

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3X

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #:** 32- 17-5-14

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

1. PARAGRAPH NUMBER AND TITLE:

17-5-14. TARMAC DELAY OPERATIONS

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 reporting procedures in FAA Notice JO 7210.787. To be specific, there was concern because the notice does not require a facility to report when they become aware of an aircraft that may have exceeded the three/four hour rule. The notice only requires a facility to report when informed of a "tarmac delay request" or a "request to taxi for passenger deplanement." Neither of these events occurred. Additionally, there are individuals and/or facilities that believe the rule only applies to departures. Therefore, to ensure the wording of the notice meets the spirit and intent of reporting requirements and/or expectations, the following changes are required.

3. EXPLANATION OF CHANGE: This 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

17-5-14. TARMAC DELAY OPERATIONS

a. Facility Procedures. The ATCSCC, en route facilities, and affected terminal facilities (see appendix 4) must develop procedures for handling of requests related to tarmac delays. ATMs must ensure that those procedures are in a facility directive and briefed annually. Issues to consider when developing local procedures should include:

Paragraph a1 through b1(a)

(b) Tower-only and tower/TRACON facilities must verbally notify the overlying facility when informed of a tarmac delay request. Request to taxi for deplanement related to "Three/Four-Hour Tarmac Rule" must be documented on FAA Form 7230-4 as a QAR, indicating the time the request was made. Additionally, at those facilities equipped with NTML, utilize the program to forward the information to the TRACON/ARTCC/ATCSCC.

Add

Add

NEW

17-5-14. TARMAC DELAY OPERATIONS

a. Facility Procedures. The ATCSCC, en route facilities, and affected terminal facilities must develop procedures for handling requests related to tarmac delays **for arriving or departing aircraft.** ATMs must ensure that those procedures are in a facility directive and briefed annually. Issues to consider when developing local procedures should include:

No change

(b) Tower-only and tower/TRACON facilities must verbally notify the overlying facility **and document the incident with pertinent information on FAA Form 7230-4 as a QAR when:**

(1) The facility is informed of a tarmac delay request or taxi for deplanement related to the "Three/Four-Hour Tarmac Rule".

(2) The facility becomes aware of an aircraft that has or may have exceeded the

(c) TRACONs must verbally notify the overlying ARTCC TMU when an airport within their geographic jurisdiction has received a tarmac delay request. “Three/Four-Hour Tarmac Rule” must be documented on FAA Form 7210-4 as a QAR, indicating the time the request was made. At facilities equipped with NTML, utilize the program to forward the information to the ARTCC/ATCSCC.

Add

Add

(d) ARTCCs must verbally notify the ATCSCC when an airport within their geographic jurisdiction has received a tarmac delay request. “Three/Four-Hour Tarmac Rule” must be documented on FAA Form 7230-4 as a QAR, indicating the time the request was made. At facilities equipped with NTML, utilize the program to forward the information to the ATCSCC.

Add

Add

Add

NOTE-

The QAR should be comprehensive and include; but it not limited to ASDE data, flight progress strips, voice replay, etc.

2. When an ARTCC is notified that an aircraft has exceeded the “Three/Four-Hour Tarmac Rule,” they must notify the ROC as soon as possible; the ROC must then notify the WOC as soon as possible. Notification should include the date, time and location of the occurrence, as well as the

“Three/Four –Hour Tarmac Rule.”

(c) TRACONs must verbally notify the overlying ARTCC TMU **and** document **the incident with pertinent information** on FAA Form 7230-4 as a QAR **when:**

(1) An airport within their geographic jurisdiction has received a tarmac delay request or taxi for deplanement related to the “Three/Four-Hour Tarmac Rule.”

(2) The facility becomes aware of an aircraft that has or may have exceeded the “Three/Four-Hour Tarmac Rule.”

(d) ARTCCs must verbally notify the ATCSCC **and** document **the incident with pertinent information** on FAA Form 7230-4 as a QAR **when:**

(1) An airport within their geographic jurisdiction has received a tarmac delay request or taxi for deplanement related to the “Three/Four-Hour Tarmac Rule.”

(2) The facility becomes aware of an aircraft that has or may have exceeded the “Three/Four-Hour Tarmac Rule”.

(e) Facilities equipped with NTML should utilize the program to forward the information to the TRACON/ARTCC/ATCSCC.

NOTE-

*The QAR should be comprehensive and include **pertinent information such as date , time, location of the occurrence, the identification of the aircraft involved, the time a tarmac delay taxi request was made, and other known information concerning movement of the aircraft. Data used during the review may include ASDE data, flight progress strips, voice replay, etc.***

2. When an ARTCC is notified that an aircraft has **or may have** exceeded the “Three/Four-Hour Tarmac Rule,” they must notify the ROC as soon as possible; the ROC must then notify the WOC as soon as possible. Notification should include the date, time and location of the occurrence, as well as the identification of the

identification of the aircraft involved.

3. When a facility is notified that an aircraft has exceeded the "Three/Four-Hour Tarmac Rule," all available records pertinent to that event will be retained in accordance with 8020.16, paragraph 119g.

aircraft involved.

3. When a facility is notified that an aircraft has **or may have** exceeded the "Three/Four-Hour Tarmac Rule," all available records pertinent to that event will be retained in accordance with **FAA Order JO** 8020.16, paragraph 119g.

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

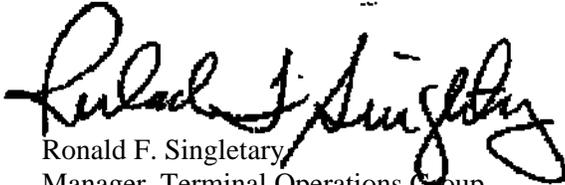
9. **FORMATTING & PLAIN LANGUAGE REVIEW:** **HM 12/20/2011**

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

4/2/12
Date: