**10-082 (October 5, 2010) Processing Changes to Standard Terminal Arrivals (STARs)**. ISSUE: It has been noted recently that some Service Areas and ATC facilities have attempted to submit permanent changes to STARs via NOTAM. There have also been attempts to request one charting agent (but not all) to make changes to their products. If accomplished, this would cause a disconnect between government and other commercial chart makers who use the NFDD as the source document for STAR charting and create a scenario where pilots would possibly fly different vertical/lateral tracks depending on which chart is used. It must be emphasized throughout the FAA that temporary changes to STARs may be made via NOTAM. However, permanent changes to STARs may only be made by processing a revised FAA 7100-series Form and up-numbering the procedure. This issue is unique to STARs as they are under the purview of the ATO. Policy for SIDs is under Flight Standards and development is accomplished by AeroNav Services.

Status 10-05-10: New issue placed on the agenda by AFS-420 after being alerted by AeroNav Services that some ATC facilities were issuing NOTAMs beyond their responsibility and also attempting to permanently revise STARs via NOTAM D. Brad Rush provided several examples. The Western Service Area attempted via email to direct the Honolulu Control Facility to issue NOTAMs revising altitude restrictions on the REEEF TWO Arrival into Honolulu and directed Jeppesen to make charting and coding changes to the procedure. A revised 7100-series Form is required to implement permanent STAR changes under Order 7100.9D. Also, to direct a single charting agent (Jeppesen) to make chart and data base changes could pose a serious safety hazard for non-Jeppesen users. Brad also noted the issue is not solely related to STARs and provided an example where Anchorage Tower issued NOTAMs on several SIDs and STARs. All DP NOTAMs, both SIDs and ODPs fall under the purview of AeroNav Services and STAR NOTAMs are the responsibility of the ARTCC in whose area the STAR originates. Valerie Watson also noted that there were previous issues with Detroit TRACON issuing SID NOTAMs. Bill Hammett added that there have been examples where Anchorage Center has also issued NOTAMs on airways. Airway NOTAMs fall under Flight Standards purview and AeroNav Services has been delegated as the NOTAM issuing authority . The issue appears a systemic problem throughout the ATO. Brad stated that he has asked the USNOF manager to have his people better QC NOTAMs to ensure that they only accept DP and ATS route NOTAMs from AeroNav Services. Tom Schneider asked Paul Eure whether ATC specialists assigned Operations and Procedures duty at facilities attend the Procedures Course prior to assuming duties. Paul responded, sometimes, but not always. Tom also asked whether the En Route Service Unit reviewed the course. The response was no. Tom then recommended that this type guidance be added to Order 7210.3 to ensure facility management awareness. Paul responded that the most effective way to get the word out on issues like this is through the monthly Service Unit telcon to the Service Areas. If Brad and Bill will get him the necessary information, he will ensure it is placed on the agenda. IOUs: 1) Bill Hammett and Brad Rush provide necessary NOTAM guidance to Paul Eure. 2) Paul Eure to ensure correct NOTAM guidance is briefed at the monthly Service Unit telcon. **OPEN**.

Status 01-11-11: Bill Hammett briefed that he and Brad Rush provided Paul a coordinated recommendation for NOTAM discussion on the En Route Service Unit monthly telcon. Paul Eure briefed that the issue was addressed to all ATRCCs and improvement should be noted. This, coupled with increased vigilance by the USNOF should resolve the issue. All agreed the issue could be closed. **CLOSED.**