

NOTICE

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

N JO 7210.692

Effective Date:
July 13, 2008

Cancellation Date:
March 12, 2009

SUBJ: National Playbook

- 1. Purpose of This Notice.** This notice provides editorial changes and clarification to Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Chapter 17, Traffic Management National, Center, and Terminal, Section 18, National Playbook.
- 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 Directors of Tactical Operations and traffic management officers.
- 3. Where Can I Find This Notice?** The 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/airports_airtraffic/air_traffic/publications.
- 4. Procedures.** Amend FAAO 7210.3V, Chapter 17, Traffic Management National, Center, and Terminal, Section 18, National Playbook, to read as follows:

Section 18. National Playbook

17-18-1. PURPOSE

The National Playbook is a collection of SWAP routes that have been prevalidated and coordinated with impacted ARTCCs. The National Playbook is designed to mitigate the potential adverse impact to the FAA and to customers during periods of severe weather or other events that affect coordination of routes. These events include, but are not limited to, convective weather, military operations, communications, and other situations.

17-18-2. POLICY

National Playbook routes shall only be used after collaboration and coordination between the ATCSCC NSST and the TMUs of affected air traffic facilities.

17-18-3. DEFINITION

The National Playbook is a traffic management tool developed to give the ATCSCC, other FAA facilities, and customers a common product for various route scenarios. The purpose of the National Playbook is to aid in expediting route coordination during those periods of constraint on the NAS. The National Playbook contains common scenarios that occur during each severe weather season and each includes the resource or flow impacted, facilities included, and specific routes for each facility involved. The playbooks are validated by the individual facilities involved in that scenario. The National Playbook is available on the ATCSCC Web site at <http://www.atcsc.faa.gov/Operations/operations.html>.

17-18-4. RESPONSIBILITIES

- a. The ATCSCC shall:
 - 1. Manage the National Playbook program.
 - 2. Operate as OPI at the national level.
 - 3. As a minimum, conduct a yearly review of the National Playbook routes and procedures.
 - 4. Facilitate the validation process for additions, changes, updates, and corrections.
 - 5. Coordinate the activation/deactivation of National Playbooks.
 - 6. Maintain a listing of all National Playbook routes on the ATCSCC Web page.
- b. The NFDC shall forward to the ATCSCC POC any changes to the published navigational database (that is, SIDs/STARs, NAVAIDs, preferred routes, etc.) contained in the NFDD that are effective for the subsequent chart date. These data shall be provided at least 45 days before the chart date.
- c. The En Route and Oceanic Operations service area and Terminal Operations service area offices shall:
 - 1. Ensure facilities submit data as required.
 - 2. Resolve discrepancies and issues identified.
 - 3. Submit suggestions for improving the process, when applicable.
- d. The ARTCCs shall:
 - 1. Identify, develop, and coordinate National Playbook routes as needed, in accordance with this section.
 - 2. Supply a POC for the ATCSCC to contact about National Playbook routes.
 - 3. Participate in validating National Playbook routes impacting their facility. Validating a National Playbook route is considered complete when all facilities affected by that route have confirmed the route as acceptable. Validation may also be accomplished by responding through the Route Management Tool (RMT), where it is available.
 - 4. Report unusable, inaccurate, or unsatisfactory route data contained in the National Playbook to the ATCSCC Strategic Operations office. Reports shall include the National Playbook designation and specific description of the data error and, if appropriate, suggestion for change.
 - 5. Recommend improvements in the process, if applicable.
- e. Terminal facilities shall coordinate with their parent ARTCC for all matters about the National Playbook.

17-18-5. NATIONAL PLAYBOOK DATA FORMAT

- a. All ARTCCs shall develop and update the National Playbook in accordance with the following:
 - 1. All National Playbook routes that specify the use of an arrival and departure procedure shall have that procedure number (SID/STAR) included as part of the route string.

NOTE-

Examples of acceptable procedure numbers are: LGC8, OTT5, and SWEED5. Examples of unacceptable procedure numbers are: MINKS#, MINKS STAR, and MINKS %.

2. Approved database format:
 - (a) Route string data shall include only uppercase characters (A-Z) or numbers with spaces separating each element, for example, J48 ODF MACEY2 ATL.
 - (b) No dots, dashes, asterisks, plus signs, or placeholders are to be included.
 - (c) No leading zeros are permitted in victor or jet airways (J12 is permitted, J012 is not).
- b. National Playbook routes will be published on the ATCSCC Web site. Updates to the National Playbook will coincide with the normal 56-day chart updates.
- c. Changes to the National Playbook shall be processed in accordance with the following timelines:
 1. All changes require validation with affected facilities and, therefore, must be submitted to the ATCSCC POC at least 35 days before each chart date.
 2. All National Playbook additions, deletions, and significant route changes require coordination with FAA facilities and customers and must be coordinated with the ATCSCC and validated at least 35 days before each chart date to be eligible for inclusion in that update.

NOTE-

1. *The ATCSCC will conduct an annual meeting or telecon to coordinate the National Playbook additions, deletions, and significant route changes. This coordination will include FAA facilities and customers.*
2. *Seven days before the chart date, a preview version of the National Playbook will be made available to FAA facilities on the ATCSCC Web site.*

17-18-6. PROCEDURES

- a. National Playbook routes are considered active when the ATCSCC Regional Airspace Manager (RAM) has completed coordination with all impacted facilities. An ATCSCC-numbered advisory will be sent by the NSST describing the route being used.
- b. National Playbook routes may be modified tactically to achieve an operational advantage. The ATCSCC RAM will coordinate these changes verbally with all impacted facilities and will ensure the published advisory contains the changes.
- c. Facilities must monitor and provide real-time reports of the impact and continued need for the use of the National Playbook routes through the ATCSCC RAM.
- d. A National Playbook route is no longer active 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 canceled before the expiration time, the ATCSCC RAM will coordinate with all impacted facilities and publish an advisory stating the route has been canceled.
- e. If there are circumstances that prevent the use of a National Playbook route, then the air traffic facility involved must inform the ATCSCC RAM. It is the responsibility of the impacted facility and the ATCSCC to ensure the route is not used until the circumstances preventing its use are corrected or the route is deleted.

5. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Directors 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. FAAO 7210.3, Facility Operation and Administration, requires all playbook routes to be developed with the concept that aircraft with basic navigation capabilities (/A) will be able to navigate them unless otherwise designated. This would require an extensive amount of routes to be maintained when new route structures are created. It was decided to delete this requirement and manage this through collaboration with all involved parties. Other changes were made to this section to update or remove invalid paragraphs.

7. Implementation. This notice shall be implemented on the effective date and the content of this notice will be incorporated in FAAO 7210.3V, change 2, effective March 12, 2009.



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Date Signed