

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7210.670

**Effective Date:**  
October 22, 2007

**Cancellation Date:**  
July 31, 2008

**SUBJ:** Local Ground Stop(s)

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- 1. Purpose of This Notice.** This notice augments and modifies procedures contained in Federal Aviation Administration Order (FAAO) 7210.3U, Facility Operation and Administration, Paragraph 17-9-3, Local Ground Stop(s).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services, including the Directors of Tactical Operations and traffic management officers.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications](http://www.faa.gov/airports_airtraffic/air_traffic/publications).
- 4. Procedures.** Amend FAAO 7210.3U, Paragraph 17-9-3, Local Ground Stop(s), to read as follows:

#### 17-9-3. 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.

- The TMU must:
  - Explore and, if warranted, implement alternative initiatives before implementing a local GS.
  - 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.*

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

- 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.

**5. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Directors of Tactical Operations and traffic management officers; air traffic control facilities, except flight service stations; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; international aviation field offices; and the Air Traffic Safety Oversight Service.

**6. Background.** 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. The responsibility for the TMU and the ATCSCC has been augmented to include notification of the ATCSCC by the TMU before implementing a local GS and requires the ATCSCC to use the Flight Schedule Monitor (FSM) when implementing a local GS. This notification and use of the FSM allow for better common situational awareness between the ATCSCC, field facilities, and our customers. Also, on or about October 22, 2007, to support changes to the Operations Network, delay reporting for ground delay programs and ground stops will be automated and will no longer require data entries from field facilities.

**7. Implementation.** This notice shall be implemented on the effective date and the content of this notice will be incorporated in FAAO 7210.3V, change 1, effective July 31, 2008.



Michael A. Cirillo  
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 Air Traffic Organization

10/12/07  
 Date Signed