

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET
FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: May 29, 2008

TRACKING #: 32- 17-9-3

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

1. PARAGRAPH NUMBER AND TITLE:

17-9-3, PROCEDURES

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 responsibilities 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

NEW

17-9-3. PROCEDURES

17-9-3. RESPONSIBILITIES

Upon receipt of information that traffic flows have been impacted, or are expected to be impacted, and that significant delays may result:

Delete

a. The ATCSCC must:

a. Facilities must:

1. Identify the constraint and potential AFP.

1. Develop and share FEAs that may require AFP consideration.

2. Issue an FCA and tag as FSM-eligible.

2. Comply with AFP-generated EDCTs.

3. For the potential AFP, model program rates, scope, and duration. Time permitting, transmit a proposed AFP advisory.

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4. Conference affected facilities and customers to review system demand, other known or anticipated factors, program rates, scope, and duration.

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5. If it is determined that an AFP is the most appropriate Traffic Management Initiative (TMI):

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(a) Send the AFP using the FSM and

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transmit an advisory.

(b) Coordinate with affected facilities to ensure the AFP is adequately managing demand.

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(c) Use the traffic situation display (TSD) and FSM to monitor traffic flow patterns.

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(d) Manage AFPs with revisions, extensions, and compressions, as appropriate, and transmit advisories.

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(e) Provide EDCT information when requested.

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b. The ARTCC TMU must:

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1. Issue a general information (GI) message to all towers, sectors and Flight Service Stations (FSS) advising of the AFP. In some instances, verbal notification, in addition to a GI, may enhance the dissemination of information.

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2. Issue EDCT information to non-flight data entry and printout (FDEP)/flight data input output (FDIO)-equipped towers and other customers in sufficient time for proper planning and control actions. This does not include non-FDEP towers that are satellites of Terminal Radar Approach Control (TRACON) facilities. The TRACON is responsible for issuing these EDCTs to satellite towers.

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3. Evaluate the delay assignment (DAS) mode and assign EDCTs, as appropriate.

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(a) For DAS, acquire an EDCT from the ATCSCC for aircraft that do not receive an EDCT and are destined to/through the affected NAS element outside their ARTCC boundaries.

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(b) For aircraft not assigned an EDCT the TMU must advise the ARTCC area supervisor of the appropriate DAS delay. If requested, the TMU should provide reroute information to avoid the AFP.

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4. Keep the ATCSCC apprised of cancellations and diversions.

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5. Relay information to the ATCSCC about EDCT issues when advised by a terminal facility.

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6. Use FSM to obtain information about the AFP. Delete
7. Provide EDCT information, when requested, for flights departing underlying non-towered airports. If a flight departing a non-towered airport is airborne and not in compliance with an AFP EDCT, coordinate with the National En Route Spacing Position (NESP) at the ATCSCC for the appropriate course of action. Delete
- c. The TRACON/airport traffic control tower (ATCT) must: Delete
1. Use FSM or enhanced traffic management system (ETMS), if available, to obtain EDCT information. Delete
2. Ensure the EDCT is included in the flight clearance when an AFP is in effect. Delete
3. Issue EDCT information to non-FDEP/FDIO-equipped towers and other customers in sufficient time for proper planning and control actions. Delete
4. Provide EDCT information, when requested, for flights departing underlying non-towered airports. Delete
5. To the extent possible, plan ground movement of aircraft to meet the parameters of their EDCTs. If unable, advise the ARTCC. Delete
- d. The ARTCC must: Delete
1. Ensure compliance with EDCTs issued for aircraft departing non-towered airports. Delete
2. If a visual flight rules aircraft requests an instrument flight rules clearance through an area under an AFP: Delete
- (a) The air traffic control specialist (ATCS) will advise their supervisor/controller-in-charge when an unscheduled flight occurs needing an EDCT. Delete
- (b) The supervisor will coordinate the appropriate DAS from the TMU and advise the ATCS. Delete
- (c) The ATCS will advise the pilot of the DAS and take the necessary control action such as airborne holding, reroute, etc Delete

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.

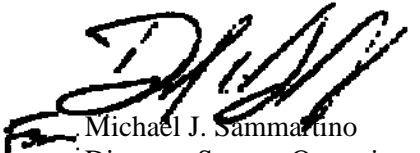
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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. Sammartino
Director, System Operations

Date: 2/21/08