NOTICE

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

N JO 7210.847

Effective Date:
June 16, 2013

Cancellation Date:
June 16, 2014

SUBJ: Procedures for Conducting Telecons for Weather Impacted Special Use Airspace

1. Purpose of This Notice. This notice provides guidance to facilities applicable to conducting telecons when weather is forecasted to impact an active or scheduled Special Use Airspace (SUA). The procedures contained in this notice supplement existing guidance contained in Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service unit: En Route and Oceanic and System Operations.

3. Where Can I Find This Notice? This 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/air_traffic/publications/.

4. Explanation of Policy Change. This notice contains procedures that must be applied when weather is scheduled to impact an active or scheduled Special Use Airspace (SUA).

5. Cancellation. This notice replaces N JO 7210.811, Procedures for Conducting Telecons for Weather Impacted Special Use Airspace, effective June 15, 2012.

6. Procedures. Standard traffic management unit procedures contained in Order JO 7210.3, Facility Operation and Administration must be applied when weather is scheduled to impact an active or scheduled Special Use Airspace (SUA) with the following additions/changes:

a. Facilities must conduct a telecon if weather is forecasted to impact a facility's traffic flow, which may potentially cause an aircraft to enter the protected airspace of an active Special Use Airspace (SUA) within their facility.

Note - If the facility has instantaneous recall of the SUA airspace then a telecon is not required.

b. Participants must include at a minimum, the using agency or scheduling agency and the controlling agency. If available, the Center Weather Service Unit (CWSU), Operations and any other entities necessary to ensure a comprehensive look at the day ahead should be included.

c. The intent of the telecon is to address any issues that may arise due to weather, the usage of SUA, civil traffic flow, and alternate plans. These calls will also serve as a venue in which the facility can determine the type of activity that will be occurring in the SUA.

d. Unless it is clearly understood and agreed upon by the using or scheduling agency that the SUA will be available for civil traffic, facilities must not base their plan on using active military airspace.

e. If the SUA will not be available for civil traffic, then Traffic Management Initiatives (TMIs) must be put in place to ensure aircraft remain clear of the protected airspace of an active special use airspace that is impacted by weather.

Note - If the facility has instantaneous recall of the SUA airspace then TMI(s) may not be required.

f. If a deviation due to forecasted weather occurs that causes an aircraft to enter into an active SUA:

1.) The STMC must immediately conduct an evaluation of TMIs in place with emphasis on adjusting the flow of traffic away from the SUA.

2.) The Air Traffic Manager (ATM) must ensure the appropriate Service Review (i.e.; System Service Review or Traffic Management Review) is completed in accordance with Order JO 7210.634, Air Traffic Organization (ATO) Quality Control, Chapter 3.

7. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center. (Mandatory)

8. Background. This notice contains the procedures listed in the Corrective Action Plan (CAP) for Air Traffic Safety Action Program (ATSAP) Corrective Action Request (CAR) 2010-040, Special Use Airspace (SUA) and Weather Deviations.

9. Safety Management System. A SRM Panel was convened on January 11, 2012 to evaluate the changes to the NAS contained in CAR 2010-040. A portion of the evaluation involved the TMU requirements for planning telecons. The panel issued a Safety Risk Management Decision Memorandum (SRMDM) for Corrective Action Plan (CAP) for Air Traffic Safety Action Program (ATSAP) Corrective Action Request (CAR) 2010-040, Special Use Airspace (SUA) and Weather Deviations. The SRMDM was accepted on February 29, 2012.

Heather Hemdal
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6/6/13
Date Signed