

# NOTICE

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

N JO 7210.693

**Effective Date:**  
July 13, 2008

**Cancellation Date:**  
March 12, 2009

**SUBJ:** Flow Evaluation Area (FEA) and Miles-In-Trail (MIT) Restrictions

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**1. Purpose of This Notice.** This notice provides editorial changes and clarification to Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Chapter 17, Traffic Management National, Center, and Terminal, and specifies the use of FEAs for MIT restrictions.

**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 MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](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](http://www.faa.gov/airports_airtraffic/air_traffic/publications).

**4. Explanation of Policy Change.** A review of FAAO 7210.3V, Chapter 17, Section 6, Traffic Management Initiatives, was conducted and a determination was made to correct some wording and to provide added clarification to the paragraphs 17-6-9, 17-6-11, and 17-6-12 listed below. These changes are generally editorial in nature, but do provide more direction to FAA facilities. FEAs allow for common situational awareness between the David J. Hurley Air Traffic Control System Command Center (ATCSCC), FAA air traffic facilities, and our customers. This notice requires FAA facilities to use an FEA to explain and justify restrictions of 25 MIT or greater.

**5. Procedures.**

a. Amend FAAO 7210.3V, Paragraph 17-6-9, Field Facility Responsibilities for (TMI), to read as follows:

**17-6-9. FIELD FACILITY RESPONSIBILITIES FOR TMIs**

a. Evaluate capacity and demand. The assessment must include evaluating all data required to make an informed decision. The data may include FEAs/Flow Constrained Areas (FCA), traffic counts and lists from the ETMS, and coordination with impacted facilities.

b. Consider internal options before requesting interfacility TMIs.

c. When interfacility TMIs are appropriate, verbally coordinate with the ATCSCC and provide the following information:

1. A detailed and specific identification of the problem.
2. Intrafacility actions taken/considered.
3. A detailed explanation of the assistance required, including options available.
4. Identification of potential system impacts.

d. Document the TMIs in the NTML. Severe weather MIT coordinated through the ATCSCC must be entered in the NTML, using the “severe weather” feature, by the facility requesting the MIT.

**b.** Amend FAAO 7210.3V, Paragraph 17-6-11, TMI Within A ARTCC’s Area of Jurisdiction, to read as follows:

**17-6-11. TMIs WITHIN ARTCC AREA OF JURISDICTION**

a. Facilities must:

1. Coordinate TMIs with all impacted facilities within their jurisdiction.
2. Contact the ATCSCC at any time internal restrictions may result in reportable delays, have an adverse affect on other national initiatives, or result in implementing more initiatives.
3. Enter all applicable information in the NTML.

**c.** Amend FAAO 7210.3V, Paragraph 17-6-12, MIT TMI of 10 or Less, to read as follows:

**17-6-12. TMIs OF 10 MIT OR LESS**

TMIs must be coordinated consistent with the following procedures:

- a. The requesting facility verbally notifies the providing facility in a timely manner.
- b. The TMI must not exceed four (4) hours.
- c. The TMI is documented in the NTML, including the justification and any negative impacts associated with the TMI.
- d. If the facilities cannot agree, the restriction request is forwarded to the ATCSCC for resolution.
- e. The ATCSCC may suspend these procedures at any time by notifying the impacted facilities.

**d.** Amend FAAO 7210.3V, by adding Paragraph 17-6-14, TMIs of 25 MIT or Greater, to read as follows:

**17-6-14. TMIs OF 25 MIT OR GREATER**

a. All FAA TMUs requesting initiatives of 25 MIT or greater must:

1. Create an FEA that:
  - (a) Adequately represents the constrained area.
  - (b) Captures the flights affected by the requested initiative.
2. Share the FEA with the ATCSCC and verbally coordinate the justification for the restriction.

**NOTE -**

1. *TMUs are exempt from creating FEAs for situations that cannot be represented because of filtering limits in the FEA tool.*
2. *Flights to specific runways, flights using specific departure procedures, flights that may be offloaded to alternative routing are examples of items that cannot be represented.*

b. If an extension to a 25 MIT or greater restriction is necessary, the TMU must:

1. Amend the shared FEA end time to cover the revised time period.
2. Coordinate the extension request with the ATCSCC.

c. The ATCSCC may suspend the requirements for facilities to develop FEAs associated with MIT restrictions at any time.

**6. 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.

**7. Background.** MIT restrictions are widely used in the air traffic system to manage traffic flows and volume. FEAs provide an excellent tool for airspace and constraint analysis. This technology provides a graphic depiction of airspace and associated traffic volume. Constraints can then be discussed and analyzed with all parties to further understand system impacts and the rationale for mitigating initiatives. Requiring the use of FEAs to manage restrictions of 25 miles or greater ensures the initiative is appropriately managing the concern, minimizes delays, and maintains situational awareness.

**8. 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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Date Signed