

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008

TRACKING #: 3B- 17-11-1

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

1. PARAGRAPH NUMBER AND TITLE:

17-11-1, GENERAL

2. BACKGROUND: The Severe Weather Area (SVRWX) at the David J. Hurley Air Traffic Control System Command Center (ATCSCC) has been dissolved. The National System Strategy Team (NSST) was created to incorporate a number of management functions into one location. Among those functions are the Planner, National En Route Spacing Position (NESP), Tactical Airspace Manager (TAM), International Operations Manager (IOM), Regional Airspace Managers (RAM), and others.

3. EXPLANATION OF CHANGE: In addition to the added management functions, the NSST has assumed the previous responsibilities of the ATCSCC severe weather specialist. All references to the severe weather unit and severe weather specialist have been replaced with the NSST. This change cancels and incorporates N JO 7210.667, Changes to FAA Order 7210.3, Chapter 17, Traffic Management National, Center, and Terminal, effective June 16, 2007.

4. CHANGE:

OLD

17-11-1. GENERAL

a. The AT system is most susceptible to thunderstorm activity between April and October on a national basis. Thunderstorms create a major disruption to the normal and organized movement of air traffic and significantly increase the workload in an impacted facility. To meet this challenge, System Operations has charged the ATCSCC to set aside a cadre of TMSs to deal directly and independently with severe weather problem areas. To accomplish this task, the ATCSCC established severe weather management teams.

b. When the potential for severe weather exists which will cause a disruption to normal traffic movements, the ATCSCC severe weather management specialists will implement procedures designed to optimize the use of the available airspace. Strategic planning is an integral part of

NEW

17-11-1. GENERAL

a. The AT system is most susceptible to thunderstorm activity between April and October on a national basis. Thunderstorms create a major disruption to the normal and organized movement of air traffic and significantly increase the workload in an impacted facility. To meet this challenge, System Operations has charged the ATCSCC to set aside a cadre of **National Traffic Management Officers (NTMO)** to deal directly and independently with severe weather problem areas. To accomplish this task, the ATCSCC established **the National System Strategy Team (NSST)**.

b. When the potential for severe weather exists which will cause a disruption to normal traffic movements, the ATCSCC **NSST** will implement procedures designed to optimize the use of the available airspace. Strategic planning is an integral part of severe weather management and the

severe weather management and the responsibility of all involved. responsibility of all involved.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.667 Changes to FAA Order 7210.3, Chapter 17, Traffic Management National, Center, and Terminal, effective June 16, 2007.

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: 5/15/07