

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-7-4

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

1. PARAGRAPH NUMBER AND TITLE:

17-7-4. PROCEDURES

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 specific procedures for the implementation and use of FEA/FCAs. 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

Add

Add

Add

Add

Add

Add

Add

NEW

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, miles-in-trail, ground 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.

Add

8. Coordinate with the ATCSCC if it becomes necessary to issue an FCA.

Add

9. Monitor the public FEA or FCA and, as required, coordinate modifications to the initiatives with the ATCSCC.

Add

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.

Add

11 When TMIs that impact other stakeholders will be required to resolve a situation:

Add

(a) Coordinate with the ATCSCC.

Add

(b) Provide local information which aids the ATCSCC with developing successful reroute options for customers to consider.

Add

(c) Monitor impacts of customer preferences.

Add

(d) Take tactical action as necessary.

Add

12. Assign default routes to flights that are not routed around the constraint as directed in reroute advisories.

Add

b. The ATCSCC must:

Add

1. Issue public FEAs and issue an advisory, as necessary. Public FEAs must have a descriptive name that is pertinent to the event.

Add

2. Issue FCAs and, issue an advisory, as necessary. Include in the advisory any actions required by customers and field facilities.

Add

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.

Add

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.

Add

5. Issue any associated routes via the “Create Reroute” tool.

Add

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.

Add

7. Provide FAA facilities with guidance on the use of default routes and when they may be discontinued.

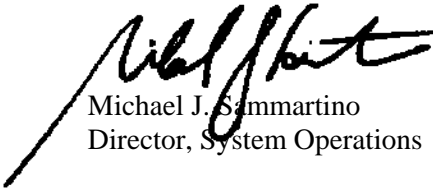
Renumber Sections 17-7 thru 17-20

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


Date: