

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

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:

17-15-5. USER REQUIREMENTS

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

NEW

17-~~15~~-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 **must** 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 to 200 NM, published airways may be used for the remainder of the 200 NM. If **the** procedures above do not exist, published airways may be used for the

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.

entire 200 NM.

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

d. Operators must 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 must be defined.

e. Operators must 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 must 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.

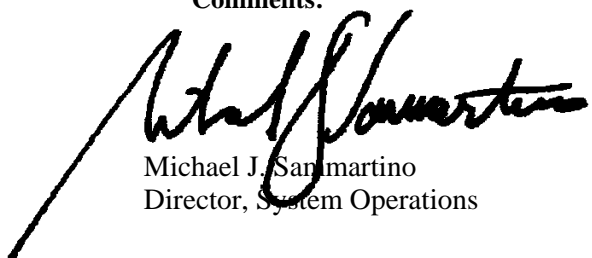
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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: