

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 3B- 17-18-6

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

1. PARAGRAPH NUMBER AND TITLE:

17-18-6, PROCEDURES

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

NEW

17-18-6. PROCEDURES

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a. National Playbook routes are considered active when the ATCSCC Severe Weather Unit has completed coordination with all impacted facilities. An ATCSCC numbered advisory will be sent by the Severe Weather Unit describing the route being used.

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b. National Playbook routes may be modified tactically to achieve an operational advantage. The ATCSCC Severe Weather Unit will coordinate these changes verbally with all impacted facilities and insure that the published advisory contains the modification(s).

b. National Playbook routes may be modified tactically to achieve an operational advantage. The ATCSCC **NSST** will coordinate these changes verbally with all impacted facilities and ensure that the published advisory contains the modification(s).

c. Facilities shall monitor and provide real-time reports of the impact and continued need for the use of the National Playbook route(s) through the Severe Weather Specialist.

c. Facilities **must** monitor and provide real-time reports of the impact and continued need for the use of the National Playbook route(s) through the **ATCSCC NSST**.

d. A National Playbook route is no longer active

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when the expiration time stated on the advisory has been reached without an extension coordinated or a decision to cancel the route has been reached. If the route is cancelled prior to the expiration time, the ATCSCC Severe Weather Unit will coordinate with all impacted facilities and publish an advisory stating that the route has been cancelled.

e. If there are circumstances that prevent the use of a National Playbook route, then the air traffic facility involved shall inform the ATCSCC Severe Weather Unit. The Severe Weather Unit will coordinate this information with the Planning Team (PT). It is the responsibility of the impacted facility and the ATCSCC to ensure the route is not utilized until the circumstance(s) preventing its use is corrected or the route is deleted.

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e. If there are circumstances that prevent the use of a National Playbook route, then the air traffic facility involved must inform the ATCSCC NSST. The ATCSCC NSST will coordinate this information with the Planning Team (PT). It is the responsibility of the impacted facility and the ATCSCC to ensure the route is not utilized until the circumstance(s) preventing its use is corrected or the route is deleted.

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.

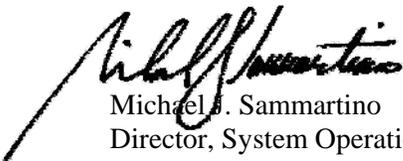
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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