



# Federal Aviation Administration

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## Memorandum

Date: December 7, 2007

To: IT Business Enterprise Service Division, AES-200

Attn: Al Spence

From: Director of ATO System Operations Planning & Procedures

Prepared by: Sharon Kline, AJR-5

Subject: Safety Risk Management Decision Memo (SRMDM) for Cancellation of  
Obsolete Directives

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In response to the Technical Operations Directives Revalidation Action Item of September 2006, the following is an update of the status of System Operations Services. Our response is in accordance with FAA Order JO 1320.1, Air Traffic Organization Prefixes for Directives, and the action items cited in the September 2006 briefing.

### Background:

Safety Management System requires an SRMDM for any change to the NAS that has no impact on safety. This applies to changes to directives and cancellation of directives. The cancellation of the orders identified in this SRMDM do not impact NAS safety. This SRMDM addresses the cancellation of obsolete directives for which System Operations Services is the office of primary interest.

### Impacted Personnel/Organizations for this Change:

There are no personnel or organizations that use these directives, so none are impacted by their cancellation.

### Rationale for not requiring SRM:

None of these directives are being used nor are there any plans under which we foresee that they could be used in the future. Attached is a list of the directives and justification for cancellation.

FAA Order 7210.60, Policies and Procedures for Validating New/Revised Sections/Positions in Terminal and Enroute Air Traffic Facilities <sup>ok</sup>

This order is no longer valid because the original purpose for the order has been supplanted by mandated reporting and fiscal requirements from both the Terminal and En Route Services thereby rendering the subject order redundant. En Route and Terminal Services have initiated processes whereby a business case must be presented by service areas and field facilities that outlines the proposed changes along with expected costs and benefits to both the agency and the customer. These requirements for a business case more closely parallels the operational needs, goals, and accounting practices of the Air Traffic Organization.

FAA Order 7210.53, Automated Flight Service Station 1-800-WX-BRIEF Traffic Management Program

AFSS's fall into two categories: those in Alaska operated by FAA, and all others in the continental U.S., Hawaii and Puerto Rico operated by Lockheed Martin (LM). Alaska AFSS's have infrequent need for a Traffic Management Plan as there are few instances where call off-loading is necessary. When call transfers are necessary, Alaska has regional directives in place to manage traffic. As for the other AFSS's, LM has developed a plan for their own for call transfers. The LM traffic management plan is not dependent on this order.