## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

## FINAL DISPOSITION (INITIAL Not Required)


**ORDER/PUBLICATION:**   7210.3V

**CHANGE:**                        2

**EFFECTIVE DATE:**        March 12, 2009          **TRACKING #: 32- 17**-**18**-**1**

**SPECIALIST/ROUTING:**   Michael D. Murphy  AJR-1334  x3-904-4417


1. **PARAGRAPH NUMBER AND TITLE:**

17-18-1, PURPOSE

2. **BACKGROUND:**  This is an editorial change replacing users with customers.

3. **EXPLANATION OF CHANGE:**  This change is editorial and replaces the term "user", with "customer." This change cancels and incorporates N JO 7210.692, National Playbook, effective July 13, 2008

4. **CHANGE:**

| OLD | NEW |
|---|---|
| 17-18-1. PURPOSE | 17-18-1. PURPOSE |
| The National Playbook is a collection of Severe Weather Avoidance Plan (SWAP) routes that have been pre-validated and coordinated with impacted ARTCCs. The National Playbook is designed to mitigate the potential adverse impact to the FAA and <u>users</u> during periods of severe weather or other events that affect coordination of routes. These events include, but are not limited to, convective weather, military operations, communications, and other situations. | The National Playbook is a collection of Severe Weather Avoidance Plan (SWAP) routes that have been pre-validated and coordinated with impacted ARTCCs. The National Playbook is designed to mitigate the potential adverse impact to the FAA and **customers** during periods of severe weather or other events that affect coordination of routes. These events include, but are not limited to, convective weather, military operations, communications, and other situations. |

No further changes to paragraph.

5. **INDEX CHANGES:**  None

6. **GRAPHICS:**  None

7. **GENOT/NOTICE:**  N JO 7210.692, National Playbook, effectiveJuly 13, 2008
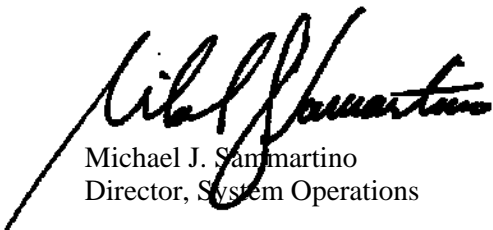
8. **SAFETY RISK MANAGEMENT:**  (Check appropriate box.)

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

   ☐ (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

☒  Proposed change is not safety related.

**Comments:**

Michael J. Sammartino
Director, System Operations

1/14/08
Date: