

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: 1

EFFECTIVE DATE: July 31, 2008

TRACKING #: 31- 17-5-4

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

1. PARAGRAPH NUMBER AND TITLE:

17-5-4, RESPONSIBILITIES

2. BACKGROUND: The Aviation System Performance Metrics (ASPM) database was designed to extract data input by select facilities directly onto an Air Traffic Control System Command Center (ATCSCC) web page. This data is used daily for National Airspace System (NAS) performance analysis. Enhancements to the National Traffic Management Log (NTML) and procedural modifications were made to improve the coordination process and situational awareness.

3. EXPLANATION OF CHANGE: ASPM facilities must still enter hourly arrival and departure counts onto the ATCSCC supplied web page, however the NTML will now be the only source to enter other data, including delay status, airports in/out of deicing, runway configuration, and Airport Arrival Rates/Airport Departure Rates (AAR/ADRs). This enables our customers and facilities to be knowledgeable of these conditions throughout the NAS. (Paragraph 17-5-9, NTML Data Entries, has been revised and incorporated into Paragraph 17-5-4 Responsibilities.) This change cancels and incorporates N JO 7210.671, Coordination Using the National Traffic Management Log (NTML), effective February 5, 2008. This change also incorporates the procedures for Hotlines and informs participants on their use.

4. CHANGE:

OLD

17-5-4. RESPONSIBILITIES

a. Facilities must:

1. Communicate and coordinate events that may have an impact on the NAS.
2. Utilize the NTML to document events and TMIs.
3. Designate a point-of-contact (POC).

b. The ATCSCC must:

1. Communicate directly with facility and service area representatives for a critique of operations and future plans for TM.
2. Coordinate directly with service area representatives on plans, procedures, and

NEW

17-5-4. RESPONSIBILITIES

a. **All** facilities must:

1. Communicate and coordinate events that may have an impact on the NAS.
2. **Use** the NTML to document events and **traffic management initiatives** (TMI).

Delete

b. The ATCSCC must:

1. **Provide an FAA ATCSCC data entry Web page for facilities identified in TBL 17-5-1, ASPM airport traffic control towers.**
2. **Transmit these data to other FAA offices for analysis.**

operations that affect inter-facility traffic flows.

3. Provide NTML to all Centers and designated terminals.

4. Consult with weather information providers to ensure the receipt of timely weather forecasts (including the collaborative convective forecast), observed terminal weather sequences, and any weather data that may have a significant impact on the NAS.

5. Coordinate with the en route TMUs and terminals in the day-to-day operations of the NAS and resolve operational TM disagreements between facilities.

6. Conference affected Centers as needed when contacted by a terminal facility.

7. Initiate TELCONs with customers and facilities, as necessary, to obtain input and to provide operational information, as well as, other significant events affecting the NAS.

8. Subscribe to NTML entries pertinent to their position of operation.

Add

Add

c. ARTCC TMUs and designated terminals must:

1. Advise the ATCSCC of situations and conditions that may require implementation of TM initiatives, or are of national interest.

2. Present unresolved conflicts between adjacent TMUs to the ATCSCC for resolution.

3. Notify the ATCSCC if a significant change in capacity is expected or has occurred.

4. Be the focal point for coordination relating to any TM issues, initiatives, programs, or information. Data received from underlying facilities must be forwarded to the ATCSCC in a

3. Provide the NTML to all ARTCC TMUs and designated terminals.

4. **Communicate directly with facility and service area representatives for a critique of operations and future plans for TM.**

5. **Coordinate directly with service area representatives on plans, procedures, and operations that affect interfacility traffic flows.**

6. **Consult with weather information providers to ensure the receipt of timely weather forecasts (including the collaborative convective forecast), observed terminal weather sequences, and any weather data that may have a significant impact on the NAS.**

7. **Coordinate with the TMUs in the day-to-day operations of the NAS and resolve operational TM disagreements between facilities.**

8. **Conference affected ARTCC TMUs as needed when contacted by a terminal facility.**

9. **Initiate telecons and Hotlines with customers and facilities, as necessary, to obtain input and to provide operational information, as well as other significant events affecting the NAS.**

10. **Subscribe to the NTML entries pertinent to its position of operation.**

c. ARTCC TMUs and designated terminals must:

1. Advise the ATCSCC of situations and conditions that may require implementation of **TMI**s or are of national interest.

2. Present unresolved conflicts between adjacent TMUs to the ATCSCC for resolution.

3. Notify the ATCSCC if a significant change in capacity is expected or has occurred.

4. Be the **contact** for **their underlying facilities about coordinating** any TM issues, initiatives, programs, or information. Data received from underlying facilities must be

timely manner.

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d. Terminal facilities must:

1. Coordinate with the appropriate ARTCC TMU and ensure that they are kept aware of situations and conditions that may require the implementation of TM initiatives.

2. Report any significant change in the capacity that is expected or has occurred.

3. Present TM conflicts to the ARTCC TMU.

4. Consult with the ATCSCC, the affected ARTCC, terminals, and customer organizations about the development and implementation of procedures, when appropriate.

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forwarded to the ATCSCC in a timely manner.

5. Advise the ATCSCC if an operational Hotline is requested including:

(a) Facility participation required.

(b) Requested customer participation and assist the ATCSCC in determining if the Hotline will be limited to “listen-only” customer capability.

(c) Other aviation/airport resources requested.

d. Terminal facilities must:

1. Coordinate with the appropriate ARTCC TMU and ensure **it is** kept aware of situations and conditions that may require the implementation of TM initiatives.

2. Report **to the ARTCC TMU** any significant change in capacity that is expected or has occurred.

3. Present TM conflicts to the ARTCC TMU.

4. Consult with the ATCSCC, the affected ARTCC **TMU**, terminals, and customer organizations about the development and implementation of procedures, when appropriate.

e. Terminal facilities listed in TBL 17-5-1 must:

1. Enter the runway configurations (specifying runway numbers) and their associated AAR and ADR using the NTML.

NOTE-

Local procedures must be established to determine whether the tower or TRACON is responsible for these entries.

2. Enter the hourly arrival and departure counts starting at 0700 and ending at 2259 local using the ATCSCC-supplied Web page.

NOTE-

These counts must include IFR/VFR arrivals and departures that are fixed-wing itinerants. Helicopter and local operations must not be included in the traffic count.

3. Investigate and resolve issues about their Web page.

4. Submit suggestions for improvement to

- Add **the Terminal Operations area office, when applicable.**
- Add **f. The information for subparagraph e above applies to any airport in a ground delay program.**
- Add **g. Field facility specialists with the NTML must:**
- Add **1. Enter sign-on/off times and initials.**
 - Add **2. Mark entries for equipment (E) when they cause a TMI or result in a TMI.**
 - Add **3. Mark entries for a QAR with a (Q) when they cause a TMI or result in a TMI.**
 - Add **4. Enter TMIs initiated by your facility.**
 - Add **5. Enter constraints in your area of responsibility that may impact the NAS and forward them to the ATCSCC.**
 - Add **6. Enter arrival, departure, and en route delay status, as appropriate.**
 - Add **7. Enter deicing status (in/out).**

Add **NOTE-**
Facilities with the NTML are required to make the above data entries. At non-NTML facilities, the first facility overlying the non-NTML facility is responsible for entering data into the NTML. Facility personnel must enter data in a timely manner on the appropriate template. Timely is construed to mean that it would be useful to someone looking at the data in current time. If workload conditions or the situation prohibits entering the data in a timely manner, the information should be recorded by a subsequent or delayed entry.

TBL 17-5-1

Add

<u>AVIATION SYSTEM PERFORMANCE METRICS</u>							
<u>AIRPORT TRAFFIC CONTROL TOWERS</u>							
<u>ABQ</u>	<u>BWI</u>	<u>EWR</u>	<u>JAX</u>	<u>MHT</u>	<u>OXR</u>	<u>RSW</u>	<u>SNA</u>
<u>ANC</u>	<u>CLE</u>	<u>FLI</u>	<u>JFK</u>	<u>MIA</u>	<u>PBI</u>	<u>SAN</u>	<u>STL</u>
<u>ATL</u>	<u>CLT</u>	<u>GGY</u>	<u>LAS</u>	<u>MKE</u>	<u>PDX</u>	<u>SAT</u>	<u>SWF</u>
<u>AUS</u>	<u>CYG</u>	<u>HNL</u>	<u>LAX</u>	<u>MSP</u>	<u>PHL</u>	<u>SDF</u>	<u>TEB</u>
<u>BDL</u>	<u>DAL</u>	<u>HOU</u>	<u>LGA</u>	<u>MSY</u>	<u>PHX</u>	<u>SEA</u>	<u>TPA</u>
<u>BHM</u>	<u>DAY</u>	<u>HPN</u>	<u>LGB</u>	<u>OAK</u>	<u>PTI</u>	<u>SFO</u>	<u>TUS</u>
<u>BNA</u>	<u>DCA</u>	<u>IAD</u>	<u>MCI</u>	<u>OGG</u>	<u>PSP</u>	<u>SJC</u>	<u>VNY</u>
<u>BOS</u>	<u>DEN</u>	<u>IAH</u>	<u>MCO</u>	<u>OMA</u>	<u>PVD</u>	<u>SJU</u>	
<u>BUF</u>	<u>DFW</u>	<u>IND</u>	<u>MDW</u>	<u>ONT</u>	<u>RDU</u>	<u>SLC</u>	
<u>BUR</u>	<u>DTW</u>	<u>ISP</u>	<u>MEM</u>	<u>ORD</u>	<u>RFD</u>	<u>SMF</u>	

No further changes to paragraph.

5. INDEX CHANGES: None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.671, Coordination Using the National Traffic Management Log (NTML), effective February 5, 2008.

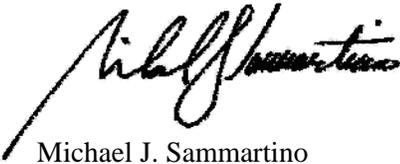
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

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: 1/17/08