

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 3B- 17-11-2

SPECIALIST/ROUTING: John Rupp AJR-1333 x3-925-3121

1. PARAGRAPH NUMBER AND TITLE:

17-11-2, DUTIES AND RESPONSIBILITIES

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

17-11-2. DUTIES AND RESPONSIBILITIES

The ATCSCC shall be the final approving authority for alternate routes and initiatives that transcend center or terminal boundaries.

a. The ATCSCC severe weather management supervisor shall:

1. Be responsible for severe weather management operations.
2. Ensure coordination is completed to develop severe weather strategies.

NOTE-

ATCSCC NTMOs shall be responsible for the implementation of TM initiatives in support of severe weather management.

3. Conduct special weather TELCONs.

NEW

17-11-2. DUTIES AND RESPONSIBILITIES

The ATCSCC must be the final approving authority for alternate routes and initiatives that transcend center or terminal boundaries.

a. The ATCSCC **NSST must:**

1. Be responsible for severe weather management operations.
2. Ensure coordination is completed to **implement TM initiatives in support of severe weather management.**

Delete

3. Conduct **a daily NSST operations**

when appropriate.

4. Conduct a daily severe weather operations critique with ATCSCC severe weather management specialists, affected facilities, and system users, as appropriate.

Add

Add

Add

Add

b. The ATCSCC severe weather management specialist shall:

1. Coordinate with appropriate facilities and users to determine the need for developing alternate routes and initiatives to avoid severe weather.

Delete

2. Coordinate alternate routes with all affected facilities.

Delete

3. Transmit advisories defining severe weather areas and alternate routes.

Delete

4. Conference all affected facilities and system users to apprise them of weather conditions that will impact the NAS.

Delete

c. Facility TMUs shall coordinate directly with the ATCSCC severe weather specialist for matters pertaining to severe weather.

Delete

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

critique with affected facilities and system customers, as appropriate.

4. **Receive and evaluate facility requests for alternate routes and initiatives to avoid severe weather.**

5. **Coordinate with appropriate facilities and customers to determine the need for developing alternate routes and initiatives to avoid severe weather.**

6. **Coordinate alternate routes with all affected facilities.**

7. **Transmit advisories defining severe weather areas and alternate routes.**

8. **Conference all affected facilities and system users to apprise them of weather conditions that will impact the NAS.**

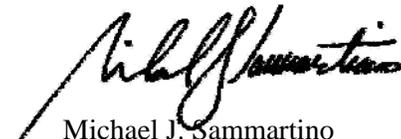
b. **Facility TMUs must coordinate directly with the ATCSCC NSST for matters pertaining to severe weather.**

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