

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

### Air Traffic Organization Policy

**N JO 7210.875**

**Effective Date:**  
September 26, 2014

**Cancellation Date:**  
September 25, 2015

**SUBJ:** Integrated Collaborative Rerouting (ICR)

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- 1. Purpose of This Notice.** This notice continues the ICR procedures contained in N JO 7210.852, Integrated Collaborative Rerouting (ICR), effective September 26, 2013. These procedures simplify ICR process implementation by eliminating the requirement for an ICR planning (PLN) advisory and eliminating the need for issuing a public flow evaluation area (FEA).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations, including the managers 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/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Procedures.**
  - a.** Customers are expected to:
    - (1) Examine their affected flights and, when practical, enter early intent (EI) and/or file a flight plan that will route the aircraft away from the affected area. When acceptable options are not available, contact the ATCSCC Tactical Customer Advocate.
    - (2) Enter "NRP" in the remarks section of the flight plan.
  - b.** The FAA traffic management unit (TMU) must:
    - (1) Coordinate with the Air Traffic Control System Command Center (ATCSCC) to initiate the ICR process.
    - (2) Provide assistance in developing flow constrained areas (FCA), reroute options, and associated restrictions for the impacted area.
  - c.** The ATCSCC must:
    - (1) Share the FCA with all affected stakeholders, and issue an ICR FCA that defines the geographical area of concern with appropriate altitude and time limits, plus any other relevant filters to select affected traffic.

**NOTE-**

*An EI window should be affected no less than 45 minutes prior to implementation of the ICR Process.*

- (2) Conference the affected stakeholders and communicate the objectives for the flights captured in the FCA.
- (3) Send an ICR advisory that provides an early intent window and route guidance if deemed necessary.

(4) Issue route guidance using an advisory in the Create Reroute tool. Preferential routes, recommended routes, and constraint avoidance may all be suggested.

**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.).*

(5) At the end of the EI window, either:

- (a) Issue required reroutes;
- (b) Issue an AFP;
- (c) Extend the EI window; or
- (d) Cancel ICR.

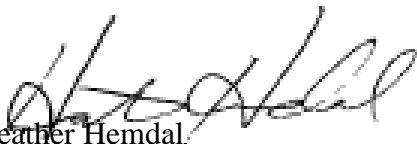
**d.** The FCA expires at the end of the published valid time unless it is coordinated and an advisory is issued that cancels the initiative.

**5. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Mission Support, and System Operations, including the managers of tactical operations and traffic management officers; the Office of ATO Safety and Technical Training; 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.** ICR is a process that builds on the FEA and FCA technology. The ICR process requires that a constraint be identified early. ICR has been a developing process to allow customers to take action with their trajectory preferences in response to an identified system constraint. System stakeholders have an opportunity to consider the area of concern and provide EI messages that communicate their decisions in response to the constraint. EI messages update traffic flow management system flight trajectories, monitor alert values, and routing intentions. At the expiration of the EI window, traffic managers can analyze the customer responses and decide if the actions taken have resolved the issue or decide if recommended routes, required routes, airspace flow programs, or other traffic management initiatives (TMI) will be necessary to further reduce demand. ICR gives system stakeholders flexibility in managing their flights based on identified National Airspace System constraints and reduces the possibility of more restrictive initiatives. Traffic flow managers benefit from enhanced flight information and from collaborative responses to system capacity actions.

**7. Definition.**

**ICR** - Strategic process for stakeholders to define and structure TMIs to mitigate constraints identified by an FEA or FCA.



Heather Hemdal,  
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9-24-14  
Date Signed