

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3W

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 32- 17-20-3

SPECIALIST/ROUTING: Eric Lautenschlager AJR-53 (202) 267-8403

1. PARAGRAPH NUMBER AND TITLE:

17-20-3. DEFINITION

2. 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. Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) also add to a more efficient use of the NAS.

3. EXPLANATION OF CHANGE: The proposed change to the NAS is the introduction of National Playbook routes developed to take advantage of enhanced navigation technology such as RNAV, DPs, and STARs. This change cancels and incorporates N JO 7210.734, National Playbook Definition, effective April 15, 2010.

4. CHANGE:

OLD

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. 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.atcscf.faa.gov/Operations/operations.html>.

NEW

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.atcscf.faa.gov/Operations/operations.html>.

No further changes to paragraph.

5. INDEX CHANGES: N/A

6. GRAPHICS: N/A

7. **GENOT/NOTICE:** N JO 7210.734, National Playbook Definition, effective April 15, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ **HM 11/20/2009**

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM.** Proposed change is not safety related.

Comments:

Ellen King

Ellen King
Acting Director, System Operations

11/24/09

Date: