

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**  
**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009

**TRACKING #:** 32- 17-7-2

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

**1. PARAGRAPH NUMBER AND TITLE:**

17-7-2, DEFINITIONS

**2. BACKGROUND:** FEAs and FCAs provide FAA air traffic facilities and our customers increased flexibility in responding to conditions in the National Airspace System (NAS). This change incorporates this technology into FAAO 7210.3V and establishes procedures for its use and creates a new Section 7, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA).

**3. EXPLANATION OF CHANGE:** This paragraph provides definitions associated with the use of FEA/FCA procedures. This change cancels and incorporates N JO 7210.691, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA), effective May 30, 2008.

**4. CHANGE:**

**OLD**

**NEW**

Add

**17-7-2. DEFINITIONS**

Add

**a. Default route: A route published by the ATCSCC in conjunction with user preferred trajectory (UPT) for facilities to assign any aircraft that remain on the dynamic list.**

Add

**b. Dynamic list: A list of flights captured in an FEA/FCA that is continually updated as changes occur to the aircraft's route of flight.**

Add

**c. Early Intent (EI): Customer route preference submitted to Enhanced Traffic Management System (ETMS). EI routes identify routing preferences or remove the flight from the constrained area. Customers are expected to file their flight plans in accordance with EI unless otherwise coordinated with the ATCSCC.**

Add

**d. EI Window: Time period when customers can submit EI or file out of the FEA.**

Add

**e. FCA: The defined region of airspace, flight filters, and time interval used to identify flights subject to a constraint. System stakeholders may be required to take action to mitigate the**

constraint identified by the FCA.

Add

f. FEA: The defined region of airspace, flight filters, and time interval used to identify flights. An FEA should be used by system stakeholders to evaluate and/or mitigate potential or existing constraints.

Add

g. FEA/FCA flight list: Aircraft that penetrate the FEA/FCA during the specified valid time.

Add

h. Route guidance: Suggested reroutes, issued in an advisory that suggest or provide examples of routing possibilities away from a defined constraint associated with an FEA/FCA. This guidance may not provide routes for all flights captured in the FEA/FCA.

Renumber Sections 17-7 thru 17-20

Section 17-8 thru 17-21

No further changes to paragraph.

5. **INDEX CHANGES:** Insert Flow Evaluation Area (FEA) and Flow Constrained Area (FCA).

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.691, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA), effective May 30, 2008.

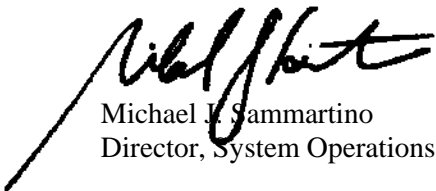
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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

2/8/08  
Date: