SUBJ: Flow Evaluation Area (FEA) and Flow Constrained Area (FCA)

1. PURPOSE. This notice clarifies FEA and FCA procedures coordinated through the David J. Hurley Air Traffic Control System Command Center (ATCSCC) and makes changes to the Responsibilities and Procedures paragraphs.

2. DISTRIBUTION. This notice is distributed to the following Air Traffic Organization service units: En Route and Oceanic, Terminal, Safety, and System Operations Services; service center offices; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; and all air traffic control field facilities; international aviation field offices; and interested aviation public.

3. CANCELLATION. Federal Aviation Administration Notice 7210.598 is canceled.

4. DOCUMENT AVAILABILITY. The notice is available on MyFAA employee Web site at 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.

5. BACKGROUND. FEAs and FCAs support common situational awareness and provide customers increased flexibility in responding to conditions in the National Airspace System (NAS) by providing a graphical description of a constraint and an associated list of flights that traverse the area identified.

FEAs and FCAs provide reroutes using the Create Reroute capability and are published through a reroute advisory with an optional flight list attached. Stakeholders can monitor FEAs and FCAs through the reroute monitor in traffic situation display (TSD), Web situation display (WSD), or collaborative constraint situation display (CCSD).

Integrated collaborative rerouting (ICR) is a process that builds on FEAs and FCAs. The ICR process requires that a constraint be identified early. Traffic management may issue a planning (PLN) advisory describing the system constraint and providing route guidance. System stakeholders are allowed an opportunity to consider the area of concern, and provide early intent (EI) messages that communicate their decisions in response to the constraint. EI messages update enhanced traffic management system (ETMS) flight trajectories, monitor alert values, and routing intentions. At the expiration of the EI window, traffic management can then analyze the customer responses and decide if the actions taken have resolved the issue, or if recommended routes, required routes, airspace flow programs (AFP) and/or other traffic management initiatives (TMI) will be necessary to further reduce demand.

ICR allows system stakeholders flexibility in managing their flights based on an identified NAS constraint, reducing the possibility of more restrictive initiatives. Traffic flow management (TFM) tools benefit from enhanced flight information and collaborative responses to system capacity actions.

6. **DEFINITIONS**.

   a. Default route: A route published by the ATCSCC in conjunction with user preferred trajectory (UPT) for facilities to assign any aircraft that remain on the dynamic list.

   b. FEA: The defined region of airspace, flight filters, and time interval used to identify flights. An FEA should be used by system stakeholders to evaluate and/or mitigate potential or existing constraints.

   c. FCA: The defined region of airspace, flight filters, and time interval used to identify flights subject to a constraint. System stakeholders may be required to take action to mitigate the constraint identified by the FCA.

   d. FEA/FCA flight list: Aircraft that penetrate the FEA/FCA during the specified valid time.

   e. ICR: Strategic process for stakeholders to define and structure TMIs to mitigate constraints identified by an FEA/FCA.

   f. EI: Customer route preference submitted to ETMS. EI routes identify routing preferences or remove the flight from the constrained area. Customers are expected to file their flight plans in accordance with EI unless otherwise coordinated with the ATCSCC.

   g. EI window: Time period when customers can submit EI or file out of the FEA.

   h. Dynamic list: A list of flights captured in an FEA/FCA that is continually updated as changes occur to the aircraft's route of flight.

   i. Route guidance: Suggested reroutes, issued in an advisory that suggest or provide examples of routing possibilities away from a defined constraint associated with an FEA/FCA. This guidance may not provide routes for all flights captured in the FEA/FCA.

7. **RESPONSIBILITIES**.

   a. Customers are expected to:

      (1)   Enter the FCA name in the remarks section when filing the flight plan.

      (2)   Review the PLN advisory and examine their affected flights.

      (3)   Enter EI messages as needed, considering FAA route guidance.

      (4)   Examine their affected flights and submit decisions for routing in accordance with the FEA/FCA. If unable, coordinate with the ATCSCC Tactical Customer Advocate.

      (5)   Consider using private FEAs to monitor a situation and evaluate an area of concern.

      (6)   Evaluate and select routes that meet their objectives.

NOTE-
Customers may identify available routes via the Route Options Generation (ROG).

8. PROCEDURES.

   a. FAA traffic management units (TMU) must:

   (1)   Remain cognizant of operational areas of interest and use FEAs to evaluate those areas.

   (2)   Provide a name descriptive of the event to shared FEAs. 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 National Traffic Management Log (NTML) of the FEA and the proposed reroute.

   (4)   Contact the ATCSCC National System Strategy Team (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.

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

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

   (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.

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

      (a) Coordinate with the ATCSCC to determine feasibility of using the ICR process.

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

      (c) Monitor impacts of customer preferences.

      (d) Coordinate issues with the ATCSCC.

      (e) Take tactical action as necessary.

   b. The ATCSCC must:

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

   (2)   Issue FCAs and, when using the ICR process, issue an advisory, as necessary. Include in the advisory any actions required by customers and field facilities.

   (3)   Consider creating an FEA when a situation may require reroutes. The FEA should define the geographical area of concern with appropriate altitude and time limits, plus any other relevant filters to select affected traffic.

(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.

(5)   Issue any associated routes via the "Create Reroute" tool.

(6)   Issue the PLN advisory. The PLN advisory will provide general route guidance. Preferential routes, recommended routes, and constraint avoidance may all be suggested.

   c. 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.

Michael A. Cirillo
Vice President, System Operations Services
Air Traffic Organization