

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 7110.365

Cancellation  
Date: 7/29/05

**SUBJ: Departure Procedure/Standard Terminal Arrival Route Transition To The North American Route Program**

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**1. PURPOSE.** This notice establishes the use of specific Departure Procedures (DPs) and Standard Terminal Arrival Routes (STARs) in conjunction with flight plan filing under the North American Route Program (NRP). NRP is a joint Federal Aviation Administration (FAA) and NAV CANADA program, which integrates the FAA NRP and the Canadian Domestic Random Route Program. The objective of the NRP is to harmonize and adopt common procedures, to the extent possible, applicable to random route flight operations at and above Flight Level 290 (FL290) within the conterminous United States and Canada. The purpose is to provide increased flexibility and reduce restrictions for airspace users.

**2. DISTRIBUTION.** This notice is distributed to the branch level in the Washington and regional air traffic divisions, the FAA Academy, and all air traffic field offices and facilities.

**3. EFFECTIVE DATE.** This notice is effective July 30, 2004.

**4. BACKGROUND.** The National Airspace System (NAS) users have requested that the NRP 200 nautical mile (NM) ingress/egress requirement be replaced with the ability to file DP/STAR transitions to/from NRP en-route phases of flight. This recommendation was adopted and incorporated into the RTCA Free Flight Action Plan, which the FAA has agreed to support. To this end, the FAA formed a work group to develop and implement the DP/STAR program.

**5. IMPLEMENTATION.** The NAS users may utilize the DP/STAR procedures identified in Appendix 1, Departure Procedures, and Appendix 2, Standard Terminal Arrival Routes, in lieu of the NRP 200 NM ingress/egress filing requirements. All other procedures in FAA Order 7210.3, Facility Operations and Administration, and FAA Order 7110.65, Air Traffic Control, remain in effect.

**6. RESPONSIBILITIES.**

a. The Air Traffic Control System Command Center (ATCSCC) must:

(1) Have the authority to suspend and/or modify NRP operations for specific geographical areas or airport(s). Suspensions may be implemented for severe weather reroutes, special events, or as traffic/equipment conditions warrant.

(2) Conduct special user teleconferences and transmit ATCSCC advisories whenever a provision of the NRP will not be available to the user community for more than one hour.

b. Air Route Traffic Control Centers (ARTCC) must monitor activity to identify potential sector/airport constraint that may impact DP/STAR operations and coordinate with the ATCSCC for problem resolution.

**7. PROCEDURES.** Procedures for the enroute facilities must remain consistent with current and subsequent NRP procedures with the following exceptions:

a. NRP flights will be allowed to file and fly any of the listed transitions of the DP's and/or STAR's, as defined in Appendices 1 and 2, in lieu of the 200NM ingress/egress filing requirements. Not all of the published transitions may be available, due to facility procedural constraints.

b. In the case of radar vector DP's the enroute facility will clear the NRP flight to the first en-route navigational aid (NAVAID)/fix/waypoint of the flight plan as soon as practical.

c. When problems are identified involving the use of the DP/STAR transitions, immediately notify the ATCSCC Severe Weather Unit at (703)-708-5106 for resolution.

d. Enroute facilities must be responsible for notifying the ATCSCC Procedures Office, (703) 904-4417, when it is known that a change to the routes listed in Appendix 1 or 2 will be submitted. Changes to routes listed in the appendices, originally agreed to with the local National Air Traffic Controllers Association (NATCA) representative, must be re-coordinated and documented locally as prescribed in the Memorandum of Understanding dated 12/05/2001.

**8. USER REQUIREMENTS.** User flight plan filing requirements remain the same as in current NRP procedures with the following exceptions:

a. Users may file and fly any listed transition of the DP's and/or STAR's defined in Appendices 1 and 2, regardless of the mileage from the airport to transition end point.

b. Users should not file DP/STAR transitions in offshore transition areas (12 miles or more off the United States shoreline).

**9. APPENDICES.** Appendix 1, Departure Procedures, and Appendix 2, Standard Terminal Arrival Routes.

John W. Kies  
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