DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: 2

EFFECTIVE DATE: March 12, 2009   **TRACKING #: 32- 17-5-5**

SPECIALIST/ROUTING: John Rupp AJR1333 x703-925-3121

1. PARAGRAPH NUMBER AND TITLE:

17-5-5. STATIC COORDINATION

2. BACKGROUND: Static information for Aviation System Performance Metrics (ASPM) airports is provided on the Operational Information System. The information contains common runway configurations along with their associated Airport Arrival Rates/Airport Departure Rates and Traffic Management Tips. Additionally, five airports must provide wind parameters for their various configurations.

3. EXPLANATION OF CHANGE: Our customers, Federal Aviation Administration partners, and Air Traffic Control System Command Center personnel view this information regularly; therefore, specific timelines are being established, requiring ASPM facilities and the Traffic Management Officers to provide the information and ensure the accuracy of the information displayed. This change cancels and incorporates N JO 7210.685 Static Coordination, effective April 24, 2008.

4. CHANGE:

OLD	NEW
Add	**17-5-5. STATIC COORDINATION**
Add	**a. The ATCSCC must collect and manage updates for ASPM facilities' static data, currently depicted in the NTML and on the Operational Information System (OIS) under the associated ARTCC tabs in the East and West Directories.**
Add	*NOTE-* *Updates will be made to the NTML and the OIS for ASPM airports' normal runway configurations and their associated AARs/ADRs twice yearly and effective on or about January 1 and July 1 of each year.*
Add	**b. The TMO or overlying TMO, in conjunction with their ASPM facilities, must provide the following static data to their appropriate Director of Tactical Operations (DTO) and ensure the accuracy of the information:**
Add	**1. All normal runway configurations and their associated AARs/ADRs by May 1 and**

November 1 each year.

Add	*NOTE-* *AARs are required for the following four categories: Visual meteorological conditions (VMC), low visual meteorological conditions (LVMC), instrument meteorological conditions (IMC), and low instrument meteorological conditions (LIMC).*
Add	**2. Changes to additional supporting AAR data by the first of every month:**
Add	**(a) Associated landing/departing runway configurations**
Add	**(b) Suggested program rate**
Add	**(c) Pertinent notes**
Add	**(d) Holding capacities**
Add	**(e) Arrival flows**
Add	**(f) Category minimums**
Add	**3. Changes to TM Tips by the first of every month:**
Add	**(a) Configuration instructions/planning**
Add	**(b) Airport operational challenges**
Add	**(c) Seasonal traffic information**
Add	**(d) Gate hold information**
Add	**(e) Special arrival instructions**
Add	**(f) Other pertinent information related to airspace, procedures, weather operations, local traffic management initiatives, taxiway information, and any other items that impact traffic flows or runway acceptance/configuration**
Add	**c. The following ASPM facilities/TMOs must also provide wind parameters to their respective DTO:**
Add	**1. Newark Liberty International Airport (EWR)**
Add	**2. John F. Kennedy International Airport (JFK)**
Add	**3. La Guardia Airport (LGA)**
Add	**4. General Edward Lawrence Logan International Airport (BOS)**
Add	**5. Theodore Francis Green State Airport (PVD)**

Add	**d. The DTO must provide:**
Add	**1. All normal runway configurations and the associated AARs/ADRs for their underlying ASPM facilities to the ATCSCC Facility Automation Office by May 15 and November 15 each year.**
Add	**2. Changes to additional supporting AAR data and TM tips for their underlying ASPM facilities to the ATCSCC Facility Automation Office by the 10th of each month.**

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.685, Static Coordination, effective April 24, 2008.
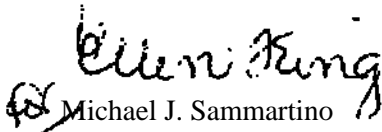
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ 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:

Ellen King

Michael J. Sammartino
Director, System Operations   Date: 12/21/07