

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7210.3X

**CHANGE:** Basic

**EFFECTIVE DATE:** February 9, 2012      **TRACKING #:** 3B- 11-3-2

**SPECIALIST/ROUTING:** David Maddox AJV-11 (202) 267-7414

**1. PARAGRAPH NUMBER AND TITLE:**

11-3-2. DATA RETENTION

**2. BACKGROUND:** This DCP provides guidance concerning Department of Transportation (DOT) Rule, Enhancing Airline Passenger Protections, Title 14, Code of Federal Regulations, part 259, commonly referred to as the "Three-hour Tarmac Rule." Some verbiage contained in this DCP has been extracted from the aforementioned rule. The rule was published in the Federal Register on December 30, 2009, and was effective on April 29, 2010.

**3. EXPLANATION OF CHANGE:** The Tarmac working group met and discussed procedures pertaining to Tarmac Delay Operations. Changes include adding the 4-hour tarmac delay for US carriers conducting international flights and streamlining reporting procedures for facilities experiencing tarmac delays. This change cancels and incorporates N JO 7210.787, Enhancing Airline Passenger Protections (Three/Four-Hour Tarmac Rule), effective August 25, 2011.

**4. CHANGE:**

**OLD**

11-3-2. DATA RETENTION

Title through 11-3-2b4

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

**NEW**

11-3-2. DATA RETENTION

No change

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

No further changes to paragraph.

**5. INDEX CHANGES:** None

**6. REFERENCE CHANGES:** None

**7. GRAPHICS:** None

**8. GENOT/NOTICE:** N JO 7210.787, Enhancing Airline Passenger Protections (Three/Four-Hour Tarmac Rule), effective August 25, 2011

**9. FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 7/28/2011


**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: