP to be used.

3. EXPLANATION OF CHANGE: This change modifies requirements for the use of the North American Route Program (NRP) specific to use of Departure Procedure (DP), and Standard Terminal Arrival Procedure (STAR) transitions. 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-~~15~~-2. RESPONSIBILITIES

a. The David J. Hurley Air Traffic Control System Command Center (ATCSCC) shall:

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 one hour.

3. Be the final approving authority for all TM initiated restrictions to NRP flights outside of 200 NM from point of departure or destination.

b. ARTCC TMUs shall:

1. Avoid issuing route and/or altitude changes for aircraft which display the remarks "NRP" except when due to strategic, meteorological or other dynamic conditions.

2. Coordinate with ATCSCC prior to implementing any restriction to NRP flights beyond 200 NM from point of departure or

NEW

17-~~15~~-2. RESPONSIBILITIES

a. The ATCSCC **must:**

1. Have the authority to suspend and/or modify NRP operations for specific geographical areas or **airports**. 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 one hour.

Delete

b. ARTCC TMUs **must:**

1. Avoid issuing route and/or altitude changes for aircraft which display the remarks "NRP" except when due to 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.

destination.

Add

3. Monitor activity to identify potential sector/airport constraint that may impact DP/STAR operations and coordinate with the ATCSCC NSST for problem resolution.

Add

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

Add

1. NRP flights will be allowed to file and fly any published transitions of the DPs and/or STARs. Not all of the published transitions may be available, due to facility procedural constraints.

Add

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.

Add

3. When problems are identified involving the use of the DP/STAR transitions, immediately notify the ATCSCCs NSST for resolution.

Add

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

Add

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.

Add

2. Customers should not file DP/STAR transitions in offshore transition areas (12 NM or more off the United States shoreline)

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

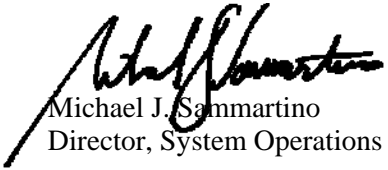
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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. Sammartino
Director, System Operations

1/12/08
Date: