

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.691

Effective Date:
May 30, 2008

Cancellation Date:
March 12, 2009

SUBJ: Flow Evaluation Area (FEA) and Flow Constrained Area (FCA)

- 1. Purpose of This Notice.** This notice clarifies FEA and FCA procedures coordinated through the David J. Hurley Air Traffic Control System Command Center (ATCSCC) and establishes procedures for the use of FEA/FCA in Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Chapter 17, Traffic Management National, Center, and Terminal.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services, including the Directors of Tactical Operations and traffic management officers.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.
- 4. Cancellation.** This notice cancels N JO 7210.657, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA), effective June 1, 2007.
- 5. Explanation of Policy Change.** 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 addresses this technology in FAAO 7210.3V and establishes procedures for its use.
- 6. Procedures.** Amend FAAO 7210.3V, Chapter 17, Traffic Management National, Center, and Terminal, by inserting a new Section 7, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA), to read as follows:

Section 7. Flow Evaluation Area (FEA) and Flow Constrained Area (FCA)

17-7-1. GENERAL

FEAs and FCAs support common situational awareness and provide customers increased flexibility in responding to conditions in the NAS by providing a graphical description of a constraint and an associated list of flights that traverse the area identified. FEAs and FCAs provide reroutes which are published through a reroute advisory with an optional flight list attached. Stakeholders can monitor FEAs and FCAs through the reroute monitor in theTSD, the Web situation display (WSD), or the collaborative constraint situation display (CCSD).

17-7-2. DEFINITIONS

- 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.

- 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.
- c. Early Intent (EI): Customer route preference submitted to the 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.
- d. EI Window: Time period when customers can submit EI or file out of the FEA.
- 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.
- 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.
- g. FEA/FCA flight list: Aircraft that penetrate the FEA/FCA during the specified valid time.
- 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.

17-7-3. RESPONSIBILITIES

Customers are expected to:

- a. Enter the FCA name in the remarks section when filing the flight plan.
- b. Review advisories and examine their affected flights.
- c. Use EI capability as needed, considering FAA route guidance. Early filing of a flight plan may be used in lieu of this requirement.
- d. Examine their affected flights and submit decisions for routing in accordance with the FEA/FCA. If unable, coordinate with the ATCSCC Tactical Customer Advocate.
- e. Consider using private FEAs to monitor a situation and evaluate an area of concern.
- f. Evaluate and select routes that meet their objectives.

NOTE-

Customers may identify available routes via the Route Options Generation (ROG).

17-7-4. PROCEDURES

- a. The FAA TMU must:
 1. Remain cognizant of operational areas of interest and use FEAs to evaluate those areas.
 2. When naming FEAs that will be shared, ensure the name is descriptive to the constraint or airspace captured. Ensure FEAs do not contain FCA in the name and do not begin with a number or special character.
 3. Share FEAs with the ATCSCC that may require implementation of TMIs, i.e., reroutes, MIT, and stops, etc. If requesting a reroute in conjunction with a shared FEA, notify the ATCSCC via the NTML of the FEA and the proposed reroute.
 4. Contact the ATCSCC NSST to coordinate a public FEA or an FCA.
 5. Coordinate public FEAs and FCAs with facilities within their area of jurisdiction.

6. Monitor the FCA dynamic list. Based on information provided in the FCA advisory, appropriate action must be taken in regard to flights that remain on the list.
7. Monitor the system impact of the routes and contact the ATCSCC if these routes will cause a local flow issue.
8. Coordinate with the ATCSCC if it becomes necessary to issue an FCA.
9. Monitor the public FEA or FCA and, as required, coordinate modifications to the initiatives with the ATCSCC.
10. When an FCA is used to manage a constraint, review the advisory issued by the ATCSCC and comply with the provisions of the advisory.
11. When TMIs that impact other stakeholders will be required to resolve a situation:
 - (a) Coordinate with the ATCSCC.
 - (b) Provide local information which aids the ATCSCC with developing successful reroute options for customers to consider.
 - (c) Monitor impacts of customer preferences.
 - (d) Take tactical action as necessary.
12. Assign default routes to flights that are not routed around the constraint as directed in reroute advisories.
 - b. The ATCSCC must:
 1. Issue public FEAs and issue an advisory, as necessary. Public FEAs must have a descriptive name that is pertinent to the event.
 2. Issue FCAs and issue an advisory, as necessary. Include in the advisory any actions required by customers and field facilities.
 3. Create FEAs that define the geographical area of concern with appropriate altitude and time limits, plus any other relevant filters to select affected traffic.
 4. Monitor the NTML and respond to field facility requests for reroutes associated with shared FEAs. Evaluate reroute requests and, if applicable, conference the appropriate stakeholders to coordinate the reroute.
 5. Issue any associated routes via the "Create Reroute" tool.
 6. Ensure the FCA or public FEA expires at the end of the published valid time unless coordination is accomplished and an advisory issued that cancels the initiative.
 7. Provide FAA facilities with guidance on the use of default routes and when they may be discontinued.

Renumber Section 7 through Section 20 to Section 8 through Section 21

7. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Directors of Tactical Operations and traffic management officers; air traffic control facilities, except flight service stations; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; international aviation field offices; and the Air Traffic Safety Oversight Service.

8. Background. The ATCSCC continues to develop procedures for the use of FEA/FCA technology. These procedures will change as further achievements are accomplished using this resource.

9. Implementation. This notice must be implemented on the effective date and content of this notice will be incorporated into FAAO 7210.3V, change 2, effective March 12, 2009.



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5-27-08

Date Signed