

NOTICE

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

N JO 7210.698

Effective Date:

August 21, 2008

Cancellation Date:

August 20, 2009

SUBJ: Integrated Collaborative Rerouting (ICR)

1. Purpose of This Notice. This notice changes and clarifies ICR procedures coordinated through the David J. Hurley Air Traffic Control System Command Center (ATCSCC) that were previously contained in N JO 7210.657, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA), effective June 1, 2007.

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 policy and procedures for the use of the ICR process as follows:

a. Customers are expected to:

1. Enter the FEA or FCA name in the remarks section when filing the flight plan in association with ICR procedures.
2. Review the planning (PLN) advisory and examine their affected flights.
3. Use early intent (EI) capability as needed, considering FAA route guidance. Early filing of a flight plan may be used instead of this requirement.
4. Examine their affected flights and submit decisions for routing in accordance with the FEA or FCA. If unable, coordinate with the ATCSCC Tactical Customer Advocate.
5. Consider using private FEAs to monitor a situation and evaluate an area of concern.
6. Evaluate and select routes that meet their objectives.

NOTE-

Customers may identify available routes using the Route Options Generation (ROG).

b. FAA traffic management units (TMU) must:

1. Coordinate with the ATCSCC to determine the feasibility of using the ICR process.
2. Provide local information which aids the ATCSCC in developing successful reroute options for customers to consider.
3. Monitor impacts of customer preferences.

4. Use “Reroute Monitor,” as appropriate, to examine traffic flows.
5. Coordinate issues with the ATCSCC.
6. Take tactical action as necessary.

c. The ATCSCC must:

1. Issue a public FEA when a situation may require reroutes. The FEA should define the geographical area of concern with appropriate altitude and time limits, plus any other relevant filters to select affected traffic. The public FEA must have a descriptive name that is relevant to the event followed by “ICR.”
2. Issue route guidance using a PLN advisory in the Create Reroute tool. Preferential routes, recommended routes, and constraint avoidance may all be suggested.
3. For required (RQD) reroutes, edit the existing FEA and convert it to an FCA.
4. Issue an RQD reroute by editing the existing PLN reroute and selecting the new FCA in the FEA/FCA pick list on the Edit Reroute dialog box. The RQD reroute advisory replaces the PLN advisory and provides specific routes for flights that have not routed out of the FCA.

NOTE-

Required reroutes may not be necessary if the response taken by customers alleviates the need for this initiative or the reason for initiating the ICR process changes (weather does not materialize, significant volume reductions, etc.).

d. The FCA or public FEA expires at the end of the published valid time unless coordination is accomplished and an advisory is issued that cancels the initiative.

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. Definitions.

ICR: A strategic process for stakeholders to define and structure traffic management initiatives (TMI) to mitigate constraints identified by an FEA or FCA.

7. Background. ICR is a process that builds on FEAs and FCAs. The ICR process requires that a constraint be identified early. Traffic management issues a PLN advisory describing the system constraint and providing route guidance. System stakeholders are allowed an opportunity to consider the area of concern and to provide EI messages that communicate their decisions in response to the constraint. EI messages update enhanced traffic management system flight trajectories, monitor alert values, and routing intentions. At the expiration of the EI window, traffic management can then analyze the customer responses and decide if the actions taken have resolved the issue, or if recommended routes, required routes, airspace flow programs, or other TMIs will be necessary to reduce demand further.

ICR allows system stakeholders flexibility in managing their flights based on an identified National Airspace System constraint, reducing the possibility of more restrictive initiatives. Traffic flow

management tools benefit from enhanced flight information and collaborative responses to system capacity actions.



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8-12-08

Date Signed