

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 1

**EFFECTIVE DATE:** July 31, 2008

**TRACKING #:** 31- 17-9-3

**SPECIALIST/ROUTING:** John Rupp AJR-1333 x703-925-3121

**1. PARAGRAPH NUMBER AND TITLE:**

17-9-3. LOCAL GROUND STOP(S)

**2. BACKGROUND:** The local facility may initiate a local ground stop (GS) when conditions are not expected to last more than 30 minutes. The local GS is implemented when the facilities impacted are wholly contained within the local facility's area of responsibility. Local GSs must not be extended without prior approval of the Air Traffic Control System Command Center (ATCSCC). Notification to the ATCSCC before implementing a GS and utilization of the Flight Schedule Monitor (FSM) will allow for better common situational awareness between the ATCSCC, field facilities, and our customers. Additionally, the workload for facilities will be lessened when automation of delay reporting for ground delay programs and ground stops begins on or about October 1, 2007.

**3. EXPLANATION OF CHANGE:** The responsibility for the TMU and the ATCSCC has been augmented to include notification to the ATCSCC from the TMU before implementing a local GS and requires the ATCSCC to utilize the FSM when implementing a local GS. This notification and utilization of the FSM allows for better common situational awareness between the ATCSCC, field facilities, and our customers. Additionally, to support changes to Operations Network (OPNET) on or about October 1, 2007, delay reporting for ground delay programs and ground stops will be automated and will no longer require data entries from field facilities. This change cancels and incorporates N JO 7210.670, Local Ground Stop(s), effective October 22, 2007.

**4. CHANGE:**

**OLD**

17-9-3. LOCAL GROUND STOP(S)

The local facility may initiate a local GS when conditions are not expected to last more than 30 minutes. The local GS is implemented when the facilities impacted are wholly contained within the local facility's area of responsibility. Local GSs must not be extended without prior approval of the ATCSCC.

a. The ARTCC TMU must:

1. Explore and implement alternative initiatives prior to implementing a local GS, if feasible.

**NEW**

17-~~9~~-4. LOCAL GROUND STOP(S)

A facility may initiate a local GS when **the facilities impacted are wholly contained within the facility's area of responsibility and conditions are not expected to last more than 30 minutes.** Local GSs must not be extended without prior approval of the ATCSCC.

a. The TMU must:

1. Explore and, **if warranted, implement alternative initiatives before implementing a local GS.**

2. Notify the ATCSCC if a local GS is expected to reach 15 minutes. This notification must be in accordance with para 17-5-12, DELAY REPORTING, and accomplished within 15 minutes of the initiation of the GS.

Add

3. Issue GS information to underlying facilities, using normal communication methods, in sufficient time for proper planning.

b. The Terminal facility must:

1. Explore and implement alternative initiatives prior to implementing a local GS, if feasible.

Delete

2. Issue GS information to underlying facilities, using normal communication methods, in sufficient time for proper planning.

Delete

3. Notify the appropriate TMU when a local GS is expected to reach 15 minutes. This notification must be in accordance with para 17-5-12, DELAY REPORTING, and accomplished within 15 minutes of the initiation of the GS.

Delete

**NOTE-**  
When appropriate, the ATCSCC may issue an ATCSCC advisory for a local GS.

Add

Add

Add

Renumber Section 17-9 thru 17-20

2. Notify the ATCSCC **before implementing a local GS.**

**NOTE-**  
**If conditions prohibit notifying the ATCSCC before the GS is implemented, the TMU must inform the ATCSCC as soon as practical.**

3. Issue GS information to underlying facilities, using normal communication methods, in sufficient time for proper planning.

b. The Terminal facility must **notify the appropriate TMU before implementing a local GS.**

**NOTE-**  
**If conditions prohibit notifying the TMU before the GS is implemented, the facility must inform the TMU as soon as practical.**

**c. The ATCSCC must:**

**1. When available, use the FSM to implement the GS.**

**2. Issue an advisory.**

Section 17-10 thru Section 17-21

No further changes to paragraph.

5. **INDEX CHANGES:** None

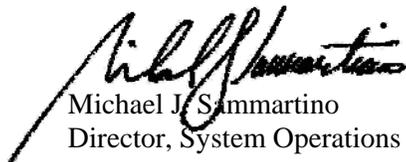
6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.670, Local Ground Stop(s), effective October 22, 2007

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: 8/08/07