

NOTICE

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

N JO 7110.474

Effective Date:
June 22, 2007

Cancellation Date:
June 21, 2008

SUBJ: User Request Evaluation Tool (URET) Route Amendments

- 1. Purpose of This Notice.** This notice transmits changes in procedures for handling certain route amendments in URET.
- 2. Audience.** This notice applies to the En Route Service unit and all associated air traffic control facilities; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
- 3. Where Can I Find This Notice?** The notice is available on 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. Action.** All personnel who maintain currency and familiarity will be briefed on the contents of this notice prior to working an operational position.
- 5. Procedures.**

If utilizing the URET route menu to amend the flight plan route of an international flight plan, the “trial plan” feature must be used to ensure the route of flight is accurate in the plans display before sending the amendment.

NOTE - Controllers must be aware that the typing buffer in the URET route menu may display routing other than what is stored in HOST.

- 6. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic and Safety; Air Traffic Safety Oversight; service centers; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center, and all CONUS en route air traffic field facilities.
- 7. Background.** When amending an aircraft’s route of flight, a software error in the User Request Evaluation Tool (URET) may result in an amended route of flight that is different from the cleared route. The incorrect routing may take place several sectors or ARTCCs away from the sector making the change. To date, this issue has only been seen on international flights.

For the problem to occur, all of the following conditions must be present:

- a. The route of flight contains an airway that is repeated in Field 10 (route of flight).

b. There are fixes and/or airways prior to the last occurrence of the repeated airway that are not recognized by URET.

c. The controller makes a URET direct-to-fix amendment to any fix on the first occurrence of the repeated airway.

When these conditions are present, URET drops route elements between the first and last occurrence of the repeated airway without notification.

8. Safety Risk Management. This guidance is provided to reduce the potential of an operational safety situation from occurring. All personnel who maintain currency and familiarity will be briefed on the contents of this notice prior to working an operational position. A safety assessment will be done for the software change that is implemented to resolve this problem.



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JUN 22 2007

Date Signed