

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-7-3

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

1. PARAGRAPH NUMBER AND TITLE:

17-7-3. RESPONSIBILITIES

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 customer expectations for FAA field TMUs when using 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

Add

Add

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NEW

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).

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.

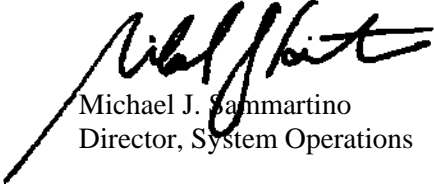
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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: