

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3W

CHANGE: Basic

EFFECTIVE DATE: February 9, 2012 **TRACKING #:** 3B- 17-13-1

SPECIALIST/ROUTING: Eric Lautenschlager AJV-11 (202) 267-8403

1. PARAGRAPH NUMBER AND TITLE:

17-13-1. GENERAL

2. BACKGROUND: The ATCSCC is in the process of realigning the operational workforce and transitioning select nonsupervisory duties currently being performed by management personnel to the traffic management specialists. The first phase of this activity is to integrate the Terminal Area and Regional Airspace Manager responsibilities through cross-training of operational personnel. As a result of this effort, changes to existing local and national directives are required. As additional changes are completed the directives will be amended.

3. EXPLANATION OF CHANGE: This change removes references to a "cadre of NTMOs" and the National System Strategy Team (NSST) and makes modifications to "ATCSCC" for clarity and clear understanding. This change cancels and incorporates N JO 7210.781, ATCSCC Transition Team Duty Requirement Modification, effective August 15, 2011.

4. CHANGE:

OLD

17-13-1. GENERAL

a. The AT system is most susceptible to thunderstorm activity between April and October on a national basis. 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 National Traffic Management Officers (NTMO) to deal directly and independently with severe weather problem areas. To accomplish this task, the ATCSCC established the National System Strategy Team (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 the use of the available airspace. Strategic planning is an integral part of severe weather management and the responsibility of all involved.

NEW

17-13-1. GENERAL

a. **On a national basis,** the AT system is most susceptible to thunderstorm activity between April and October. 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 deal directly and independently with severe weather problem areas.**

b. When the potential exists for severe weather which will cause a disruption to normal traffic movements, the ATCSCC will implement procedures designed to optimize the use of the available airspace. Strategic planning is an integral part of severe weather management and the responsibility of all involved.

No further changes to paragraph.

5. INDEX CHANGES: No

6. GRAPHICS: N/A

7. GENOT/NOTICE: N JO 7210.781, ATCSCC Transition Team Duty Requirement Modification, effective August 15, 2011

8. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ HM 3/30/2011

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.

10. **ICAO DIFFERENCES:** YES ☐ NO ☒

Ellen King

Ellen King
Acting Director, System Operations

6/17/11

Date: