

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009

**TRACKING #:** 31- 17-12-2

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

**1. PARAGRAPH NUMBER AND TITLE:**

17-13-2. RESPONSIBILITIES

**2. BACKGROUND:** The Air Traffic Control System Command Center (ATCSCC) issues SWAP statements to provide strategic information to facilities and customers on how system events will be managed.

**3. EXPLANATION OF CHANGE:** This change to the paragraph specifies how SWAP Statements at the ATCSCC are used. This change cancels and incorporates N JO 7210.689, Severe Weather Avoidance Plan (SWAP) Advisories, effective June 20, 2008.

**4. CHANGE:**

**OLD**

17-~~13~~-2. RESPONSIBILITIES

a. Air traffic facilities must:

1. Favor and accept traffic flows that are not normally routed through their area.

2. Monitor, evaluate, and adjust programs to ensure maximum effectiveness.

3. Record, collect, and package each day's severe weather management information including delay information, charts, and advisories.

Add

Add

Add

Add

**NEW**

17-~~13~~-2. RESPONSIBILITIES

a. Air traffic facilities must:

1. Favor and accept traffic flows that are not normally routed through their area.

2. Monitor, evaluate, and adjust programs to ensure maximum effectiveness.

3. **Use the following procedures when considering a route unusable:**

**(a) Notify the ATCSCC anytime airspace, established flows of traffic, routes or any other factor affecting airborne capacity becomes or is expected to become unusable. The ATCSCC must be notified when normal traffic can be accepted.**

**(b) Enter into the NTML, using the "SWAP" tab, any information regarding unusable routes and/or routes that become available.**

**(c) Solicit flights to file and/or fly routes that are impacted by weather, when appropriate.**

**(d) Issue minute-in-trail/mile-in-trail restrictions that allow airspace to remain available when defined as "severely**

**constrained". A severely constrained area is identified as an airway, fix, or sector impacted by any circumstance that significantly reduces, but does not eliminate the ability to handle aircraft.**

Add

**NOTE-**

**This minimum flow of traffic will ensure that demand does not exceed current capacity, yet will assist in determining the suitability for increased traffic for the impacted route or area.**

Add

**(e) Increase and reduce TMIs as necessary to accommodate airspace impacts.**

4. Record two or more aircraft identifications:

**(f) Record in NTML** two or more aircraft identifications:

(a) When flights deviate significantly, and/or elect **to not** file or fly on a route impacted by weather.

**(1)** When flights deviate significantly, and/or elect **not to** file or fly on a route impacted by weather.

(b) When flights elect not to depart and/or land due to the current weather conditions.

**(2)** When flights elect not to depart and/or land due to the current weather conditions.

5. Solicit flights to file and/or fly routes that are impacted by weather, when appropriate.

Delete

**NOTE-**

*Significantly increased minutes-in-trail/miles-in-trail restrictions should be considered for constrained routes. This minimum flow of traffic will ensure that demand does not exceed current capacity, yet will assist in determining the suitability for increased traffic for the impacted route or area.*

Delete

6. **When requested,** forward flight information to the ATCSCC.

**(3)** Forward flight information to the ATCSCC.

Add

**4. Facilities may consider issuing a SWAP statement indicating all expected impacts to available routes and airspace in their area of concern. The SWAP statement should contain mitigation strategies for expected impacts. This includes alternate routes, use of CDRs, use of TMIs, altitude capping/tunneling, possible FEAs/FCAs, AFPs, etc.**

b. The ATCSCC NSST must:

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1. Obtain a severe weather analysis from weather information providers and discuss the findings with the appropriate TMU.

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2. Conference **all** affected facilities and **system users** to apprise them of forecast severe weather conditions and the routes or areas that will

2. Conference affected facilities and customers to apprise them of forecast severe weather conditions and the routes or areas that will

be impacted.

3. Formulate a dynamic severe weather operational plan and coordinate TM initiatives and alternate routes with all affected facilities.

4. Use, to the extent possible, the following options in the following order when developing an operational plan:

(a) Capping and tunneling initiatives.

(b) Expanded miles-in-trail initiatives.

Add

Add

(c) Reroutes.

(d) Ground delay programs.

(e) Airspace flow programs.

Add

5. Transmit advisories describing the existing or forecast weather conditions, the operational plan, alternate routes, or cancellation thereof.

6. Be the final approving authority for traffic flows, reroutes, and MIT associated with reroutes.

c. The ARTCC TMU shall:

1. Coordinate with the ATCSCC when implementing SWAP procedures that affect other ARTCCs. If possible, this coordination should be completed at least 2 hours prior to expected implementation.

Add

2. Notify affected facilities within their area of responsibility when SWAP is expected to be implemented, including initiatives, reroutes, and affected times.

be impacted.

3. Formulate a dynamic severe weather operational plan. Coordinate TMIs and alternate routes with all affected facilities.

4. Use, to the extent possible, the following options in the order listed when developing an operational plan:

Delete

(a) Expanded miles-in-trail initiatives

(b) **SWAP advisories**

**NOTE-**

**When developing the SWAP advisory, the NSST should consider all possible mandatory and recommended route options, applicable CDRs and playbooks, and the use of User Preferred Trajectory (UPT) and Integrated Collaborative Routing (ICR) strategies.**

(c) Reroutes

(d) Ground delay programs

(e) **AFPs**

(f) **Ground Stops**

5. Transmit advisories describing the existing or forecast weather conditions, the operational plan, alternate routes, or cancellation thereof.

6. Be the final approving authority for traffic flows **and** reroutes.

c. The ARTCC TMU **must**:

1. Coordinate with the ATCSCC when implementing SWAP procedures that affect other ARTCCs. If possible, this coordination should be completed at least 2 hours prior to expected implementation.

**2. When suitable, facilities should consider developing a SWAP statement that specifies expected airspace impacts, developed shared FEAs representing airspace impacts, possible route closures, effective times of constraints, and expected routing alternatives including applicable CDRs and playbook routes.**

**3.** Notify affected facilities within their area of responsibility when SWAP is expected to be implemented, including initiatives, reroutes, and affected times.

3. Furnish the sector or facility issuing the revised clearance a route of flight to a point where the new route connects with the filed route.

4. Notify the ATCSCC and affected facilities within their area of responsibility when normal routings can be resumed.

4. Furnish the sector or facility issuing the revised clearance a route of flight to a point where the new route connects with the filed route.

5. Notify the ATCSCC and affected facilities within their area of responsibility when normal routings can be resumed.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.689, Severe Weather Avoidance Plan (SWAP) Advisories, effective June 20, 2008.

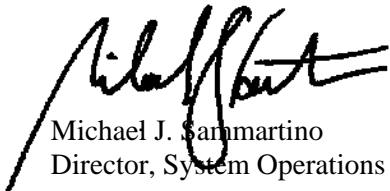
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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

4/14/08  
Date: