

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 2

**EFFECTIVE DATE:** May 29, 2008

**TRACKING #:** 32- 17-9-2

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

**1. PARAGRAPH NUMBER AND TITLE:**

17-9-2, RESPONSIBILITIES

**2. BACKGROUND:** Airspace flow programs (AFPs) are a traffic management initiative (TMI) issued by the David J. Hurley Air Traffic Control System Command Center (ATCSCC) to reduce demand through identified areas of limited capacity. Aircraft are issued control times similar to ground delay programs to effectively manage en route traffic volume.

**3. EXPLANATION OF CHANGE:** This change defines the policy for the traffic management initiative (TMI). This change cancels and incorporates N JO 7210.690, Airspace Flow Program, effective May 30, 2008.

**4. CHANGE:**

**OLD**

17-9-2. RESPONSIBILITIES

a. Facilities must:

1. Remain cognizant of operational areas of interest and use FEAs to evaluate situations.

2. Share FEAs that may require AFP consideration.

b. The ATCSCC must implement, monitor, and cancel AFPs as appropriate.

c. The Air Route Traffic Control Center Traffic Management Unit (ARTCC TMU) must monitor the effectiveness of the AFP and notify the ATCSCC of adjustments and revisions as necessary.

d. The terminal must comply with the AFP-generated EDCTs.

**NEW**

17-9-2. 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.**

No further changes to paragraph.

**5. INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.687, Airspace Flow Program, effective May 30, 2008.

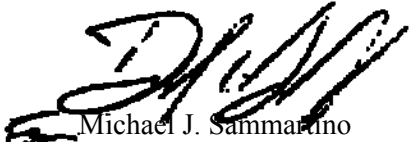
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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