

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3X

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #:** 32- 11-3-2

SPECIALIST/ROUTING: Eric Lautenschlager AJV-11 (202) 493-4139

1. PARAGRAPH NUMBER AND TITLE:

11-3-2. DATA RETENTION

2. BACKGROUND: In November 2011, an airport in the Northeast United States received several divert aircraft due to inclement weather. There were several Tarmac incidents that occurred that evening, and those specific events raised concerns about the lack of a requirement for a facility to report when they become aware of an aircraft that may have exceeded the three/four hour rule. Current procedures only requires a facility to report when informed of a "tarmac delay request" or a "request to taxi for passenger deplanement." Additionally, there are individuals and/or facilities that believe the rule only applies to departures.

3. EXPLANATION OF CHANGE: The change clarifies air traffic reporting and investigative responsibilities concerning tarmac delays. This change cancels and incorporates N JO 7210.816, Enhancing Airline Passenger Protections (Three/Four-Hour Tarmac Rule), effective July 9, 2012.

4. CHANGE:

OLD

NEW

11-3-2. DATA RETENTION

11-3-2. DATA RETENTION

Title through b4

No change.

5. Tarmac Delay: When a facility is notified that an aircraft has exceeded the "Three/Four-Hour Tarmac Rule," retain data relevant to the event for 1 year.

5. Tarmac Delay: When a facility is notified that an aircraft has **or may have** exceeded the "Three/Four-Hour Tarmac Rule," retain data relevant to the event for 1 year.

No further changes to paragraph.

5. INDEX CHANGES: N/A

6. REFERENCE CHANGES: N/A

7. GRAPHICS: N/A

8. GENOT/NOTICE: N JO 7210.816, Enhancing Airline Passenger Protections (Three/Four-Hour Tarmac Rule), effective July 9, 2012

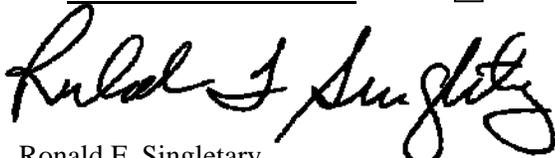
9. FORMATTING & PLAIN LANGUAGE REVIEW: **HM 12/20/2011**

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

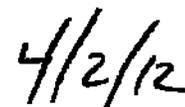
SRMD. Proposed change meets full SMS requirements for safety risk assessment.

SRMDM. Proposed change does not introduce new safety risks into the NAS.

11. ICAO DIFFERENCES: YES NO



Ronald F. Singletary
Manager, Terminal Operations Group



Date: