

NOTICE

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

N JO 7210.759

Effective Date:
September 20, 2010

Cancellation Date:
September 19, 2011

SUBJ: Integrated Collaborative Rerouting (ICR)

- 1. Purpose of This Notice.** This notice extends ICR procedures coordinated through the David J. Hurley Air Traffic Control System Command Center (ATCSCC) that were previously contained in N JO 7210.721, Integrated Collaborative Rerouting (ICR), effective August 20, 2009.
- 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 Managers of Tactical Operations and traffic management officers.
- 3. Where Can I Find This Notice?** This notice is available on the 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/air_traffic/publications.
- 4. Procedures.** Amend policy and procedures for the use of the ICR process as follows:
 - a. Customers are expected to:**
 1. Review the planning (PLN) advisory and examine their affected flights.
 2. Use early intent (EI) capability as needed, considering Federal Aviation Administration (FAA) route guidance. Early filing of a flight plan may be used instead of this requirement.
 3. Examine their affected flights and submit decisions for routing in accordance with the flow evaluation area (FEA) or flow constrained area (FCA). If unable, coordinate with the ATCSCC Tactical Customer Advocate.
 4. Consider using private FEAs to monitor a situation and evaluate an area of concern.
 5. Evaluate and select routes that meet their objectives.

NOTE-

Customers may identify available routes using the route options generation.

- b. FAA traffic management units must:**
 1. Coordinate with the ATCSCC to determine the feasibility of using the ICR process.
 2. Provide local information which aids the ATCSCC in developing successful reroute options for customers to consider.
 3. Monitor impacts of customer preferences.
 4. Use "Reroute Monitor," as appropriate, to examine traffic flows.

5. Coordinate issues with the ATCSCC.
6. Take tactical action as necessary.

c. The ATCSCC must:

1. Issue a public FEA when a situation may require use of the ICR process to manage 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. The public FEA must have a descriptive name that is relevant to the event followed by "ICR."
2. Issue route guidance using a PLN advisory in the Create Reroute tool.
 - (a) Preferential routes, recommended routes, and constraint avoidance may all be suggested.
 - (b) Provide an EI window, as collaborated upon by the FAA and customers, which provides opportunity to perform an action.

NOTE-

EI windows may be adjusted as necessary

(c) Define specific expected initiative(s) in the event that constraint impact has not been mitigated. These may include specific required (RQD) reroute, airspace flow programs (AFP), route closures, miles-in-trail, En Route Sequencing Program delays, or departure stop.

(d) If an AFP is considered, create a flight schedule monitor (FSM)-eligible FCA using current FEA parameters.

3. Determine, by the end of the EI window, if objectives have been met.
 - (a) If so, continue monitoring the FEA and leave the PLN advisory in place.
 - (b) If not, institute required initiative(s).

4. For RQD reroutes:

- (a) Edit the existing FEA and convert it to an FCA.
- (b) Issue a RQD reroute by editing the existing PLN reroute and selecting the new FCA in the FEA/FCA pick list on the Edit Reroute dialog box. The RQD reroute advisory replaces the PLN advisory and provides specific routes for flights that have not routed out of the FCA.

5. For AFP, issue an AFP with the FSM-eligible FCA previously created.

d. The FCA or public FEA expires at the end of the published valid time unless coordination is accomplished and an advisory is issued that cancels the initiative.

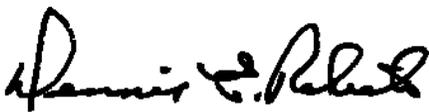
5. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Managers of Tactical Operations and traffic management officers; air traffic control facilities, except flight service stations; the William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

6. Background. ICR is a process that builds on the FEA and FCA technology. The ICR process requires that a constraint be identified early. Traffic managers issue a PLN advisory that describes the system constraint and provides route guidance. System stakeholders are allowed an opportunity to consider the area of concern and to provide EI messages that communicate their decisions in response to the constraint. EI messages update traffic flow management system flight trajectories, monitor alert values, and routing intentions. At the expiration of the EI window, traffic managers can analyze the customer responses and decide if the actions taken have resolved the issue or decide if recommended routes, required routes, airspace flow programs, or other traffic management initiatives (TMI) will be necessary to further reduce demand.

ICR allows system stakeholders flexibility in managing their flights based on identified National Airspace System constraints and reduces the possibility of more restrictive initiatives. Traffic flow managers benefit from enhanced flight information and from collaborative responses to system capacity actions.

7. Definition.

ICR - Strategic process for stakeholders to define and structure TMIs to mitigate constraints identified by an FEA or FCA.



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9-17-2010
Date Signed