

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: May 29, 2008

TRACKING #: 32- 17-9-1

SPECIALIST/ROUTING: Michael Murphy AJR-1334 x3-904-4417

1. PARAGRAPH NUMBER AND TITLE:

17-9-1, POLICY

2. BACKGROUND: This change establishes procedures for implementing, monitoring and canceling AFP procedures contained in Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Chapter 5, and creates a new section, Section 9.

3. EXPLANATION OF CHANGE: This paragraph provides a general overview of the process of AFPs. This change cancels and incorporates N JO 7210.690, Airspace Flow Programs (AFP) effective May 30, 2008.

4. CHANGE:

OLD

17-9-1. POLICY

AFPs may be applied to all aircraft departing airports in the contiguous United States and from select Canadian airports. Aircraft that have been assigned an EDCT in an AFP should not be subject to additional delay. Exceptions to this policy are miles-in-trail and departure/en route spacing initiatives that have been approved by the ATCSCC. AFP procedures do not apply to facilities in Alaska.

NEW

17-9-1. GENERAL

The FSM was developed to provide a dynamic method of implementing and managing ground delay programs. The creation and publication of FEAs and FCAs serve to identify areas of limited capacity to system customers that require a reduction in demand through rerouting flights (voluntary or mandatory). An alternative to managing airspace congestion is to merge these two technologies and create AFPs. An AFP is a traffic management tool that assigns specific arrival slots and corresponding EDCTs to manage capacity and demand for a specific area identified by the FCA. It is important for aircraft to depart as close as possible to the expect departure clearance time (EDCT) to ensure accurate delivery of aircraft to the impacted area.

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. **GENOT/NOTICE:** N JO 7210.687, Airspace Flow Programs (AFP) effective May 30, 2008.

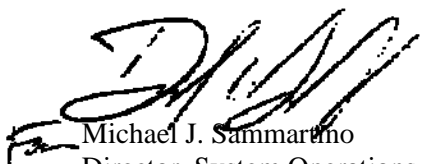
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

Comments:


Michael J. Sammarino
Director, System Operations

Date: 2/21/08