

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET
FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009

TRACKING #: 32- 17-6-14

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

1. PARAGRAPH NUMBER AND TITLE:

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

2. BACKGROUND: The 7210.3 is being changed to require facilities to develop and share an FEA anytime a restriction of 25 MIT or greater is requested.

3. EXPLANATION OF CHANGE: The 7210.3 is being changed to require facilities to develop and share an FEA anytime a restriction of 25 MIT or greater is requested. This change cancels and incorporates N JO 7210.693 Flow Evaluation Area (FEA) and Mile-in-Trail (MIT) Restrictions, effective July 13, 2008.

4. CHANGE:

OLD

Add

Add

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NEW

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 coordinate justification for the restriction.

NOTE-

1. TMUs are exempt from creating FEAs for situations that cannot be represented due to filtering limitations 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.

Add

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

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.693 Flow Evaluation Area (FEA) and Mile-in-Trail (MIT) Restrictions, effective July 13, 2008.

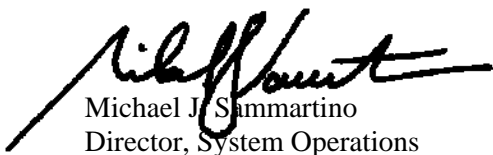
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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

12/21/07
Date: