

NOTICE

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

N JO 7210.734

Effective Date:
April 15, 2010

Cancellation Date:
March 10, 2011


SUBJ: National Playbook Definition

- 1. Purpose of This Notice.** This notice introduces enhanced navigation technologies such as area navigation (RNAV), instrument departure procedure (DP), and standard terminal arrivals (STAR) to the development of National Playbook routes.
- 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 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/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Action.** Amend FAA Order JO 7210.3, Paragraph 17-20-3, Definition, as follows:

17-20--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. These routes may include any combination of the following NAS elements: Navigation Reference System (NRS) waypoints, RNAV waypoints, RNAV fixes, NAVAIDs, DPs, and STARs. 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>.

- 5. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, and System Operations Services, including the Managers of Tactical Operations and traffic management officers; air traffic control facilities, and flight service stations; the ATO Office of Safety; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; international aviation field offices; and the Air Traffic Safety Oversight Service.
- 6. Background.** Navigational capabilities are much more advanced today than when the NAS was originally designed. Today, many aircraft take advantage of more efficient and cost-effective routes by applying various forms of RNAV capability. NAS elements, such as DPs and STARs, also add to a more efficient use of the NAS and are also included in this definition.


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3-19-2010

Date Signed