

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 12-3-5

SPECIALIST/ROUTING: Gail Carter AJR-53 x58601

1. PARAGRAPH NUMBER AND TITLE:

12-3-5, TABULATION

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

NEW

12-3-5. TABULATION

Delete

Count instrument operations as follows:

Delete

a. For aircraft operating on an IFR flight plan, count one instrument operation for each aircraft that:

Delete

1. Takes off.

Delete

2. Lands.

Delete

3. Executes an unplanned missed approach.

Delete

4. Transits the facility's area. (The flight originates outside approach control airspace and passes through approach control airspace without landing or without making an instrument approach with the intent to land.)

Delete

b. For aircraft practicing instrument procedures (either on an IFR flight plan or a VFR aircraft if approved standard separation is provided), count one instrument operation for each aircraft that:

Delete

1. Takes off from a complete stop and practices an instrument departure.

Delete

Delete

2. Practices an instrument approach

procedure.

Delete

NOTE-

Except for sub para b3 below, when a count has been taken for a practice instrument approach, do not take a second instrument count for the departure phase of the flight when the aircraft executes a planned missed approach, a low approach, or a touch and go. (Example: An aircraft takes off on an IFR flight plan to fly five practice instrument approaches, landing on the last one. His/her total instrument count would be six: one for the takeoff and instrument departure, plus one for each of the approaches.) Practice instrument approaches are to be reported as instrument operations, not as Class B or C service or TRSA operations.

Delete

3. Executes a departure after a low approach, touch and go, or planned missed approach for a destination other than the airport at which the practice approach was made.

Delete

c. For aircraft operating on a SVFR clearance, count one instrument operation for each aircraft that:

Delete

1. Takes off.

Delete

2. Lands. (Exception-for an aircraft that takes off from one airport and lands at another airport within the same surface area, only one instrument operation shall be counted.)

Delete

NOTE-

When an aircraft operates on a SVFR clearance for the purpose of practicing instrument approaches, it is counted as in sub para b above; when the SVFR clearance is for a series of VFR patterns and landings, only one instrument count shall be taken for the SVFR clearance, while each takeoff and landing is tabulated as an airport operation.

Delete

3. Transits the facility's surface area. (The flight originates outside the surface area and passes through the surface area without intent to land.)

Delete

d. Only one count shall be tabulated for each instrument operation which occurs within a combined facility; e.g., RAPCON/Tower, RATCF/Tower, or Tower/VFR Tower. Separate strips may be prepared in the two facilities to record the same aircraft, but only one instrument count shall be taken.

Delete

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

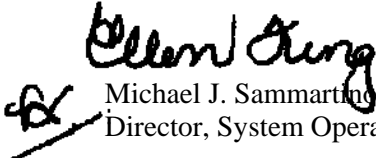
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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

6/5/08
Date: