

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7210.667

Air Traffic Organization Policy

Effective Date:
June 16, 2007

Cancellation Date:
February 14, 2008

SUBJ: Changes to Federal Aviation Administration Order 7210.3U, Chapter 17, Traffic Management National, Center, and Terminal

1. Purpose of This Notice. This notice clarifies and modifies procedures contained in FAA Order (FAAO) 7210.3U, Facility Operation and Administration, Chapter 17, Traffic Management National, Center, and Terminal.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Safety, and System Operations Services, including the Directors of Tactical Operations and traffic management officers.

3. Where Can I Find This Notice? This notice is available on 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. Action. Change the indicated paragraphs in FAAO 7210.3U, Chapter 17, Traffic Management National, Center, and Terminal, to read as follows (*Paragraphs in chapter 17 not addressed in this notice remain unchanged.*):

a. Amend Paragraph 17-5-11, Processing Restrictions for Facilities with NTML, subparagraph c, to read as follows:

17-5-11. PROCESSING REQUESTS FOR REROUTES AND RESTRICTIONS FOR FACILITIES WITH NTML

c. Requests for reroutes and associated restrictions/modifications:

1. Field facilities must share flow evaluation areas (FEA) that may require implementation of traffic management initiatives. If requesting a reroute with a shared FEA, notify the ATCSCC National System Strategy Team (NSST) by the NTML of the FEA and the proposed reroute. Any facility requiring a restriction with a reroute must enter the initiative into the NTML RSTN template with the **SVR WX RERTE** button enabled and transmit it to the NSST.

2. The ATCSCC NSST must monitor the NTML and respond to field facility requests for reroutes and restrictions associated with shared FEAs. The NSST must evaluate reroute requests and, if applicable, conference the appropriate facilities to coordinate the reroute. Restrictions will be discussed during the development of the reroute.

3. When applicable, the NSST must transmit the reroute and enter approved restrictions in the NTML.

4. Modifications to previously approved reroutes and associated restrictions must be verbally coordinated through the NSST before submitting the modification using the NTML.

b. Amend Paragraph 17-11-1, General, subparagraphs a and b, to read as follows:

17-11-1. GENERAL

a. 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 NTMOs to deal directly and independently with severe weather problem areas. To accomplish this task, the ATCSCC established the 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 using the available airspace. Strategic planning is an integral part of severe weather management and the responsibility of all involved.

c. Amend entire Paragraph 17-11-2, Duties and Responsibilities, to read as follows:

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.
3. Conduct a daily NSST operations 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 that will impact the NAS.

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

d. Amend Paragraph 17-12-2, Responsibilities, subparagraph b, to read as follows:

17-12-2. RESPONSIBILITIES

b. ATCSCC NSST must:

1. Obtain a severe weather analysis from weather information providers and discuss the findings with the appropriate TMU.

2. Conference all affected facilities and system users to apprise them of forecast severe weather and the routes or areas that will be impacted.

3. Formulate a dynamic severe weather operational plan and coordinate TM initiatives and alternate routes with all affected facilities.

4. Use, to the extent possible, the following options in the following order when developing an operational plan:

(a) Capping and tunneling initiatives.

(b) Expanded MIT initiatives.

(c) Reroutes.

(d) Ground delay programs.

(e) Airspace flow programs.

5. Transmit advisories describing the existing or forecast weather, the operational plan, alternate routes, or cancellation thereof.

6. Be the final approving authority for traffic flows, reroutes, and MIT associated with reroutes.

e. Amend Paragraph 17-15-6, Procedures, subparagraph c, to read as follows:

17-15-6. PROCEDURES

c. Facilities must make real-time reports of unusable or inaccurate CDRs through the NSST for followup by the ATCSCC POC.

f. Amend Paragraph 17-18-2, Policy, to read as follows:

17-18-2. POLICY

Facilities and the ATCSCC must use National Playbook routes before considering ad hoc routes. National Playbook routes must only be used after collaboration and coordination between the ATCSCC NSST and the TMUs of affected air traffic facilities.

g. Amend Paragraph 17-18-6, Procedures, to read as follows:

17-18-6. PROCEDURES

a. National Playbook routes are considered active when the ATCSCC NSST 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 NSST will coordinate these changes verbally with all impacted facilities and will ensure the published advisory contains the modification(s).

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

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. If the route is canceled before the expiration time, the ATCSCC NSST will coordinate with all impacted facilities and publish an advisory stating the route has been canceled.

e. If there are circumstances that prevent using a National Playbook route, the air traffic facility involved must inform the ATCSCC NSST. The ATCSCC NSST will coordinate this information with the PT. It is the responsibility of the impacted facility and the ATCSCC to ensure the route is not used until the circumstance(s) preventing its use is 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. The Severe Weather Unit at the ATCSCC has been dissolved. The NSST was created effective June 17, 2006. In addition to assuming the previous responsibilities of the Severe Weather Unit, the NSST functions include: planner, national en route spacing position (NESP), tactical airspace manager (TAM), international operations manager (IOM), regional airspace managers (RAM), and others. All references to the Severe Weather Unit and severe weather specialist have been replaced with the NSST.

7. Implementation. This notice shall be implemented on the effective date and content of this notice will be incorporated in FAAO 7210.3V, effective February 14, 2008.



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JUN 15 2007

Date Signed