

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-9-1

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

1. PARAGRAPH NUMBER AND TITLE:

17-9-1. POLICY

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-~~9-1~~. 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.

17-~~9-1~~ thru 17-~~9-3~~

NEW

17-~~10-2~~. 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.

Renumber 17-~~10-2~~ thru 17-~~10-4~~

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.

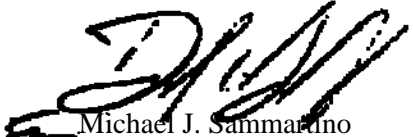
8. SAFETY RISK MANAGEMENT: (Check appropriate box.)

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