DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009   **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-**10**-**4**. PROCEDURES
Upon receipt of information that traffic flows have been impacted, or are expected to be impacted, and that significant delays may result:	Upon receipt of information that traffic flows have been impacted, or are expected to be impacted, and that significant delays may result:
a. The ATCSCC must:	a. The ATCSCC must:
1. Identify the constraint and potential AFP.	1. Identify the constraint and potential AFP.
Add	**2**. **Implement, monitor, and cancel AFPs as appropriate.**
2. Issue an FCA and tag as FSM-eligible.	**3**. Issue an FCA and tag as FSM-eligible.
3. For the potential AFP, model program rates, scope, and duration. Time permitting, transmit a proposed AFP advisory.	**4**. For the potential AFP, model program rates, scope, and duration.
Add	**5**. **Transmit a proposed advisory unless immediate implementation is necessary.**
4. Conference affected facilities and customers to review system demand, other known or anticipated factors, program rates, scope, and duration.	**6**. Conference affected facilities and customers to review system demand, other known or anticipated factors, program rates, scope, and duration.
5. If it is determined that an AFP is the most appropriate Traffic Management Initiative (TMI):	**7**. **If it is determined that an AFP is the most appropriate TMI:**
(a) Send the AFP using the FSM and transmit an advisory.	(a) Send the AFP using the FSM and transmit an advisory.

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

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

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

(e) Provide EDCT information when requested.

b. The ARTCC TMU must:

1. Issue a <u>general information (GI)</u> message to all towers, sectors and <u>F</u>light <u>S</u>ervice <u>S</u>tations <u>(FSS)</u> advising of the AFP. In some instances, verbal notification, in addition to a GI, may enhance the dissemination of information.

Add

2. Issue EDCT information to non-<u>flight data entry and printout (FDEP)</u>/<u>flight data input output (FDIO)</u>-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 <u>Terminal Radar Approach Control (TRACON)</u> facilities. The TRACON is responsible for issuing these EDCTs to satellite towers.

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

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

(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.

4. Keep the ATCSCC apprised of cancellations and diversions.

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

6. Use FSM to obtain information about the

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

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

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

(e) Provide EDCT information when requested.

b. The ARTCC TMU must:

1. Issue a GI message to all towers, sectors and **f**light **s**ervice **s**tations advising of the AFP. In some instances, verbal notification, in addition to a GI, may enhance the dissemination of information.

2. Monitor the effectiveness of the AFP and notify the ATCSCC with requests for adjustments and/or revisions as necessary.

3. Issue EDCT information to non FDEP/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 TRACON facilities. The TRACON is responsible for issuing these EDCTs to satellite towers.

4. Evaluate the DAS mode and assign EDCTs, as appropriate.

(a) **A**cquire an EDCT from the ATCSCC for aircraft that do not receive an EDCT.

(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.

5. Keep the ATCSCC apprised of cancellations and diversions.

6. Relay information to the ATCSCC about EDCT issues **(for example, flights requiring a revision because of mechanical or flight crew duty issues)**.

7. Use FSM to obtain information about the

AFP.

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.

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c. The TRACON/airport traffic control tower (ATCT) must:

1. Use FSM or enhanced traffic management system (ETMS), if available, to obtain EDCT information.

2. Ensure the EDCT is included in the flight clearance when an AFP is in effect.

3. Issue EDCT information to non-FDEP/FDIO-equipped towers and other customers in sufficient time for proper planning and control actions.

4. Provide EDCT information, when requested, for flights departing underlying non-towered airports.

5. To the extent possible, plan ground movement of aircraft to meet the parameters of their EDCTs. If unable, advise the ARTCC.

d. The ARTCC must:

1. Ensure compliance with EDCTs issued for aircraft departing non-towered airports.

2. If a visual flight rules aircraft requests an instrument flight rules clearance through an area

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AFP (flights captured, EDCTs, route changes, etc.).

8. Provide EDCT information, when requested, for flights departing underlying nontowered airports. If a flight departing a nontowered airport is airborne and not in compliance with an AFP EDCT, coordinate with the NESP at the ATCSCC for the appropriate course of action.

9. Ensure compliance with EDCTs issued for aircraft departing nontowered airports.

c. The ARTCC must, when advised of a VFR aircraft requesting an IFR clearance through an area under an AFP:

1. The ATCS will advise his/her supervisor/controller-in-charge when an unscheduled flight occurs needing an EDCT.

2. The supervisor will coordinate the appropriate DAS delay with the TMU and advise the ATCS.

3. The ATCS will advise the pilot of the DAS delay and take the necessary action such as airborne holding, reroute, etc.

d. The TRACON/ATCT must:

1. Use FSM or ETMS, if available, to obtain EDCT information.

2. Ensure the EDCT is included in the flight clearance when an AFP is in effect.

3. Issue EDCT information to non-FDEP/FDIO-equipped towers and other customers in sufficient time for proper planning and control actions.

4. Provide EDCT information, when requested, for flights departing underlying nontowered airports.

5. To the extent possible, plan ground movement of aircraft to meet the parameters of their EDCTs; if unable, advise the ARTCC.

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under an AFP:

(a) The air traffic control specialist (ATCS) will advise their supervisor/controller-in-charge when an unscheduled flight occurs needing an EDCT.

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(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

Add	**e**. **Amending EDCTs:**
Add	**1**. **Facilities with FSM may use the EDCT ECR tool to assign an EDCT that is later than the current control time for the flight. Select the SCS option when assigning a new EDCT for a flight. If the SCS option is not available, use the unlimited delay option. For flights captured in an AFP, select the ECR tool applicable to the corresponding FCA element.**
Add	**2**. **To assign an earlier control time to a flight or for EDCT amendments not obtained using the ECR tool, coordinate through the Tactical Customer Advocate (TCA) at the ATCSCC.**
Add	**3**. **Facilities without FSM must contact their overlying facility to request a new EDCT.**
Add	**f**. **Cancellation procedures:**
Add	**1**. **When conditions no longer warrant AFP ground delays, the ATCSCC must:**
Add	**(a) Conference facilities and customers to develop an operational plan for release of ground-delayed traffic into the system.**
Add	**(b) Consider using the Integrated Modeling Tool when evaluating a cancellation.**
Add	**(c) Purge the AFP and transmit an advisory stating the AFP has been canceled**.
Add	**2**. **The ARTCC TMU and the terminal TMU must:**
Add	**(a) Issue cancellation information to underlying facilities.**
Add	**(b) Notify facility personnel, as appropriate, of the cancellation.**
Add	**g**. **Documentation:**

Add	**Facilities must use the NTML where applicable to document all pertinent information related to the AFP, including, but not limited to, the start and stop times and the reason for the AFP. Facilities that do not have NTML will log information as required by local procedure**.
Add	**h**. **Customer options:**
Add	**1**. **When an AFP is in effect, system customers may exercise options other than ground delays.**
Add	**(a) Intermediate landing: The flight should land at the intermediate airport to provide the delay necessary for the flight to arrive at the CTA. Customer coordination with the TCA is required to avoid assignment of additional delay after an intermediate landing.**
Add	**(b) Reroutes: Customers may reroute flights out of an AFP. Alternative route options will normally be discussed on either a planning telecon or an ad hoc telecon.**
Add	**2**. **Substitution of flights.**
Add	**(a) The ATCSCC may deny substitution requests when deemed appropriate. The ATCSCC must transmit an advisory when substitutions are suspended and include an estimated time when substitutions will resume.**
Add	**(b) Customers are permitted to exchange and substitute CTAs congruent with CDM agreements concerning substitutions**

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

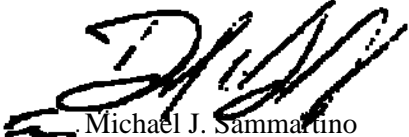**7. GENOT/NOTICE:** N JO 7210.687, Airspace Flow Program, effective May 30, 2008.

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