

# **SNOWBIRD STRATEGIES**



**AIR TRAFFIC CONTROL SYSTEM  
COMMAND CENTER**

# **WINTER 2016-2017**

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# NOV 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<u>East Coast</u> <u>Volume</u> <i>M-Moderate</i> <i>M/H -</i> <i>Moderate/High</i> <i>H - High</i>		1	2	3	4	5
6	7	8	9	10	11 Veterans Day	12
13	14	15	16	17	18 <i>M/H</i>	19 <i>M</i>
20 <i>M</i>	21	22 <i>M</i>	23 <i>M/H</i>	24 Thanksgiving	25	26 <i>M</i>
27 <i>H</i>	28	29	30			

## DEC 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<u>East</u> <u>Coast Volume</u> <i>M-Moderate</i> <i>M/H -</i> <i>Moderate/High</i> <i>H - High</i>				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22 <i>M</i>	23 <i>M/H</i>	24 <i>M/H</i>
25 Christmas	26 <i>H</i>	27	28	29	30	31

## JAN 2017

Sun

Mon

Tue

Wed

Thu

Fri

Sat

<u>East Coast</u> <u>Volume</u> <i>M-Moderate</i> <i>M/H -</i> <i>Moderate/High</i> <i>H - High</i>						
<i>1</i> NEW YEARS DAY	<i>2 H</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13 M</i> <i>MLK Wknd</i>	<i>14</i> <i>MLK Wknd</i>
<i>15</i> <i>MLK Wknd</i>	<i>16 M</i> <i>MLK</i>	<i>17</i>	<i>18</i>	<i>19</i>	<i>20</i>	<i>21</i>
<i>22/</i> <i>29</i>	<i>23/</i> <i>30</i>	<i>24/</i> <i>31</i>	<i>25</i>	<i>26</i>	<i>27</i>	<i>28</i>

## FEB 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<u>East Coast</u> <u>Volume</u> <i>M-Moderate</i> <i>M/H -</i> <i>Moderate/High</i> <i>H - High</i>			<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>
<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17 M/H</i> <i>President's</i> <i>Day Wknd</i>	<i>18 M</i> <i>President's</i> <i>Day Wknd</i> <i>NE Winter Break</i>
<i>19 M</i> <i>President's</i> <i>Day Wknd</i> <i>NE Winter</i> <i>Break</i>	<i>20 M</i> <i>President's</i> <i>Day</i> <i>NE Winter</i> <i>Break</i>	<i>21</i> <i>NE Winter</i> <i>Break</i>	<i>22</i> <i>NE Winter</i> <i>Break</i>	<i>23</i> <i>NE Winter</i> <i>Break</i>	<i>24</i> <i>NE Winter</i> <i>Break</i>	<i>25</i> <i>NE Winter Break</i>
<i>26 H</i> <i>NE Winter</i> <i>Break</i>	<i>27</i>	<i>28</i>				

**SNOWBIRD OPS PLAN**

AFPs:

TIME	TMI	DAYS	OUTLOOK
AFTER 1200	FCAMA5	Saturdays DEC-APR	EXPECT
AFTER 1200	FCAJX1/FCAJX3/FCAJX5/FCAJX7	Saturdays DEC-APR	POSSIBLE

**HIGH**

Routes:

TIME	TMI	OUTLOOK
AFTER 1200	AZEUZU OR ATLANTIC N/S 2 and DOMESTIC HARP N/S* (RMD)	EXPECT
AFTER 1200	CARIBBEAN HARP N/S*	EXPECT
AFTER 1200	CUBA ARVLS VIATADPO/URSUS/MAXIM*	EXPECT
AFTER 1200	CARIBBEAN ARVLS VIA TADPO/URSUS and ZMR ARVLS VIA CANOA*	EXPECT
AFTER 1200	SOUTH TO NYSATS*	EXPECT
AFTER 1200	SOUTH TO PHL* and SOUTH TO PHLSATS*	EXPECT
AFTER 1200	SOUTH TO HPN*	EXPECT
AFTER 1200	SNOWBIRD 7 CLT/ZJX/ZMA	EXPECT
AFTER 1200	ATL TO ZBW*	EXPECT
AFTER 1200	WIND RTS TO EWR/JFK/TEB VIA SPI/ZAU	EXPECT
AFTER 1200	HOLIDAY GULF ROUTES (FYI)	EXPECT
AFTER 1200	UPSTATE NY AND CANADA VIA Q103/J61*	EXPECT
AFTER 1200	OHIO VALLEY/MIDWEST TO FLORIDA	EXPECT
AFTER 1200	SOUTH TO DCMETS*	PROBABLE
AFTER 1300	NO J42 2 (TX/ZME to ZNY/ZBW)	EXPECT
AFTER 1300	BNA (TX/ZME to IAD/DCA/BWI)	EXPECT
AFTER 1400	NY HOLIDAY ROUTES	EXPECT
AFTER 1400	SERMN SOUTH RQD (for DC Mets)	EXPECT
AFTER 1400	SOUTH TO CANADA VIA ZDC*	EXPECT
AFTER 1400	SOUTH TO BUF ROC CZY*	EXPECT
AFTER 1400	SOUTH TO ATL*	POSSIBLE
AFTER 1400	FLORIDA TO NORTHEASTESCAPE	POSSIBLE
AFTER 1500	SERMN SOUTH (FYI/RQD)	EXPECT

## Moderate - High

### Routes:

TIME	TMI	OUTLOOK
AFTER 1200	AZEUZU OR ATLANTIC N/S 2 and DOMESTIC HARP N/S* (RMD)	EXPECT
AFTER 1200	CARIBBEAN HARP N/S*	EXPECT
AFTER 1200	CUBA ARVLS VIATADPO/URSUS/MAXIM*	EXPECT
AFTER 1200	CARIBBEAN ARVLS VIA TADPO/URSUS and ZMR ARVLS VIA CANOA*	EXPECT
AFTER 1200	SNOWBIRD 7 CLT/ZJX/ZMA	EXPECT
AFTER 1200	WIND RTS TO EWR/JFK/TEB VIA SPI/ZAU	EXPECT
AFTER 1200	HOLIDAY GULF ROUTES (FYI)	EXPECT
AFTER 1200	UPSTATE NY AND CANADA VIA Q103/J61*	EXPECT
AFTER 1200	SOUTH TO NYSATS*	PROBABLE
AFTER 1200	SOUTH TO PHL*and SOUTH TO PHLSATS*	PROBABLE
AFTER 1200	SOUTH TO HPN*	POSSIBLE
AFTER 1300	NO J42 2 (TX/ZME to ZNY/ZBW)	EXPECT
AFTER 1300	BNA (TX/ZME to IAD/DCA/BWI)	EXPECT
AFTER 1400	NY HOLIDAY ROUTES	EXPECT
AFTER 1400	SOUTH TO CANADA VIA ZDC*	EXPECT
AFTER 1400	OHIO VALLEY/MIDWEST TO FLORIDA	EXPECT
AFTER 1400	FLORIDA TO NORTHEASTESCAPE	POSSIBLE
AFTER 1500	SERMN SOUTH (FYI/RQD)	POSSIBLE

AZEUZU, SERMN SOUTH, DOMESTIC HARP ROUTES AND GULF HOLIDAY ROUTES are published as RMD or FYI. (\*) indicates non-Playbook route. See attachments for graphic/route structure.

### -Busiest Days

SUNDAY Nov 27th 2016

MONDAY Dec 26th 2016

MONDAY Jan 2nd 2017

SUNDAY Feb 26th 2017

### - Background

Annually a comprehensive plan is reviewed and shared with facilities/industry to outline possible actions to mitigate seasonal volume concerns. High volume with increased complexity can cause departure and ENROUTE delays within ZNY, ZDC, ZTL, ZJX and ZMA. Strategies are prepared in advance to manage the volume during these peak travel days. This is a base plan for high volume and does not take into account convective weather or low AAR airport constraints. These strategies and busy timeframes identify when the entire East Coast is busy. Other facilities may have their own unique busy days not reflected in this calendar.



## **-AFP'S**

An AFP is an effective means to capture a broad range of traffic not being addressed by other TMIs utilizing EDCT control. AFPs do have a higher success rate when managing scheduled traffic, but during periods of high unscheduled traffic volume, they can often be ineffective.

In the past, two way AFPs have produced less than acceptable results due to airframes delayed getting into an area and not making EDCTs when departing back through the AFP.

The following AFPs have been used in the past and will/may be implemented:

**FCAMA5** – Proved successful in the Caribbean area. **Expected Saturdays from December thru April.**

**FCAJX7/FCAJX1/FCAJX3/FCAJX5** – Proved successful for weather events and peak “H” high volume days. Some AFPs under-delivered in the front due to unscheduled customers not meeting their EDCT times causing the data push (dark green FSM).

**FCAN92** –This AFP is used to manage volume for aircraft landing MMU and CDW (as one) with a separate TEB GDP in place.

**FCAN93** - This AFP is used to manage volume for aircraft landing MMU, CDW, and TEB (as one).

## **DOMESTIC ROUTES**

### **Northbound**

#### **SNOWBIRD 7**

Routes ZTL and Florida departures off the ARs and out of ZDC East Coast sectors.

#### **Caribbean Traffic and AZEZU/HARP Routes Exempt**

Another option is using the SOUTH TO NYSATS with the ATL TO ZBW listed below which can be very effective in reducing both northbound AR and ZDC East Coast sector volume.

#### **SOUTH TO NYSATS\* (Based on SNOWBIRD 7)**

Routes Florida departures off the ARs and out of ZDC East Coast sectors. The primary destinations should be TEB, MMU, CDW and HPN. **Caribbean Traffic and AZEZU/HARP Routes Exempt**

#### **ATL TO ZBW\* (Based on SNOWBIRD 7 with additional origins/destinations)**

Routes ATL/PDK/FTY departures to select ZBW destinations out of ZDC via HVQ J78 PSB. This can improve ZNY09/10 departure flow as well as ZDC's West and Central area by reducing complexity and volume. This removes ATL departures from the SNOWBIRD 7, if already active. 40 MIT does enough to help ZOB and ZNY work this traffic and does not cause recordable delays.

#### **SOUTH TO BUF ROCCZY\***

Traffic departing Florida landing BUF, ROC, CYYZ, and CYHM dramatically increases complexity within ZDC over FAK/PSB. Routing these flights over ATL J91 HNN EWC/SPA J85 HVQ EWC helps address this issue. **Caribbean Traffic and HARP Routes Exempt**

#### **SOUTH TO CANADA VIA ZDC\***

Provides structure/reduces complexity thru ZDC for aircraft landing Canada.  
(CYYZ/CYHM/CYUL/CYOW/CYQB/CYHZ)

#### **SOUTH TO PHL and SOUTH TO PHLSATS\***

Provides structure/reduces complexity thru ZDC by routing West Coast Florida/MCO departures over FLO RDU FAK and the East Coast Florida departures over SWL via the ARs. It also prevents Coastal volume from filing J109 FAK.

#### **Caribbean Traffic and AZEZU/HARP Routes Exempt**

#### **SOUTH TO DC METS\***

Provides structure/reduces complexity thru ZDC. Typically TEXAS will be on the BNA Playbook to IAD/DCA/BWI when implementing this route. **Caribbean Traffic and AZEZU/HARP Routes Exempt**

**SOUTH TO HPN\***

Provides structure/reduces complexity thru ZDC by routing the West Coast of Florida via RIC J14 PXT J191 BESSI and the East Coast of Florida on the ARs via DIW J174 SWL J121 SIE. It also reduces excessive HPN volume filing the East Coast through ZDC09. It is important for ZDC to have both streams open into ZNY otherwise everything goes to the East Coast creating more problems.

**Caribbean Traffic and AZEZU/HARP Routes Exempt**

**SOUTH TO ATL\***

Routes traffic from SMOOV (formerly ONYON) to RAGGZ (formerly WARRR) to accommodate extra volume on the NY Holiday routes to Florida.

**FLORIDA TO NORTHEASTESCAPE**

Advisory is initially sent out as FYI to prepare customers for expected routing out of the MIA/FLL/PBI area for select NE destinations. Florida to Northeast Escape can create problems for ZJX65/66 which is why SNOWBIRD 7 over FLO RDU is usually preferred unless it is a heavy northbound volume situation. **Caribbean Traffic and AZEZU/HARP Routes Exempt**

**Southbound****UPSTATE NY AND CANADA VIA Q103/J61\***

Provides structure/reduces complexity thru ZDC by routing southbound traffic departing CZY, ZOB and western ZBW via Q103/J61.

**OHIO VALLEY and MIDWEST to FLORIDA**

Reduces volume over OMN and helps with crossing complexity in ZJX's East Coast sectors. Route is usually issued without requiring YYZ and CLT departures since they have the longest distance from their preferred route. Additionally, TPA may be left off. **During heavy volume days the full playbook is expected. Q-Routes are always exempt.**

**SERMN SOUTH RQD for DC Mets and/or SERMN SOUTH (FYI/RQD)**

Volume may be high enough to offer/require TEC to select destinations.

**NY HOLIDAY ROUTES (Based on NE TO FL VIA J6, J48, J75 Playbooks)**

The strategy for ZNY departures is sent out as an FYI advisory using the EMAIL tool. The ADZY is published the evening before and the morning of a known event to prepare customers and facilities for the CDR/ADHOC city pair routes that are recommended to file.

The ADZY instructs the customer to load these CDRs and non-CDRs into the FMS for implementation. Failure to do so leaves the customer unprepared to react to these changes quickly.

On the day of the event and when forecasted volume becomes a concern, portions or this entire route advisory will be issued as required (RQD).

This year TEB is expected to use NE TO FL VIA J6 Playbook. HPN is expected to use NE TO FL VIA J48 3 Playbook to the West Coast of Florida only and MMU/CDW is expected to use NE TO FL VIA J48 3 Playbook to Florida. This leaves J75 and WHITE/WAVEY available for the remaining origins to Florida and South.

**AZEZU and Domestic HARP RTS will be exempt when available.**

**Primary Florida Airports**

EAST COAST - MIA, FLL, FXE, BCT, PBI, DAB, SUA, TMB WEST COAST - APF, FMY, RSW, TPA, SRQ, PIE, MKY

TEB

-To all FL destinations: Using NE TO FL VIA J6 Playbook  
PARKE J6 HVQ BULEY J91 ATL J89 OTK/J43 SZW

MMU/CDW

- To all FL destinations: Using NE TO FL VIA J48 3 Playbook  
LANNA J48 CSN FANPO Q40 ALEAN VXV J91 ATL J89 OTK/J43 SZW

HPN

-To West Coast FL: Using NE TO FL VIA J48 3 Playbook  
-To East Coast FL: Using CMK BETHA HTO BEADS SWL J174 DIW/ILM to the ARs or J174 CHS to inland routes

FRG

- To East Coast FL: BEADS SWL J174 DIW/ILM to the ARs or J174 CHS to inland routes  
- To West Coast FL: Normal Routes via RBV

EWR/LGA/JFK/PHL

-To MCO: Using NE TO FL VIA J75 1 Playbook  
CDR EWRMCOSA, LGAMCOSA, JFKMCOSA, PHLMCOSA

N90 DEPARTURES

-To ATL/CLT: May be issued using NE TO ATL CLT Playbook:  
CLT- FLIRT J6 HVQ LNDIZ PARQR2  
CLT- BEETS Q480 LEJOY Q71 GEFES HVQ LNDIZ PARQR2  
ATL- FLIRT J6 HVQ J145 HLRRYPECHY1  
ATL- BEETS Q480 LEJOY Q71 KONGO J145 HLRRYPECHY1

Additional routing information:

Flights departing EWR LGA TEB MMU PHL HPN TO ZLA ZAB ZDV ZOA need to file J64 and North--E.G. J64, J60, Q436, Q818 CDRS.

**Eastbound****WIND ROUTES EWR JFK (possibly TEB)**

Only the SPI option is used through ZKC since the NO\_J42\_2 brings extra volume through ZID via ROD. During very heavy ZDC events, ZTL departures may also be routed through ZOB landing ZNY via ROD. On very high volume days, WIND ROUTE TEB may be used but limited to the SPI option through ZKC.

**NO J42 2 Playbook (TX/ZME to ZNY and ZBW)**

Reduces crossing traffic complexity and volume in ZTL/ZDC airspace. This is to support departure flow out of the northeast via J48/75. Route issued with all destinations to ZNY and ZBW (not DC Mets).

Route includes TX/ZME departures but may include ZID departures as necessary.

**BNA Playbook (TX/ZME to DC METRO)**

Reduces crossing traffic complexity and volume in ZTL/ZDC airspace. This is to support departure flow out of the northeast via J48/75. Route includes TX/ZME departures to IAD/DCA/BWI only.

**Other****AZEZU/Domestic HARP\*/Atlantic 2 (Per HARP)**

These routes can only be issued as RMD since we cannot determine the limitations of overwater equipped aircraft. These routes lessen the inland volume and reduce delays.

ZNY has developed a new route structure for traffic landing/departing N90/PHL to take advantage of available HARP airspace during the 2016-2017 Holiday travel season. These routes along with the Atlantic North/South 2 for ZBW departing/arriving traffic will be used in place of the AZEZU routes when East Coast Warning Airspace is available. These new routes are named DOMESTIC HARP NORTH/SOUTH and are for the N90/PHL markets only (see attachment DOMESTIC HARP ROUTES). In the event we have NO HARP airspace then AZEZU will be issued.

**Aircraft filing these routes will be exempt from other required inland routing.**

**HOLIDAY GULF ROUTES (Per HARP)**

Issued as FYI and allows the customer to use shortcuts through Warning Area Airspace in the Gulf of Mexico. Refer to HARP for release dates and times.

**REMARKS SECTION FOR HOLIDAY GULF RTE:**

*CUSTOMERS STAYOVER BLVNS AND NORTH TO AVOID NON-RADAR AIRSPACE IN ZHU.*

*CERTAIN WARNING AREAS HAVE BEEN RELEASED TO ALLOW FOR FUEL SAVING ROUTES IN THE GULF OF MEXICO. CUSTOMERS ARE ENCOURAGED TO USE THESE ROUTES. WARNING AREAS CAN BE RECALLED AT ANYTIME WHICH MAY CNX THIS ADZY.*

## **CARIBBEAN ROUTES**

Structured routes have been established to and from the Caribbean and will be issued during the Snowbird season. These are FCA based routes that provide structure, reduce complexity, and spread volume over additional L-routes, and as a result, reduce delays and sector congestion for ZNY, ZMA and ZSU. In addition to the Caribbean HARP Routes, there are published NOTAMs in place to assist ZSU with volume/complexity. Customers should review NOTAMs and file accordingly.

Caribbean Routes: DOMREP CARIBBEAN HARP NORTH, ZMA CARIBBEAN HARP NORTH, ZSU CARIBBEAN HARP NORTH, CARIBBEAN HARP SOUTH, and ZMA TO CARIBBEAN.

### **DOMREP/ZMA/ZSU CARIBBEAN HARP NORTH\* and CARIBBEAN HARP SOUTH\***

ZNY has developed a new route structure for Caribbean traffic landing/departing N90/ZBW/Eastern Canada to take advantage of available HARP airspace during the 2016-2017 Holiday travel season. These routes differ from last year's route structure in that origins west of the 68W parallel (west of ZSU) will be routed inland via L451 and L452 landing all N90/ZBW/Eastern Canada destinations and via L453, L454, and L455 landing PHL/EWR/EWR SATS/JFK. Aircraft departing east of 68W parallel (ZSU and east) will be on a similar route structure to last Holiday season (via L454-L462). *See attached, CARIBBEAN HARP ROUTES.*

### **ZMA TO CARIBBEAN\***

DCC may issue a ZMA TO CARIBBEAN routing which provides structure for aircraft departing ZMA and landing TNCM, TQPF, TISX and TIST as volume/complexity necessitate.

### **CUBA**

Expect the following route structure through ZMA for aircraft landing/traversing Cuba's FIR to assist with MIT/volume.

#### **CUBA ARVLS VIA**

#### **TADPO/URSUS/MAXIM\***

Landing Cuba

DESTINATION	ROUTE
MUHA	PIE KARTR FIS MAXIM
MUVR/MUSC/MUCF/MUCL	PIE KARTR MTH TADPO
MUCC/MUCM/MUMZ/MUHG/MUCU	OMN URSUS/OHLAA AR24 ZFP URSUS

**CARIBBEAN ARVLS VIA TADPO/ URSUS and ZMR ARVLS VIACANOA\***

## Traversing Cuba

<b>DESTINATION</b>	<b>ROUTE</b>
MMUN MMCZ MMMD MMTG MMTP MGGT	PIE KARTR FIS CANOA
MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	PIE KARTR MTH TADPO
SKPB SVMI SKBO SCEL SKRG SKBGSKAR SVBI TNCC TNCA SEGU SEQU SPIM MKJS SAEZ SCEL	OMN URSUS/OHLAA AR24 ZFP URSUS

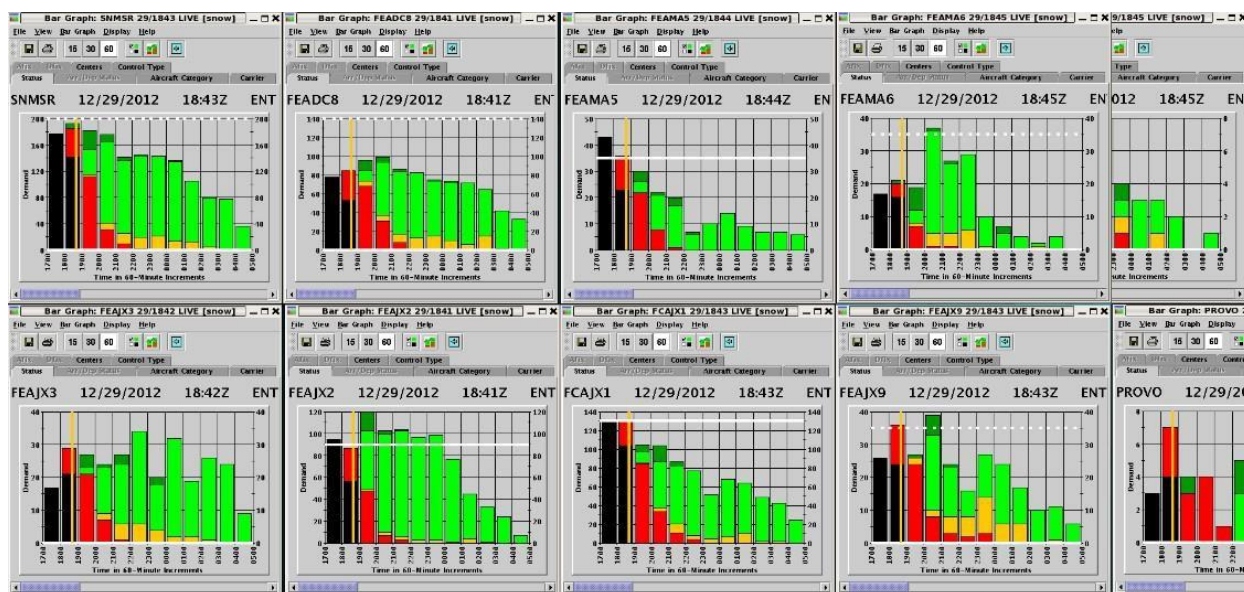
## **FXA Monitoring - FSM Eligible**

Departure time data varies for non-scheduled customer versus scheduled. Non-scheduled can show more flights past their P-Times, dark green pushing in FSM, which also affects how monitor alert, EDCTs and systems list data. This effect can alter TMI strategies initial expectations. Unfortunate outcomes can be under-delivery, added and/or unnecessary TMIs in the system. Continuous monitoring, evaluation and projection are important in measuring the data's impact. Other dark greens pushing in FSM can lead to departure delay trend or an undetected constraint which may require action.

The following FXAs (FXA is either FCA or FEA) with FSM eligibility are sent out as Public and are key in helping to determine if attention and/or action is necessary:

### **SNMSR – North and Southbound flow on the ZJX/ZDC boundary - 200**

SNMSR's threshold is 200 which indicates the East Coast is very busy. During this period, structured routes need to be in place to manage the volume. Sector volume can be increased above the MAP value 1-10 flights in certain sectors as long as structured routings are in place to decrease the complexity. SNMSR is simple, when it gets close, reaches or goes over 200, the system should be actively ahead of the issues with good communication and the appropriate TMIs. It is not unusual to see potential volume in the 280-300 range. \*\*\*The system can absorb airborne volume around 250 as long as supporting TMIs such as structured routes and select GDPs (TEB, FLL, and PBI) are in place to assist the enroute controller with sequencing/volume.\*\*\*



**FCAJX1 – Southbound inland ZJX volume -130**

**FEAJX2 – Northbound inland ZJX volume -90**

**FCAJX3 – Southbound AR volume -37**



**FCAJX4 – Northbound AR volume - 33**

**FCAJX7 – Southbound AR and Inland volume – 180 (simplifies EDCTS in Northeast by issuing one EDCT for use of ARs or Inland routes).**

FCAJX FEAs are designed for throughput in one direction but total throughput in both directions needs to be considered. For example, FCAJX1 is coupled with FCAJX2. FCAJX1 throughput is 130 southbound while northbound with FCAJX2 is 90. Their combined throughput is 220. FCAJX1 can be higher than 130 if the northbound flow is lower than 90. A one direction flow has a cap limit which is 30% of its flow. In the FCAJX1 (130) southbound would be  $130 + 40 = 170$ . The total of FCAJX1 southbound cap can be 170 as long as northbound is less than 50 for the same time period which is  $170 + 50 = 220$ . Northbound can be higher but extended MIT or a stop northbound may be necessary to manage the area. In the ARs, FCAJX3 southbound is 37 and the FCAJX4 northbound is 33. The total throughput is 70. Either direction can handle up to 50% more as long as the total throughput does not exceed 70. That means FCAJX3 can work  $35 + 18 = 53$  as long as northbound is less than 17.

**WHITE, WAVEY, BIGGY, LANNA, PARKE and OOD**– NY/PHL departure volume

**COLIN** – DC departure volume

When WHITE, WAVEY, OOD and COLIN are at capacity with historical data defining anticipated heavy volume days, these FEA's are used to determine triggers and validate any further action.

ARs can handle 50% more in one direction due to reduced complexity based on segregated routes and high altitude sectors as long as the opposing direction is reduced by 50%.

**Additional FEA monitoring**

Run as DCC local but can be made public at a facility's request.

**FEADC8** - ZDC's standard FCAA08 minus the ATLANTIC ROUTE FLIGHT volume. -  
130 IF ATLANTIC ROUTES CAN'T BE USED THEN USE STANDARD FCAA08

**FCAA05** - ZOB standard throughput rate for AFP FCAA05 -110

**FEAN92** – Monitors volume landing MMU and CDW. This FEA becomes FCAN92 to run an AFP to manage volume for satellite controller landing MMU and CDW with a TEB GDP. Program Rate, PR: 08-10.

**FEAN93** - N90 Satellite controller threshold - PR: 35

Monitors volume landing TEB, MMU, and CDW as one. N90 satellite controller works all three airports and it is an indicator of this sector's workload.

**ASANRT** –Monitors use of Atlantic routes thru the released HARP areas. The goal is for the customers to use these routes to 20+ an hour which will lessen inland impact.

**FEAB32** - Monitors ZBW32 for AZEZU and ATLANTIC South 2, North 2 impact use.

Departure fixes – WAVEY, WHITE, BIGGY, LANNA, PARKE, COLIN, OOD

### FXA/FSM Monitoring Thresholds

<b>FCAJX1 - 130/hr</b>	<b>WAVEY - 10/hr (30 MIT)</b>
<b>FEAJX2 - 90/hr</b>	<b>WHITE - 23/hr (10 MIT)</b>
<b>FCAJX3 - 37/hr</b>	<b>BIGGY- 15/hr (15 MIT)</b>
<b>FCAJX4 - 33/hr</b>	<b>LANNA - 15/hr (15 MIT)</b>
<b>FCAJX7 – 180/hr</b>	<b>PARKE - 15/hr (15 MIT)</b>
<b>FEADC8 - 130/hr</b>	<b>COLIN - 10/hr (30 MIT)</b>
<b>ASANRT - 20+/hr</b>	<b>OOD - 10/hr (30 MIT)</b>
<b>SNMSR - 200/hr</b>	<b>FEAN93 - 35/hr</b>

DEPARTURE FIX THRESHOLD FOR MIT (230-260KTS DEPT CLIMB OUT)

10 MIT - 23/HR                      25MIT – 10HR

15 MIT - 15/HR                      30MIT – 8/HR

20 MIT - 12/HR

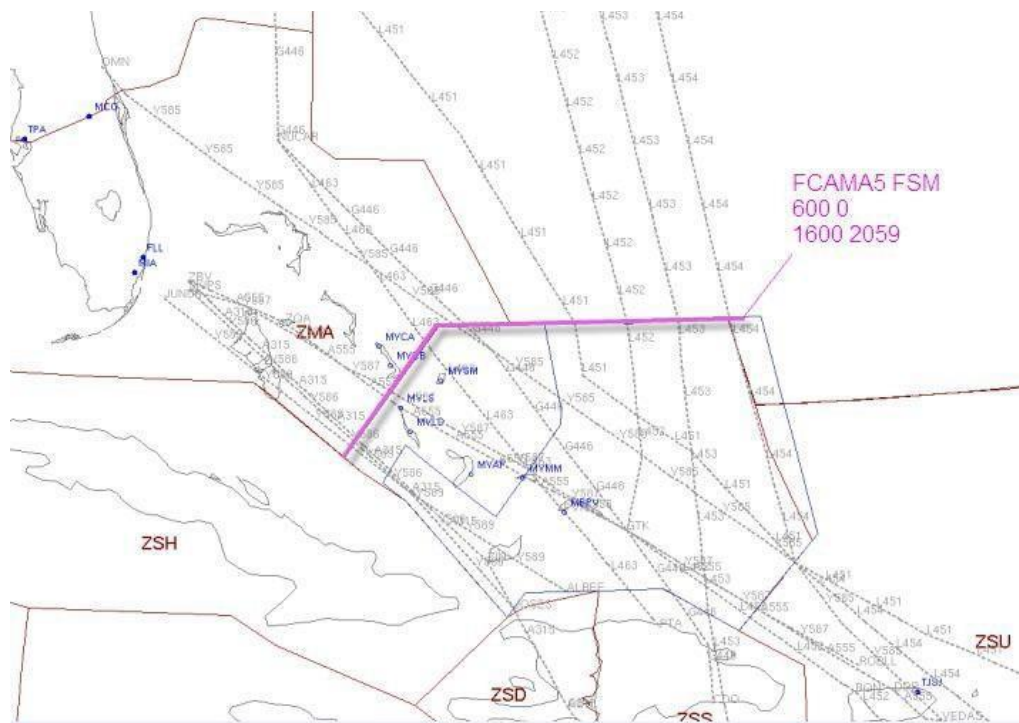
### ZMA

Using historical data, we have defined Saturdays from mid-December to mid-April as being potential candidates for TMI's to help ZMA58, ZMA62 and ZMA63. Expect FCAMA5 AFP to help control the ZMA58 sector volume. FEAMA5 and FEAMA6 are used to evaluate the necessity for the AFP and monitor its effectiveness.

MINITs for ATL and CLT departures, ZMA MIT into the impacted sectors and tactical reroutes will be used when an AFP is not in use.

MINITs for ATL and CLT departures will be identified by a shared or public FEA between CLT/ATL with ZTL, ZJX and ZMA. Both towers will set up the departure line-ups to have built in MINITs to help ZMA in the Caribbean. This process has proven effective in the past two seasons.

TMI's should be sent out prior to 1045Z even though the sectors may not show alerted, de-combined or above MAP value. The distance to get to the conflict area is 3-5 hours flying time. By then, nothing or little can be done to help the situation. The historical information has justified the key days when these TMI's will be used and an AFP may be necessary. Ensure ZMA is using MITs for aircraft departing Santo Domingo and ZSU into the area. Expect a restriction on L451 for CLT departures as well.



**FCAMA5** Southbound volume threshold value is 40 while FEAMA6 is 35. This value may go up and down per hour based on unscheduled and scheduled customer demand. The only traffic that can be controlled by EDCTs is the southbound since northbound is from other countries.

AFP timeframe should be 1600-2059Z with a delay average of 30 minutes. The number of flights expected to be affected are between 75-120.

Capping the AFP at FL410 doesn't work since these sectors work from the ground up and the problem is volume and complexity of running approaches to the islands.

**FCAPV1** - MBPV Providenciales in Turks and Caicos, used to have parking for 1 aircraft so the complexity was high due to managing holding with heavy enroute volume. Recently, parking has improved to 8 aircraft so the complexity has improved. Monitoring PROVO FSM FEA will give you some indication of the sector's workload.

During the 2013-15 Seasons we ran very few FCAPV1 AFPs. The data did not show this being necessary on most days since most of this volume is unscheduled GA departures. Part of a TMU's responsibility is to avoid unnecessary TMIs in the system. TMIs have to be validated to remain. Unnecessary TMIs create added controller workload, delays and system workload that can lead to other significant risks in the system.

Program rates ranged from 8-10. Be sure to evaluate what non-scheduled volume is in with scheduled to help determine a rate and evaluate any recovery room in the next two hours. Days where it may be needed expect an average delay over 30 minutes.

## Terminal

A large part of the unscheduled customers' business model operates out of TEB MMU and HPN. Although they file a flight plan for the day with a P-time, these aircraft can actually depart with an average 60 minute variance from the original P-time or EDCT.

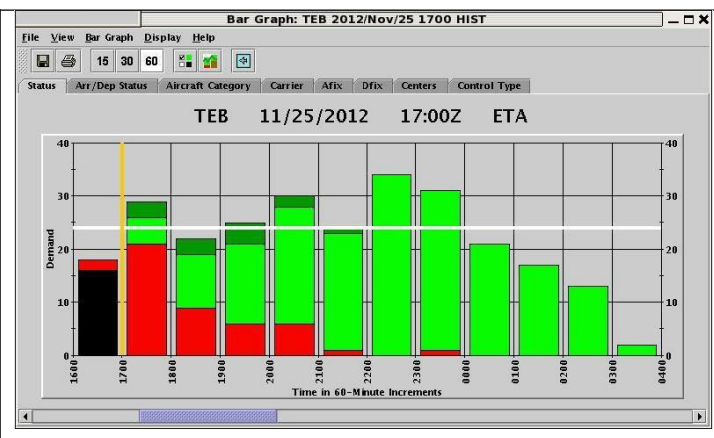
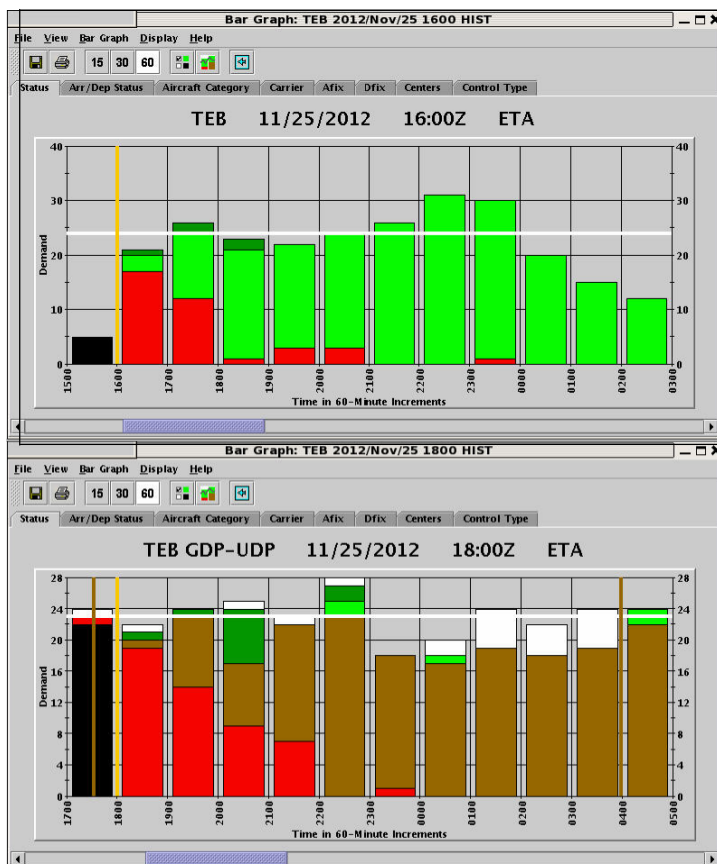
For Snowbird events this customer business model can make up over half the volume for the East/Southeast. ZMA and ZJX's top 20 busiest volume days are solely in January and February.

When issuing a GDP for unscheduled Business Jet destinations like HPN and TEB, wait for the right time to send out as described below. A good procedure is to start with a 5 minute ground stop in the FSM to capture the dark green flights. Once the FSM stop captures the dark green flights, issue the GDP.

**TEB** – no change from previous season's strategy with 24 program rate. Do not send the GDP early. Always wait for the right conditions just prior to sending, which requires waiting for airborne demand to reach a certain level before sending the GDP.

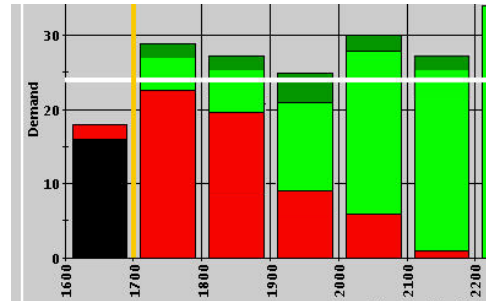
Sending the GDP too early can undermine the objective:

- Flights opt out to other airports like MMU, CDW and even EWR creating N90 issues.
- Creates under-delivery the first 3 hours with rolling stops after 20Z
- Controllers dealing with departing VFR to pick up IFR
- Constant requests from active flights to get clearance back to original airport



**When to implement a GDP.**

If PR is 24, look for first hour with actives at 22 with green over the PR and the following hour with 20 active with green over the PR followed by hours over the PR. This will ensure active delivery for the first 3 hours at 24-26.



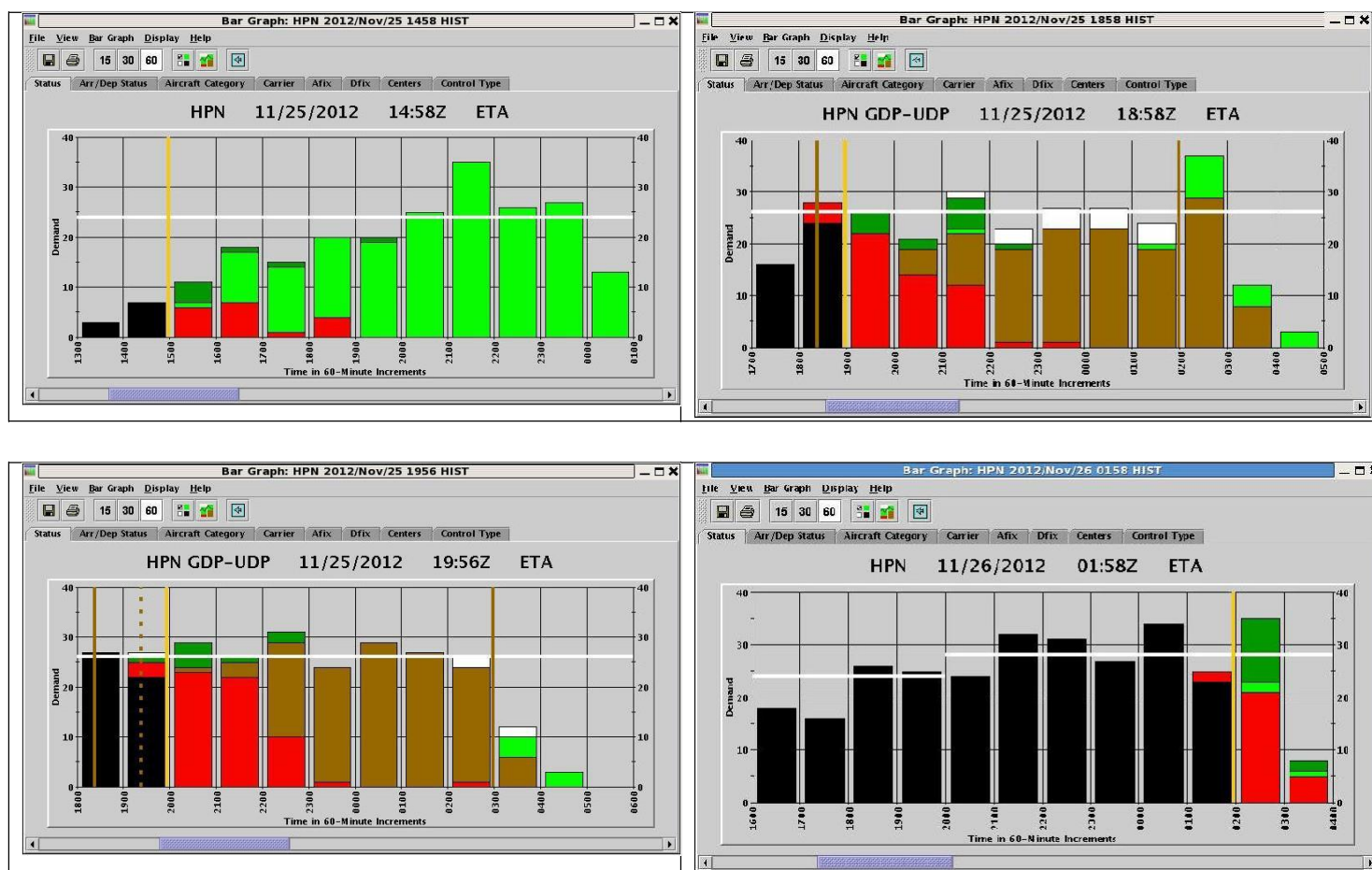
Last year we successfully managed TEB with a GDP and CDW MMU with an AFP. Use FEAN92 to evaluate the satellite volume for MMU and CDW. Use FEAN93 to monitor TEB, MMU and CDW. A Satellite controller works all three approaches with EWR spacing. When a TEB GDP is in place and FCAN92 AFP is expected, a EWR GDP should also be implemented. The overall goal is to treat TEB, MMU and CDW as one constraint.

On the High volume days, if EWR volume is scheduled over 38, then a GDP for EWR will be necessary to help manage the SATs for MUGZY sector by not allowing the use of the overflow. GA traffic take most of the delays on these particular events and the sacrifice of 4-6 slots at EWR should be justified by DCC to help N90 and the integrity of the flows along the East Coast.

1. Run a TEB GDP at the 24 Program rate (PR) as mentioned in the Snowbird strategies. Too late and 36- 40 could get airborne too early, then we under deliver and force heavy pressure after 21Z.
2. Run a separate AFP (FCAN92) that captures arrivals to MMU, CDW (LDJ if necessary). The PR should be set in the 7-9 range. The specialist will still have to be aggressive with surgical ground stops as necessary to TEB, MMU, CDW and LDJ to manage the volume for FCAN92.
3. Monitor EWR so that the use of the overflow is denied when available to help manage the MUGZY sector.
4. Monitor and evaluate any route-outs of TEB GDP or MMU CDW AFP to other airports.

The backup plan is to run TEB, MMU, and CDW as one in an AFP at a 34 rate. This would be done using FCAN93. The only risk/drawback here is that 34 could show up for TEB.

**HPN** - No change from previous season's strategy with 26 program rate (PR) until 20z then 28 PR. Do not send the GDP early. Always wait for the right conditions just prior to sending, which requires waiting for airborne demand to reach a certain level. In the example below, the GDP was sent out too early creating an under-delivery in 5 of the first 6 hours.



A revision was needed to recover and an increase in PR 20Z and later. A discussion with evaluation was done with ZDC and N90 in determining the risk of increasing HPN PR. All agreed to a 28 PR, 20z and later which worked. After 20Z unscheduled customers are certainly trying to get back.

Whatever rate is decided, the expectation is 2-8 more will always show up. This means to deliver 26-28 run a 24 PR or to deliver 30-32 run a 26-28 PR. This is how we came up with the current TEB and HPN program rates (PR). The PR should be set low enough to avoid holding in ZDC; this is a systemic decision and not solely an N90 call based on their capacity.

Not following this process including running arrival rates higher than what is in this plan can risk holding for arrivals. This can affect departure capacity by requiring stops.

- For example, stops for WHITE, WAVEY and OOD will be needed to control complexity associated with holding pattern areas for HPN arrivals. The hold may be done for HPN to get out departures but with WAVEY shut off, HPN loses its primary departure route over WAVEY which nullifies the intent.
- The same applies for TEB. If holding in ZDC, it will impact the FAK area which also transitions PHL, EWR, MMU and HPN arrivals.
- NY TRACON may call a higher rate for TEB and HPN than what is listed in the plan. This may be true at the airport, but the enroute needs are to maintain system integrity without going into a hold. Sticking to the plan will avoid a trickle down-impact to the system.

### **Other GDPs in the Northeast and Florida**

Enroute demand may require the use of Ground Stops and/or Ground Delay Programs in the northeast to ensure sector workload is not excessive and/or holding will be limited.

Additionally, Ground Stops and/or Ground Delay Programs for PBI, FLL, and other FL destinations may be used to avoid holding and to assist with sequencing/MIT requirements.

## **Holding - Hotline**

### **Holding**

TMIIs should be implemented to keep ZDC out of holding and to help manage their heavy continuous volume. If any holding takes place, it should start with ZBW, then ZOB and ZDC last. Once holding begins with ZBW, ZNY, or ZOB then a conference needs to take place with N90 to determine the risk of holding for ZDC and the necessary actions to avoid it. Some potential actions may include short term ground stops for aircraft departing ZBW/ZOB/ZDC landing N90. International flights through ZBW need to be factored in holding and ground stops to support ZDC.

### **ZDC holding N90 arrivals creates the greatest risk of an East Coast shutdown.**

If a hold or East Coast shutdown occurs, then under-delivery at N90 airports is likely and, on average, it will take two hours to recover assuming no further issues. These delays are unrecoverable in a time when every slot is important.

### **HOTLINE ADHOC**

A Hotline is used for the entire East Coast region. ZDC/ZNY/N90/DCC will balance CDR loads on the NY DCC ADHOC HOTLINE 540-359-3200, pin 2778. The Hotline is used between ZNY/ZDC and provides information to ZJX, ZTL, and others so they can react better to the impact of their internal flows.

The facilities expected to be on the hotline are DCC, N90, ZNY, ZDC, ZBW, ZOB, ZTL, ZJX, and ZMA. It is open to ZID, N90 towers, PCT and PHL.

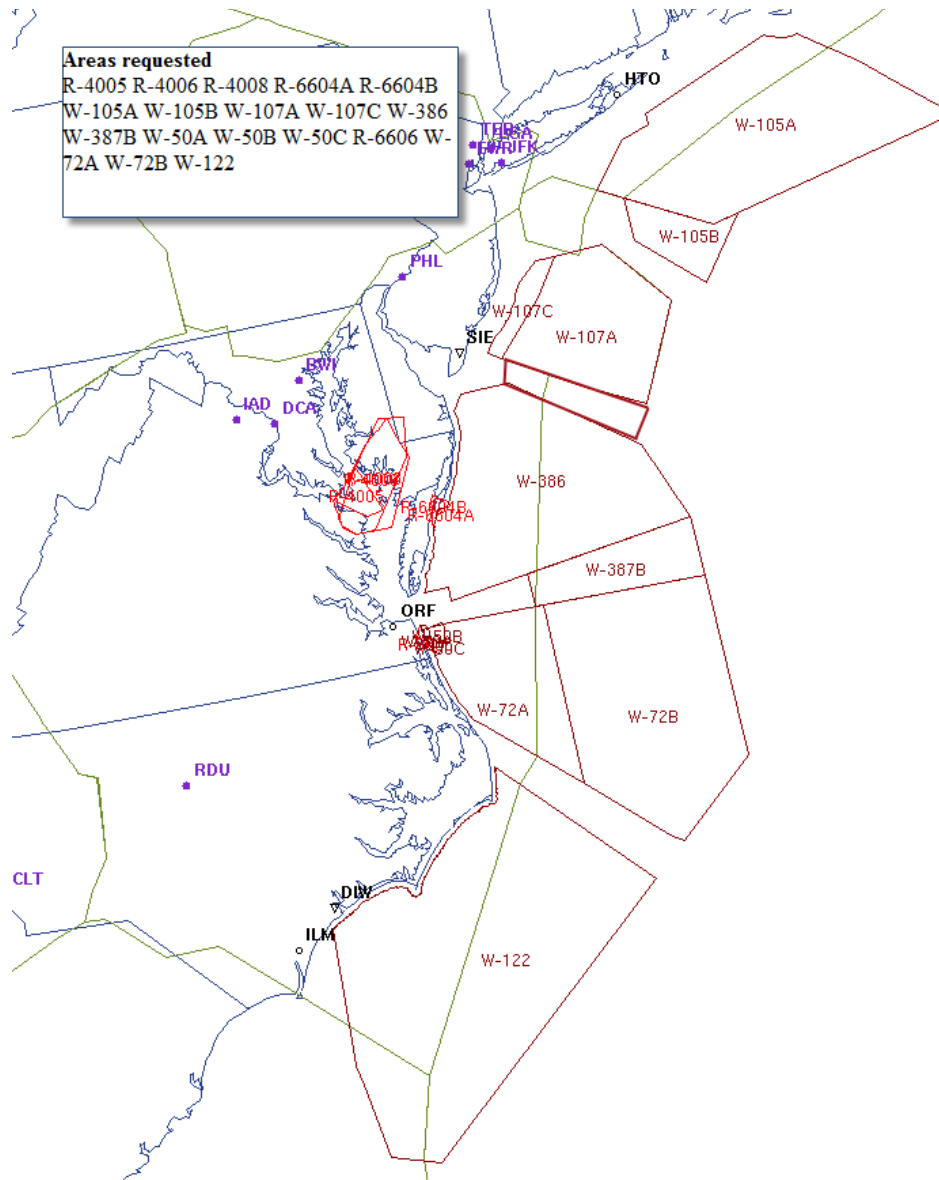


## Special Use Airspace (SUA)

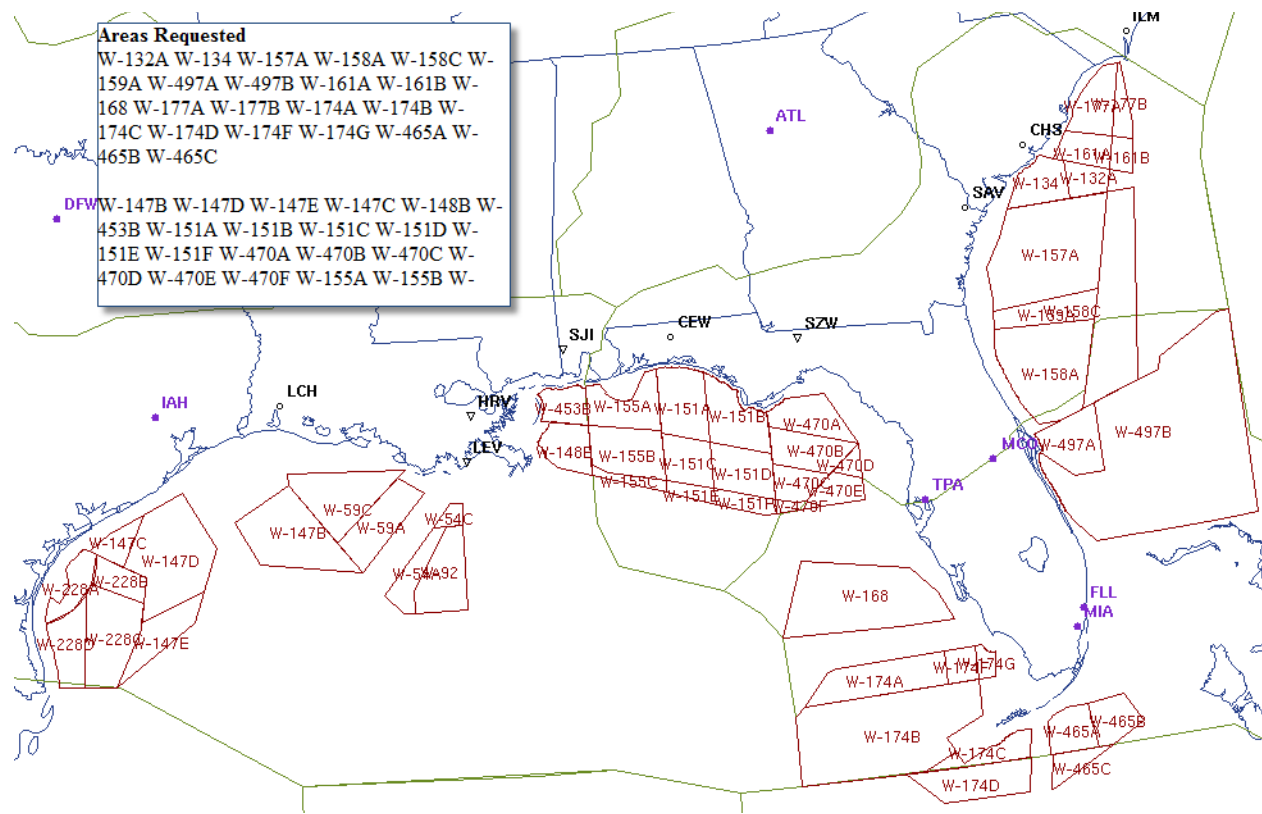
### **HARP-Holiday Airspace Release Program**

HARP identifies airspace requested to be released to the FAA from the military during the Thanksgiving/Christmas/New Year Holidays for anticipated heavy volume. These areas have been identified by the local TMUs as being advantageous to improve throughput and reduce possible delays.

Primary Warning Area airspace along the East Coast is used to utilize the Domestic HARP/ATLANTIC Playbooks as recommended (RMD).



Additional airspace helps ZJX and ZMA along the East Coast to provide short cuts and options to move traffic more efficiently.



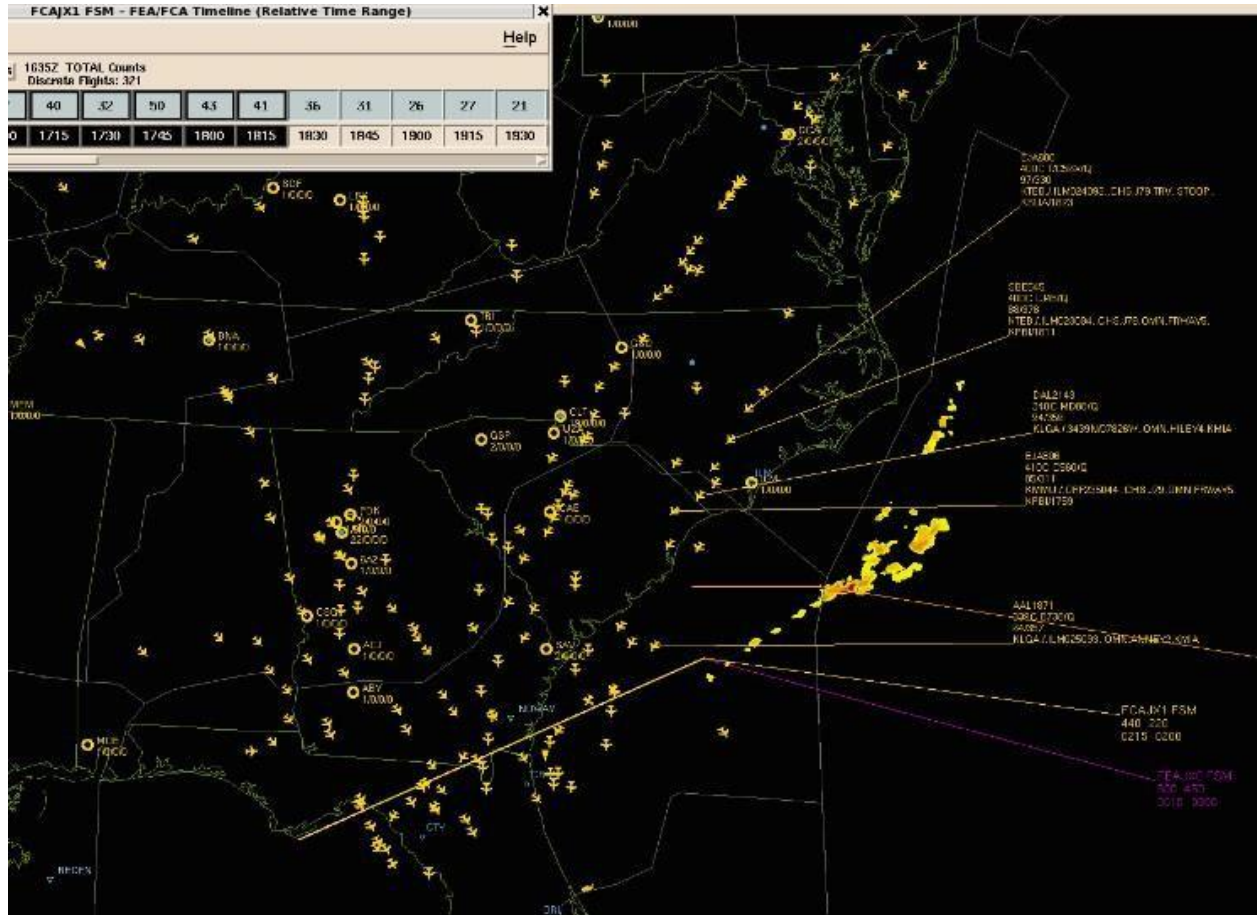
ZHU Gulf airspace benefits the customer by providing shortcuts through Warning Airspace in the Gulf of Mexico. The HOLIDAY GULF ROUTES are posted as FYI to give these options.

Below are additional areas out West that may become available to optimize operations in ZAB, ZOA and ZLA.



## Weather

Convective weather can cause major disruptions during the SNOWBIRD season but these rarely get North of ZIX's boundary. When convective weather exists, FCAJX1 or FCAJX7 are good possibilities to manage holiday volume and/or weather in Florida.



N90 - When low ceilings exists requiring low rate GDPs in N90, SNOWBIRD route structure may be reduced or not necessary.

**Northbound**

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RQD

**NAME: ATL TO ZBW**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: ATL/FTY/PDK DEPARTURES TO  
ALB/BDL/BED/BOS/MHT/PVD/PWM

FACILITIES INCLUDED: ZBW/ZID/ZNY/ZOB/ZTL

FLIGHT STATUS: ALL\_FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

ATL PDK FTY

ROUTE - ORIGIN SEGMENTS

-----

>VXV J91 TONIO HVQ PSB J49 HNK

TO:

DEST

----

ALB

BDL

BED

BOS

MHT

PVD

PWM

ROUTE - DESTINATION SEGMENTS

-----

HNK ALB<

HNK ALB< STELA1

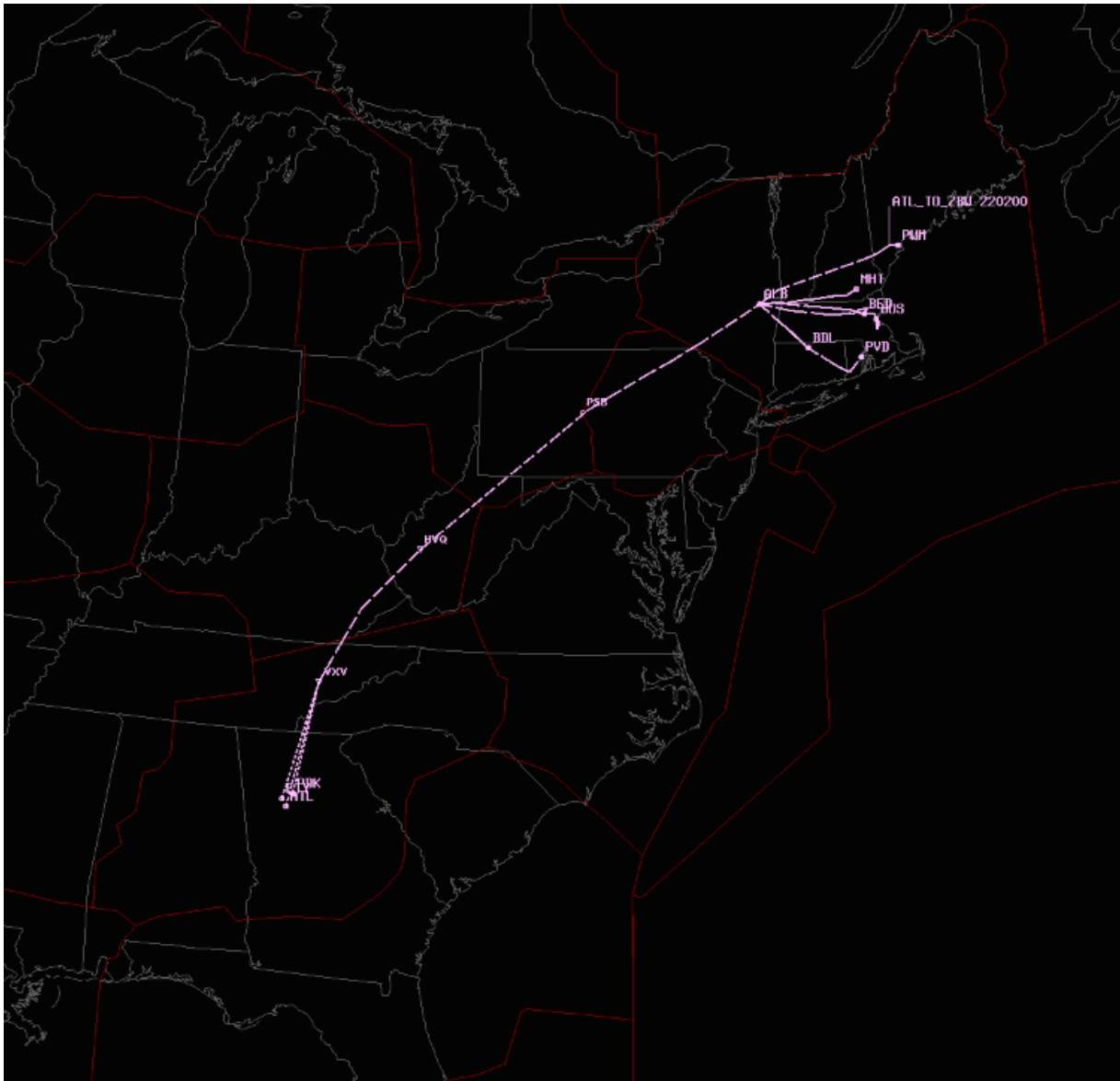
HNK ALB EEGUL< ZELKA1

HNK PONCT< JFUND1

HNK PONCT< ROZZE1

HNK ALB< WIPOR3

HNK ALB CAM< CDOGG3



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RQD

**NAME: SOUTH TO NYSATS**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: MCO/ORD/ZJX/ZMA DEPARTURES TO CDW/HPN/MMU/TEB FACILITIES

INCLUDED: ZBW/ZDC/ZJX/ZMA/ZNY

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

ZJX (-MCO -ORD)

MCO ORD

ZMA

ROUTE - ORIGIN SEGMENTS

-----

>FLO J207 RDU

>CRG J55 SAV J207 RDU

>ORD J53 CRG J55 SAV J207 RDU

TO:

DEST

----

CDW

TEB

MMU

HPN

ROUTE - DESTINATION SEGMENTS

-----

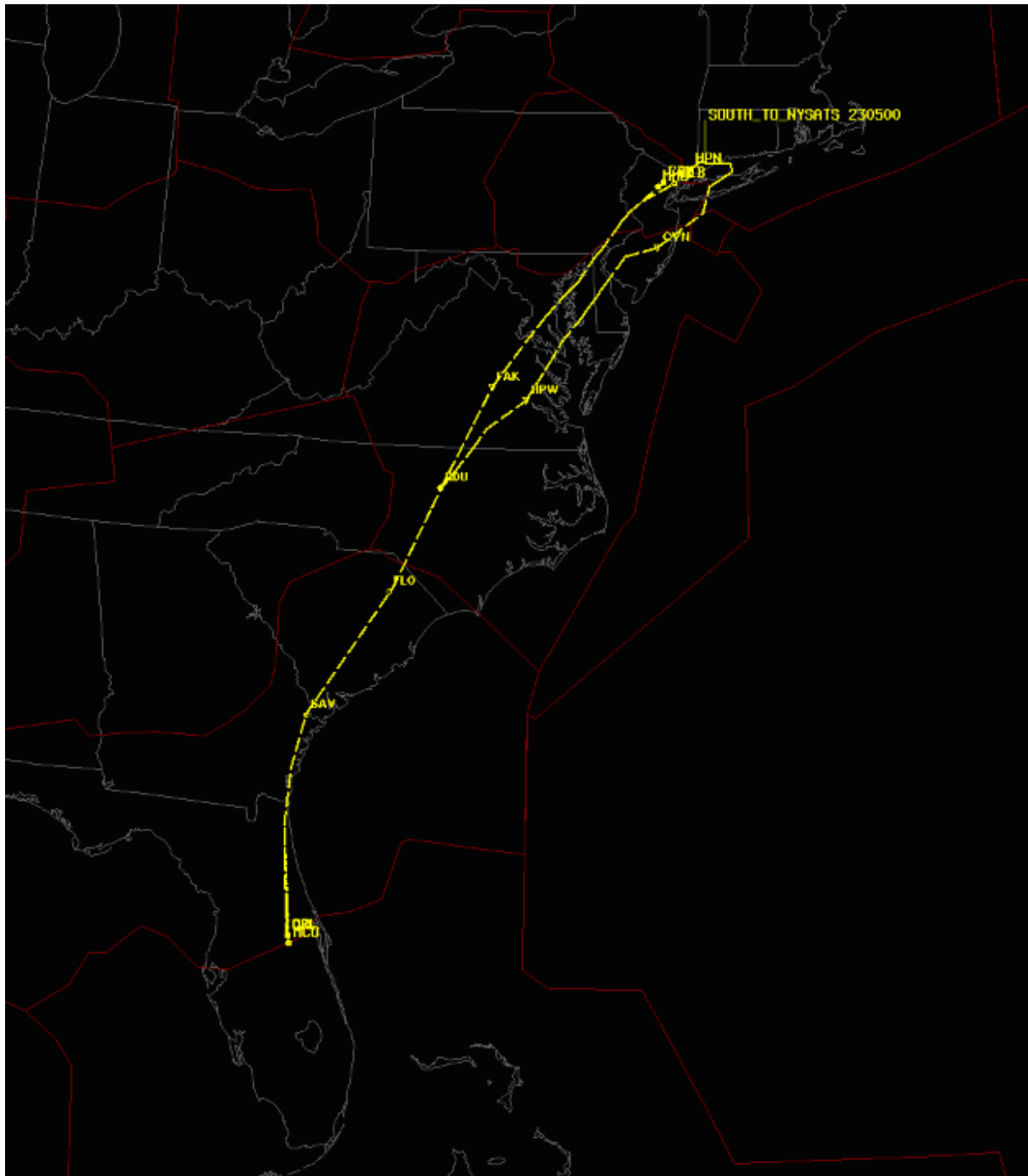
RDU FAK< JAIKE3

RDU FAK< JAIKE3

RDU FAK< JAIKE3

RDU J55 HPW J191 BESSI J150

CYN< BOUNO4





Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RQD

**NAME: SOUTH\_TO\_BUF\_ROC\_CZY**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: CAE/CHS/JAX/MCO/ORL/SAV/ZMA DEPARTURES TO BUF/CYHM/CYYZ/ROC

FACILITIES INCLUDED: CZY/ZID/ZJX/ZMA/ZOB/ZTL FLIGHT

STATUS: ALL\_FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

ZMA

MCO ORL

JAX SAV CHS CAE

ROUTE - ORIGIN SEGMENTS

-----

>CTY J91 JOHNN J91 VXV J91 HNN EWC

>JOHNN J91 VXV J91 HNN EWC

>SPA J85 HVQ EWC

TO:

DEST

----

CYYZ

ROC

BUF

CYHM

ROUTE - DESTINATION SEGMENTS

-----

EWC OXMAN LINNG<

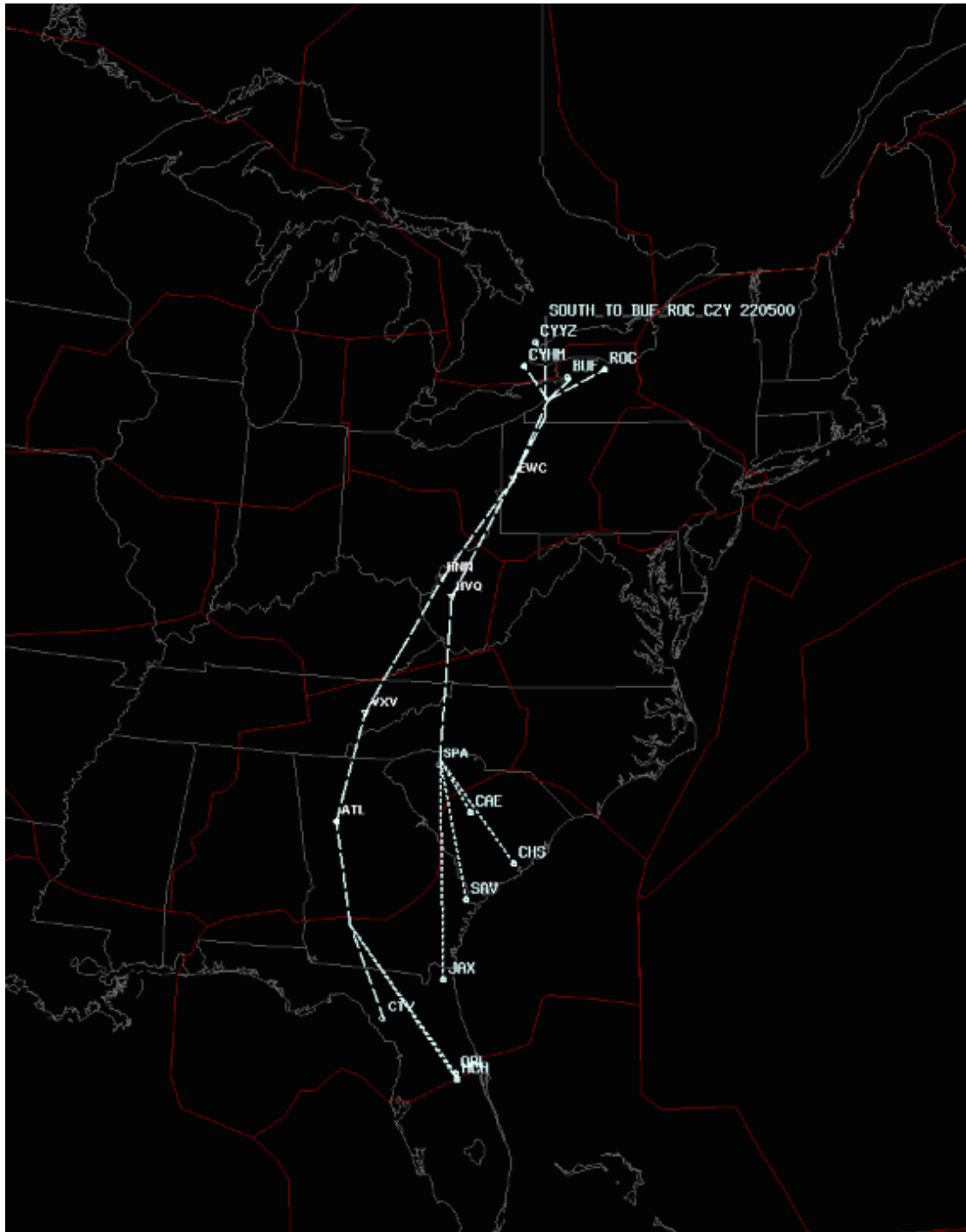
EWC DKK<

EWC DKK<

EWC DKK<

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

NAME: FCAxxx: SOUTH TO CANADA VIA ZDC

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: ZJX/ZMA DEPARTURES TO

CYHM/CYHZ/CYOW/CYQB/CYUL/CYYZ/PBG

FACILITIES INCLUDED: CZM/CZU/CZY/ZBW/ZDC/ZJX/ZMA/ZNY/ZOB/ZTL FLIGHT

STATUS: ALL\_FLIGHTS

VALID: FCA\_ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: NONE

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

ZMA ZJX

ZMA ZJX

ZMA ZJX

ZMA ZJX

ZMA ZJX

ROUTE - ORIGIN SEGMENTS

-----

>DIW J174 RIFLE J62 ACK

>CHS

>ILM KEMPR

>FLO J207 RDU J55 HPW J191 RBV

>CAE RYCKI Q69 RICCS

TO:

DEST

----

CYHZ

CYHZ

CYHZ

CYOW

CYQB

CYQB

ROUTE - DESTINATION SEGMENTS

-----

ACK<

KEMPR SBY J79 JFK PUT ENE<

RBV J222 JFK PUT ENE<

RICCS PSB J59 SYR ART<

CHS J79 JFK CAM YSC ROGSA<

KEMPR SBY J79 JFK CAM YSC

ROGSA<

RBV J222 JFK CAM YSC ROGSA<

RICCS PSB J59 SYR ART PBERG<

CHS J79 JFK J37 ALB LATTS<

KEMPR SBY J79 JFK J37 ALB

LATTS<

RBV J222 JFK J37 ALB LATTS<

RICCS PSB J59 SYR ART HABBS<

RICCS DKK<

RICCS OXMAN LINNG<

CHS J79 JFK J37 ALB<

KEMPR SBY J79 JFK J37 ALB<

RBV J222 JFK J37 ALB<

RICCS PSB J59 SYR ART<



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

**NAME: SOUTH\_TO\_PHL\_AND\_PHLATS**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: MCO/ORD/ZJX/ZMA DEPARTURES TO PHL/PNE/TTN

FACILITIES INCLUDED: ZDC/ZJX/ZMA/ZNY

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZJX (-MCO -ORD)	PHL	>FLO J207 RDU FAK< PAATS2
MCO ORD	PHL	>CRG J55 SAV J207 RDU FAK< PAATS2
ZMA	PHL	>ORD J53 CRG J55 SAV J207 RDU FAK< PAATS2
ZMA ZJX	PHL	>DIW J174 SWL< JIIMS2

FROM:

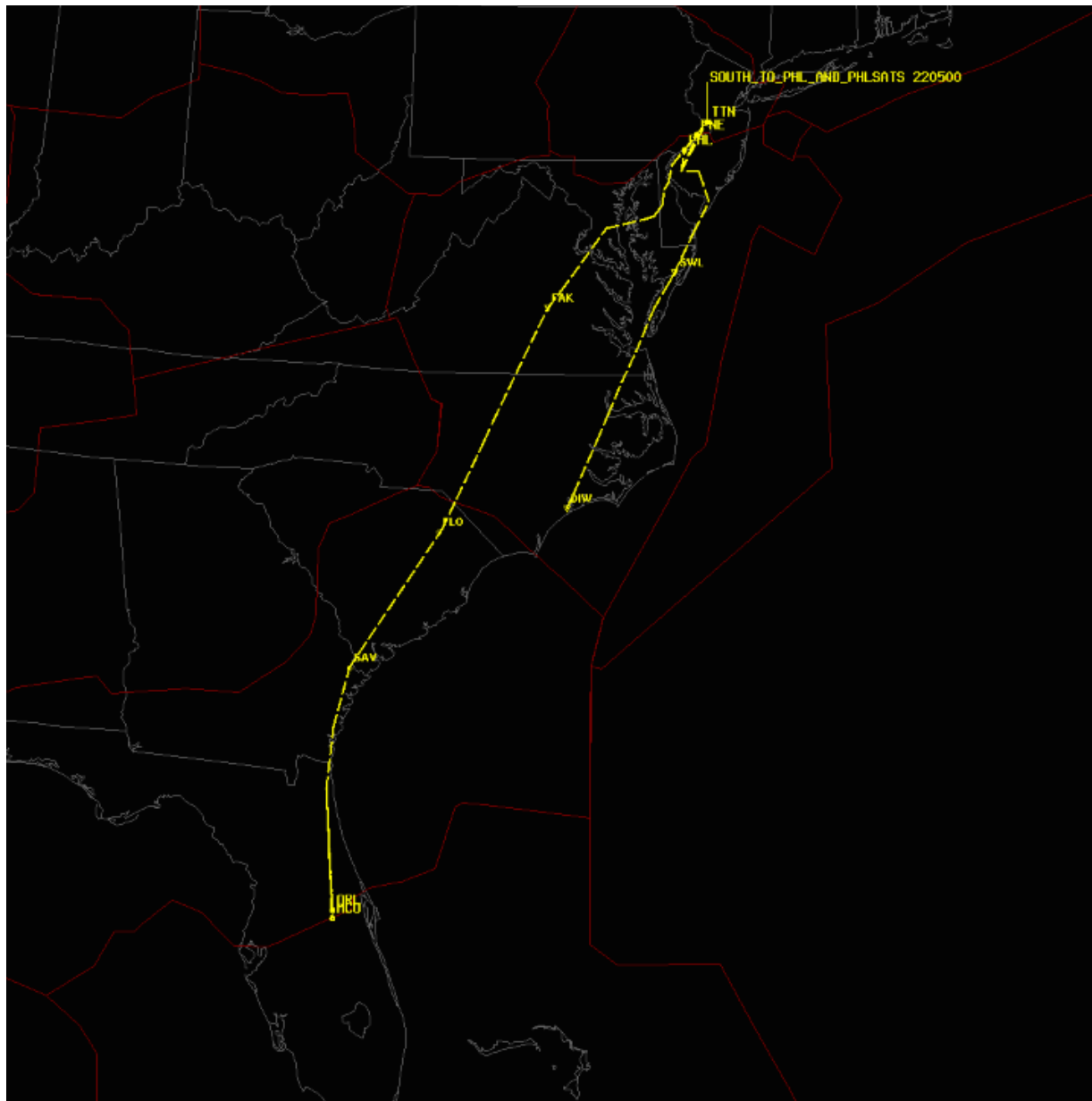
ORIG	ROUTE - ORIGIN SEGMENTS
----	-----
ZJX (-MCO -ORD)	>FLO J207 RDU FAK
MCO ORD	>CRG J55 SAV J207 RDU FAK
ZMA	>ORD J53 CRG J55 SAV J207 RDU FAK
ZMA ZJX	>DIW J174 SWL

TO:

DEST	ROUTE - DESTINATION SEGMENTS
----	-----
PNE	FAK< PAATS2
PNE	SWL< JIIMS2
TTN	FAK< PAATS2
TTN	SWL< JIIMS2

10/05/2016

Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RQD

**NAME: SOUTH\_TO\_DCMETS**

CONSTRAINED AREA: ZDC REASON: VOLUME

INCLUDE TRAFFIC: MCO/ORL/ZJX/ZMA DEPARTURES TO BWI/DCA/IAD

FACILITIES INCLUDED: ZDC/ZJX/ZMA

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

ZJX

ZMA

ZJX (-MCO -ORL)

MCO ORL

ZMA

ROUTE - ORIGIN SEGMENTS

-----

>CHS

>ORL J53 CRG J55 CHS

>FLO J207 RDU

>CRG J55 SAV J207 RDU

>ORL J53 CRG J51 SAV J207 RDU

TO:

DEST

----

BWI

DCA

IAD

ROUTE - DESTINATION SEGMENTS

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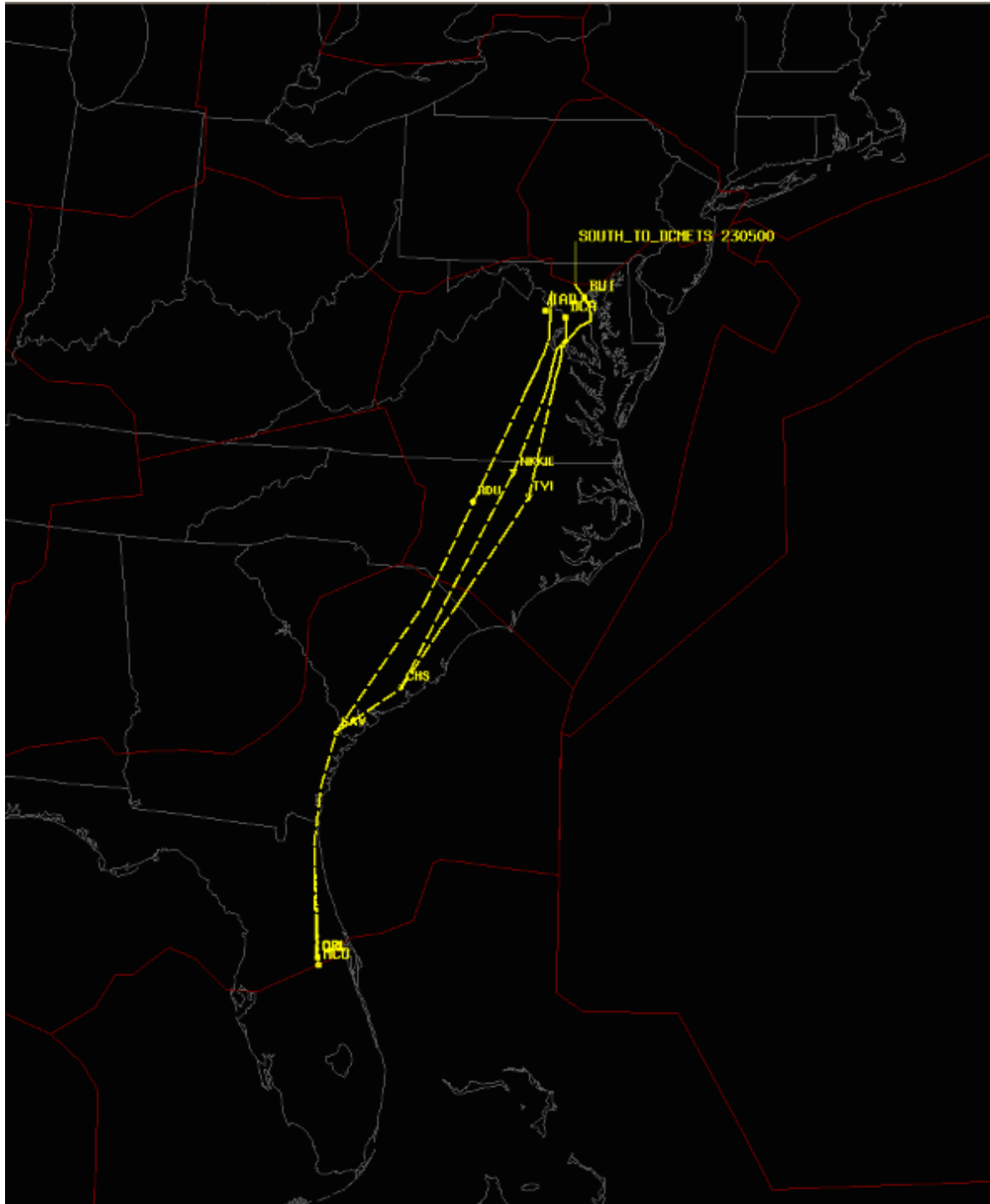
CHS J79 TYI THHMP< RAVNN6

CHS J165 NKKIE WAVES< CAPSS2

RDU BZNGA DORRN< CAVLR3

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes





10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RQD

**NAME: SOUTH TO HPN**

CONSTRAINED AREA: ZDC REASON: VOLUME

INCLUDE TRAFFIC: ZJX/ZMA DEPARTURES TO HPN FACILITIES

INCLUDED: ZBW/ZDC/ZJX/ZMA/ZNY

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

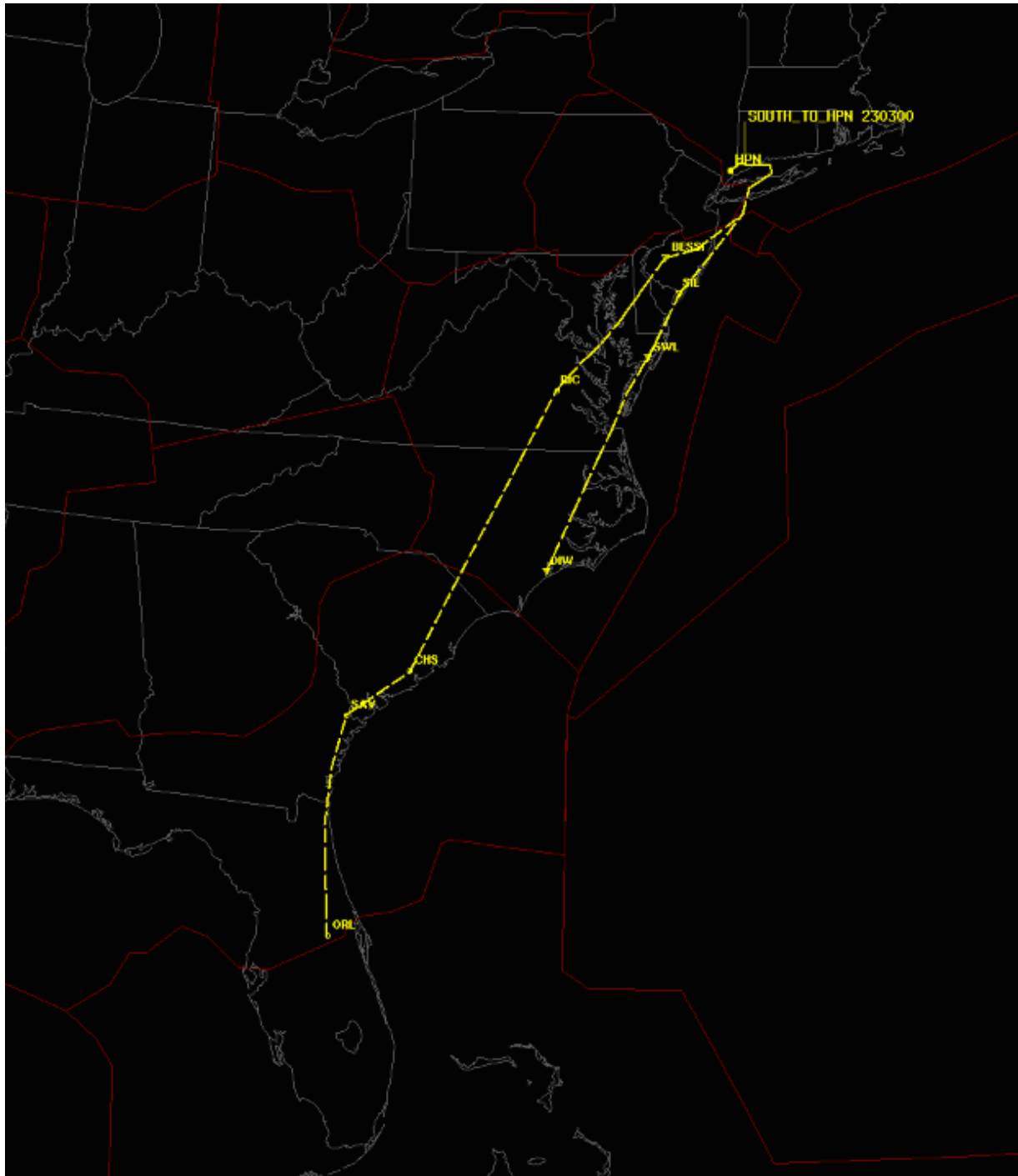
REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZJX	HPN	>CHS J165 RIC J14 PXT J191 BESSI J150 CYN< BOUNO4
ZMA	HPN	>ORL J53 CRG J55 CHS J165 RIC J14 PXT J191 BESSI J150 CYN< BOUNO4
ZMA ZJX	HPN	>DIW J174 SWL J121 SIE< BOUNO4



**Southbound**

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx:UPSTATE\_NY\_AND\_CANADA\_VIA\_Q103\_J61**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: CZU/CZY/ZBW/ZOB DEPARTURES TO UNKN

FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZJX/ZNY/ZOB/ZTL

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

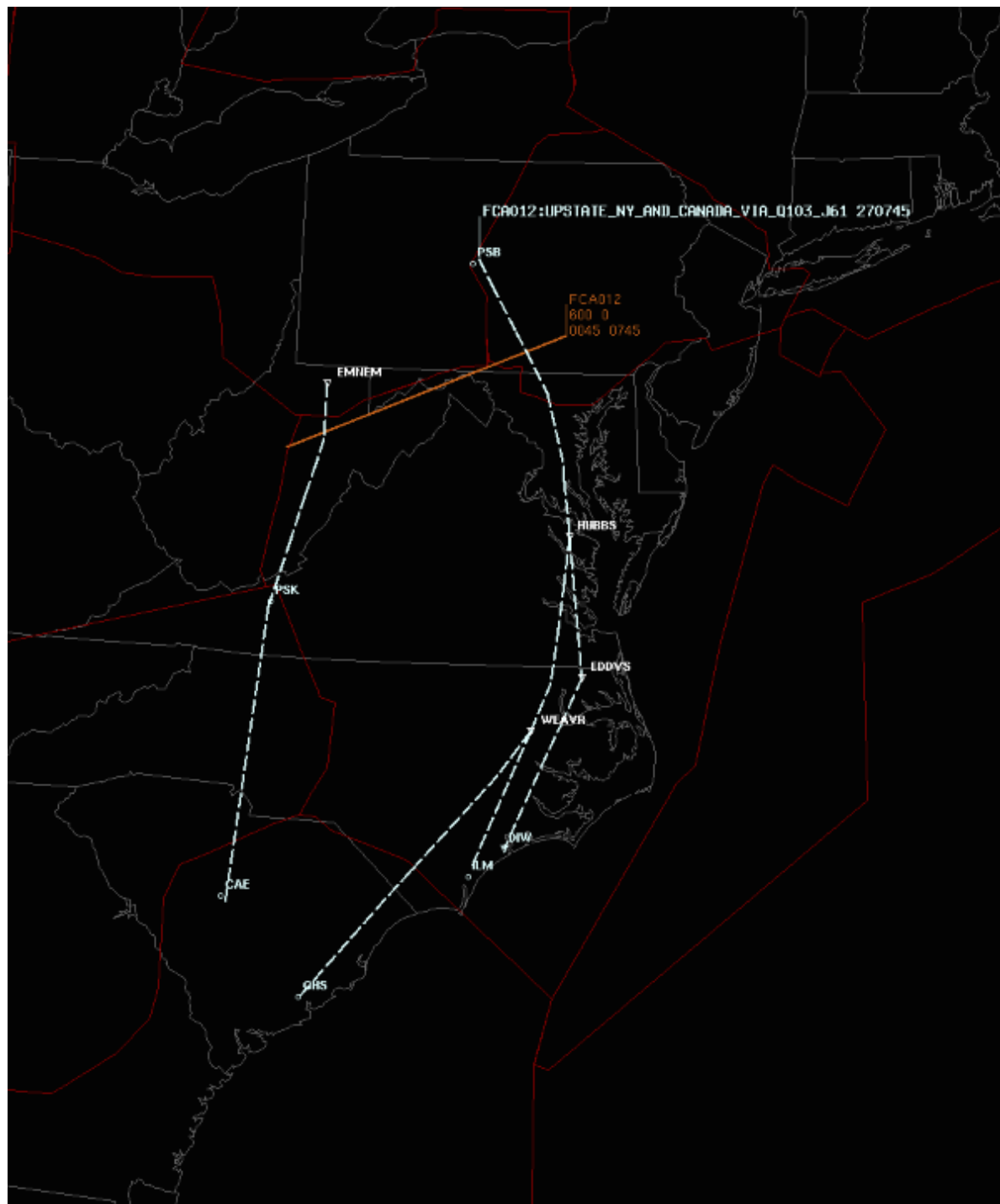
MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
CZY CZU ZOB ZBW	UNKN	>EMNEM Q103 PSK CAE<
CZY CZU ZOB ZBW	UNKN	>PSB J61 HUBBS J193 ILM<
CZY CZU ZOB ZBW	UNKN	>PSB J61 EDDYS J174 DIW<
CZY	UNKN	>PSB J61 HUBBS J193 WEAVR J121 CHS<

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes



**Other**

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RMD

**NAME: DOMESTIC HARP NORTH**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: BCT/FLL/FXE/MCO/MIA/PBI/RSW/SUA/TMB/TPA DEPARTURES TO  
BOS/CDW/EWR/FRG/HPN/JFK/MMU/PHL/TEB

FACILITIES INCLUDED: ZBW/ZDC/ZJX/ZMA/ZNY/ZWY

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD xxxxxx to xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

FLL FXE

MCO TPA

MIA TMB

PBI BCT SUA

RSW

ROUTE - ORIGIN SEGMENTS

-----

>ZAPPA PERMT AR16 LENDS

>MLB LENDS AR16 LENDS

>VALLY PERMT AR16 LENDS

PBI A699 >PERMT AR16 LENDS

>LLNCH LENDS

TO:

DEST

----

PHL

EWR TEB MMU CDW

JFK FRG

HPN

LGA

ROUTE - DESTINATION SEGMENTS

-----

LENDs AR16 EMCEE LANIE OTTNG

HAAYY WICKE DASHA< JIIMS2

LENDs AR16 EMCEE LANIE OTTNG ILLGO CEETE

RBV V249 METRO<

LENDs AR16 EMCEE LANIE OTTNG JOELO BOJAN

EXXES CAMRN<

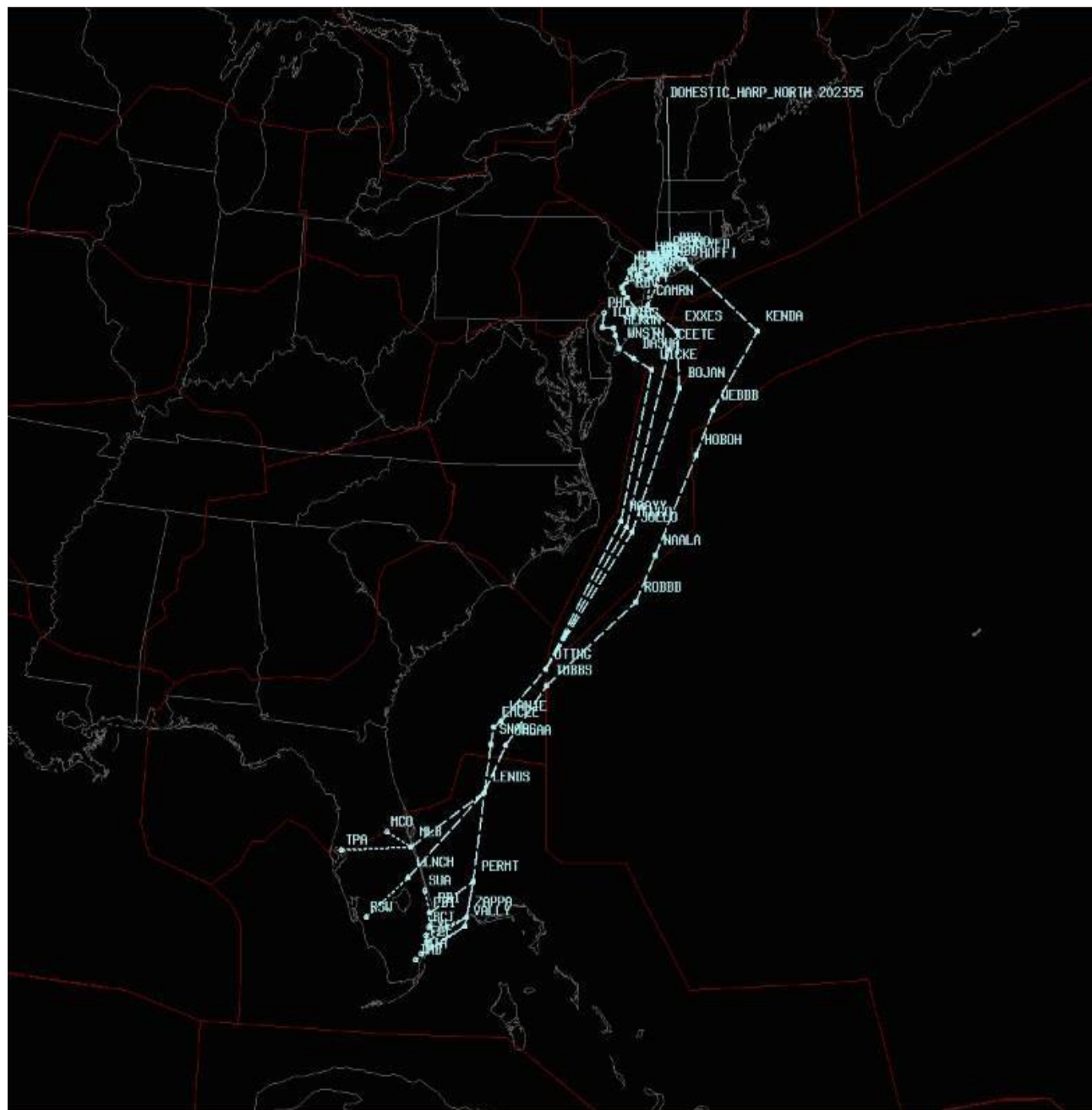
LENDs OHLAA TUBBS ROBBB NAALA

HOB OH WEBBB KENDA HOFFI KEYED< RICED4

LENDs OHLAA TUBBS ROBBB NAALA

HOB OH WEBBB KENDA HOFFI KEYED BDR V475 LGA<

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx ROUTE RMD

**NAME: DOMESTIC\_HARP\_SOUTH**

CONSTRAINED AREA: ZDC

REASON: VOLUME

INCLUDE TRAFFIC: CDW/EWR/FRG/HPN/JFK/LGA/MMU/PHL/TEB DEPARTURES TO  
BCT/FLL/FXE/MCO/MIA/PBI/RSW/SUA/TMB/TPA

FACILITIES INCLUDED: ZBW/ZDC/ZJX/ZMA/ZNY/ZWY

FLIGHT STATUS: ALL\_FLIGHTS

VALID: ETD xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS:

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

LGA HPN

JFK FRG

PHL

EWR TEB MMU CDW

ROUTE - ORIGIN SEGMENTS

-----

>JFK SHIPP LINND AZEZU METZZ OONN WHOOS  
PERIE

>SHIPP LINND AZEZU METZZ OONN WHOOS PERIE

>OOD TEBEE HAYDO SIE LYNUS

LOZER WHOOS PERIE

>DIXIE V276 PREPI OWENZ BERGH LOZER WHOOS  
PERIE

TO:

DEST

----

FLL

FXE

BCT

MCO

MIA

PBI

RSW

SUA

TMB

TPA

ROUTE - DESTINATION SEGMENTS

-----

PERIE M201 BAHAA AR21 CRANS<  
FISEL6

PERIE M201 BAHAA AR21 CRANS<  
FISEL6

PERIE M201 JENKS AR19 AYBID<  
CAYSL4

PERIE M201 BAHAA AR15 HIBAC<  
CWRLD4

PERIE M201 JENKS AR22 JORAY<  
HILEY6

PERIE M201 JENKS AR19 AYBID<  
FRWAY5

PERIE M201 BAHAA AR15 HIBAC<  
SHFTY2

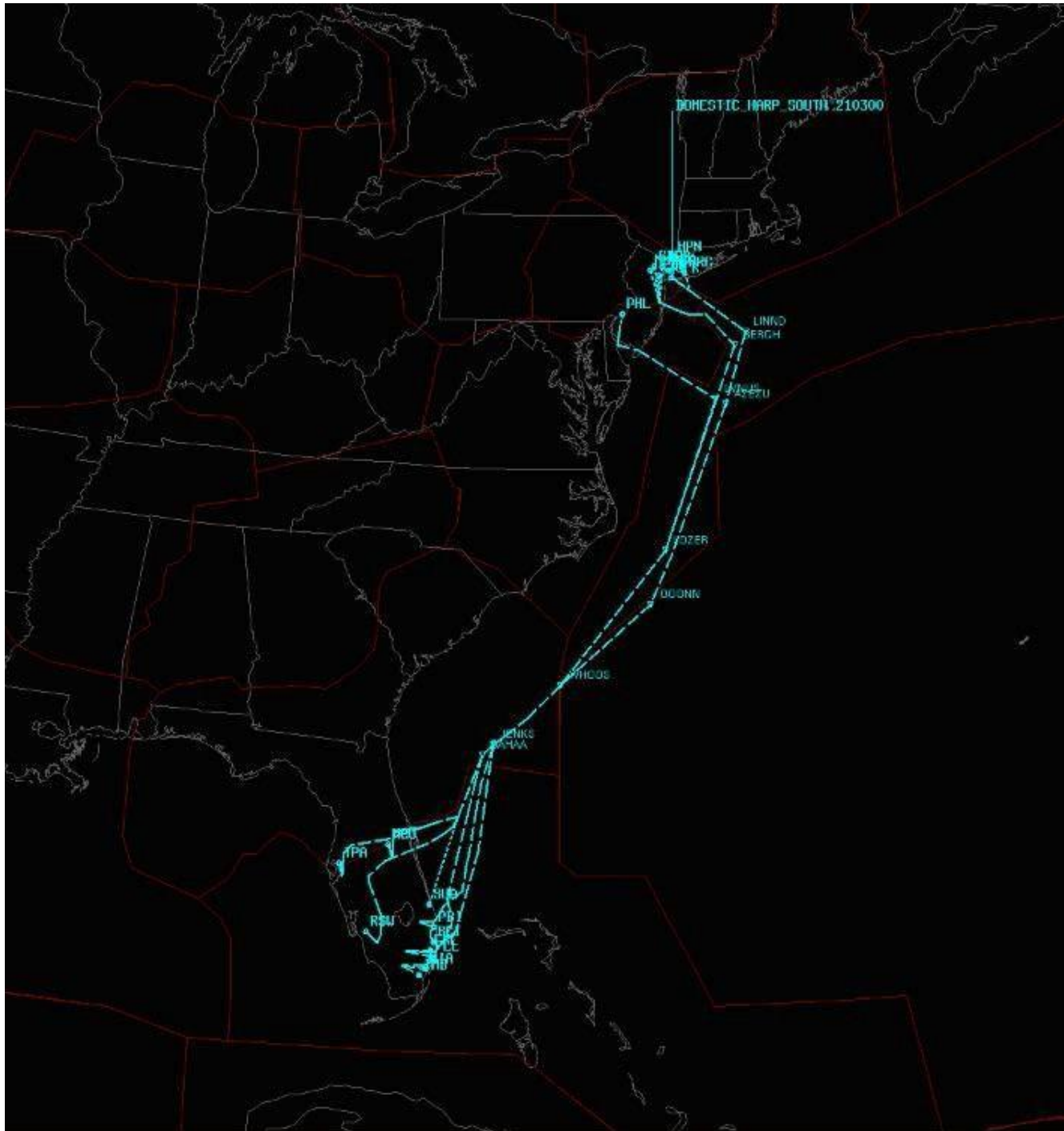
PERIE M201 BAHAA AR15 HIBAC<

PERIE M201 JENKS AR22 JORAY<  
HILEY6

PERIE M201 BAHAA AR15 ORL<  
DADES4

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## Snowbird 2016-2017 (non-Playbook) Routes





Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes  
**Caribbean**

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx:DOMREP\_CARIBBEAN\_HARP\_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: MDAB/MDCR/MDCZ/MDDJ/MDHE/MDJB/MDLR/MDMC/MDPC/MDPO/  
MDPP/MDSD/MDST DEPARTURES TO  
BOS/CDW/CYOW/CYQB/CYUL/CYYZ/EWR/FRG/HPN/JFK/LGA/MMU/  
PHL/TEB

FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZJX/ZMA/ZNY/ZOB/ZSA/ZWY

FLIGHT STATUS: ALL FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.\*\*\*THIS ROUTE IS ONLY REQUIRED FOR FLIGHTS  
THAT FILE THROUGH FCAxxx. INLAND ROUTES WEST OF L451 ARE NOT REQUIRED  
TO FILE THESE ROUTES.\*\*\*

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

MDPC MDLR MDSD MDST MDCR MDCZ

MDPP MDDJ MDAB MDHE

MDJB

MDPC MDLR MDSD MDST MDCR MDCZ

MDPP MDDJ MDAB MDHE

MDJB

MDPC MDLR MDSD MDST MDCR MDCZ

MDPP MDDJ MDAB MDHE

MDJB

MDPC MDLR MDSD MDST MDCR MDCZ

MDPP MDDJ MDAB MDHE

MDJB

MDPO MDAB MDPC MDLR

MDPO MDAB MDPC MDLR

ROUTE - ORIGIN SEGMENTS

-----

>BESAS LETON L451 JAINS MDPO MDMC

>BESAS LUCTI L454 OKONU MDPO MDMC

>BESAS LNHOM L452 OXANA MDPO MDMC

>BESAS LAMER L453 PAEPR MDPO MDMC

>BETIR ELMUC L454 OKONU

>BETIR JANMA KINCH L455 SAVIK

TO:

DEST

----

CYOW

JAINS OLDEY ILM J109 LDN LEONI PSB J59 SYR  
ART<

CYYZ

JAINS OLDEY ILM J109 LDN WOZEE LINNG<

CYUL

JAINS OLDEY ILM KEMPR SBY J79 JFK J37 ALB  
LATTS<

CYUL

OXANA AR8 ECG KEMPR SBY J79 JFK J37 ALB  
LATTS<

CYQB

JAINS OLDEY ILM KEMPR SBY J79 JFK CAM YSC  
ROGSA<

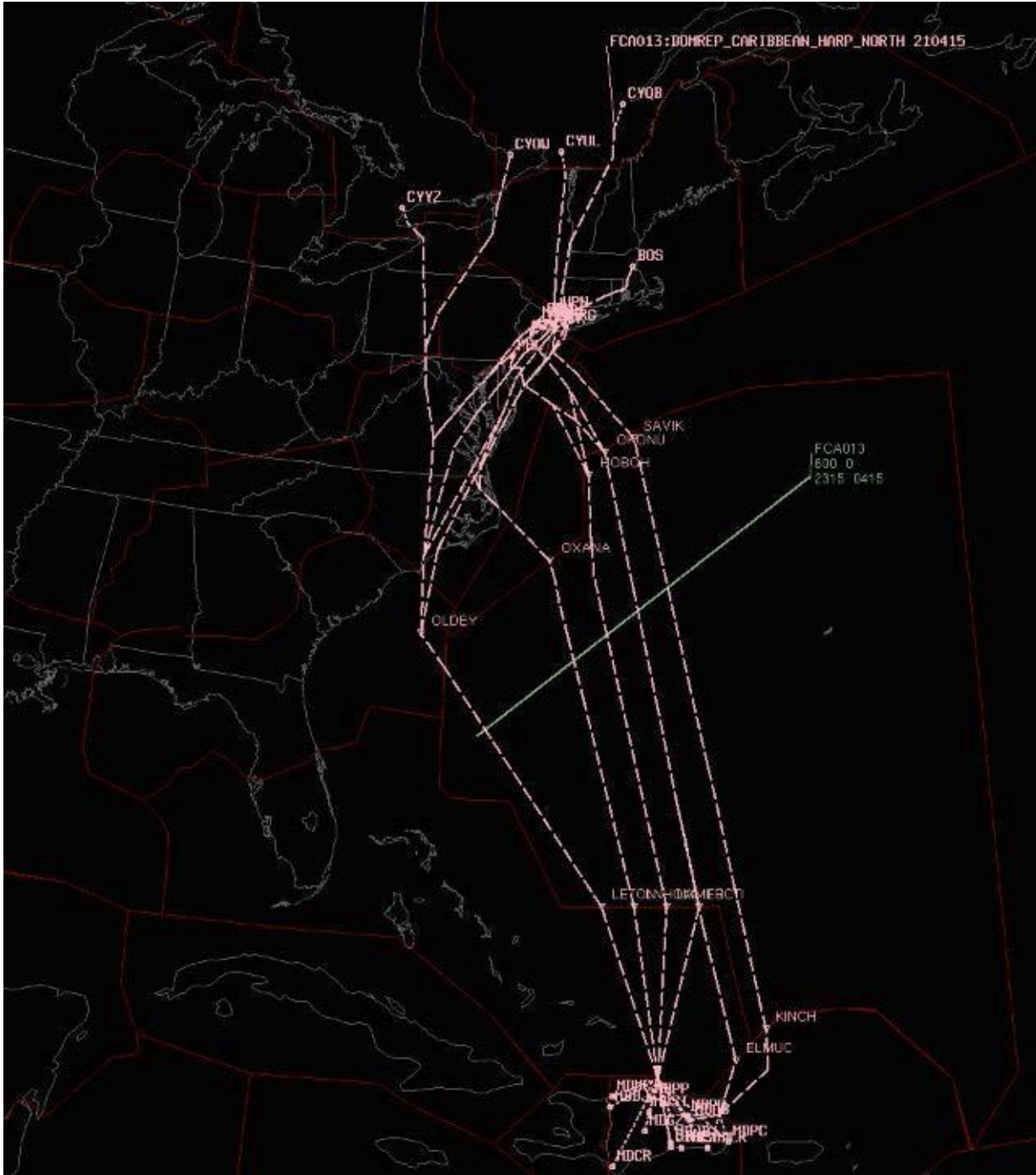
CYQB

OXANA AR8 ECG ORF SBY J79 JFK

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## Snowbird 2016-2017 (non-Playbook) Routes

	CAM YSC ROGSA<
BOS	JAINS OLDEY ILM KEMPR SBY J79
	JFK< ROBUC2
BOS	OXANA AR8 ECG ORF SBY J79 JFK<
	ROBUC2
CDW	JAINS OLDEY ILM J109 FAK<
	JAIKE3
EWR	JAINS OLDEY ILM J109 FAK<
	PHLBO3
EWR TEB MMU CDW	OKONU CEETE RBV V249 METRO<
EWR TEB MMU CDW	PAEPR HOBOH CEETE RBV V249 METRO<
FRG	JAINS OLDEY DIW WETRO CEBEE SWL J121 SIE<
	CAMRN4
FRG	OXANA AR8 ECG CEBEE SWL J121
	SIE< CAMRN4
HPN	JAINS OLDEY DIW WETRO CEBEE SWL J121 SIE<
	BOUNO4
HPN	OXANA AR8 ECG CEBEE SWL J121
	SIE< BOUNO4
JFK	JAINS OLDEY DIW WETRO CEBEE SWL J121 SIE<
	CAMRN4
JFK	OXANA AR8 ECG CEBEE SWL J121
	SIE< CAMRN4
JFK	SAVIK EXXES CAMRN<
LGA	JAINS OLDEY ILM J191 PXT<
	KORRY3
MMU	JAINS OLDEY ILM J109 FAK<
	JAIKE3
PHL	JAINS OLDEY DIW WETRO CEBEE
	SWL< JIIMS2
PHL	OKONU BOJAN WICKE DASHA< JIIMS2
PHL	OXANA AR8 ECG CEBEE SWL< JIIMS2
PHL	PAEPR HOBOH WICKE DASHA< JIIMS2
TEB	JAINS OLDEY ILM J109 FAK< JAIKE3



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx:ZMA\_CARIBBEAN\_HARP\_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: UNKN DEPARTURES TO

BOS/CDW/CYOW/CYQB/CYUL/CYYZ/EWR/FRG/HPN/JFK/LGA/MMU/PHL/TEB

FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZJX/ZNY/ZOB/ZWY

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES. \*\*\*THIS ROUTE IS ONLY REQUIRED  
FOR FLIGHTS THAT FILE THROUGH FCAxxx. INLAND ROUTES WEST OF  
L451 ARE NOT REQUIRED TO FILE THESE ROUTES.\*\*\*

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

UNKN

UNKN

UNKN

UNKN

ROUTE - ORIGIN SEGMENTS

-----

>LETON L451 ILIDO L451 JAINS

>LUCTI L454 OKONU

>LNHOM L452 OXANA

>LAMER L453 PAEPR

TO:

DEST

----

CYOW

CYYZ

CYUL

CYUL

CYQB

CYQB

BOS

BOS

CDW

EWR

EWR TEB MMU CDW

EWR TEB MMU CDW

FRG

ROUTE - DESTINATION SEGMENTS

-----

JAINS OLDEY ILM J109 LDN LEONI PSB J59  
SYR ART<

JAINS OLDEY ILM J109 LDN WOZEE LINNG<  
JAINS OLDEY ILM KEMPR SBY J79 J37 ALB  
LATTS<

OXANA AR8 ECG KEMPR SBY J79 J37 ALB  
LATTS< CARTR2

JAINS OLDEY ILM KEMPR SBY J79 JFK CAM  
YSC ROGSA<

OXANA AR8 ECG ORF SBY J79 JFK CAM YSC  
ROGSA<

JAINS OLDEY ILM KEMPR SBY J79  
JFK< ROBUC2

OXANA AR8 ECG ORF SBY J79 JFK<  
ROBUC2

JAINS OLDEY ILM J109 FAK<  
JAIKE3

JAINS OLDEY ILM J109 FAK<  
PHLBO3

OKONU CEETE RBV V249 METRO<

PAEPR HOBOH CEETE RBV V249 METRO<

JAINS OLDEY DIW WETRO CEBEE SWL

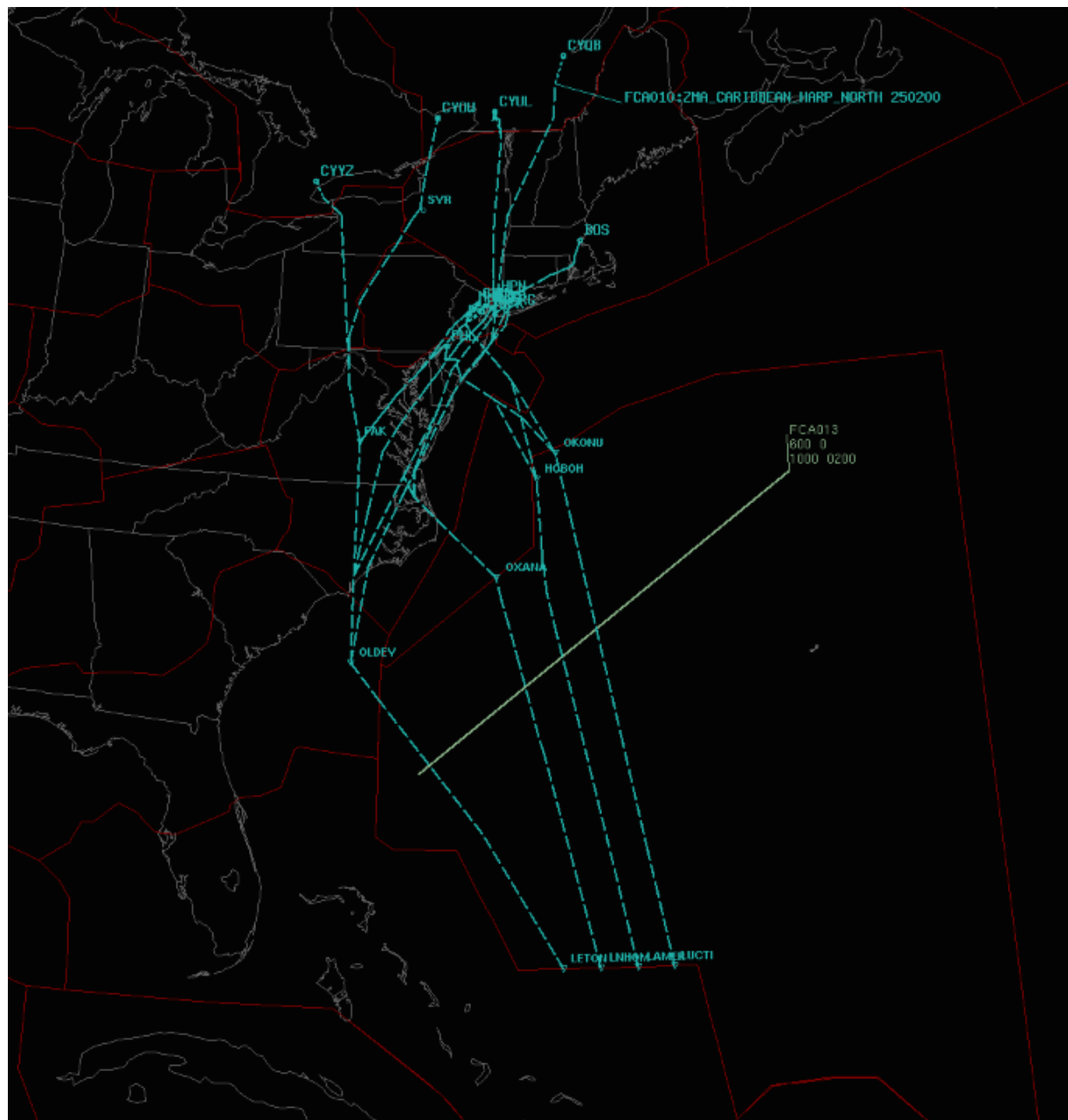
10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes

	J121 SIE< CAMRN4
FRG	OXANA AR8 ECG CEBEE SWL J121
	SIE< CAMRN4
HPN	JAINS OLDEY DIW WETRO CEBEE SWL J121 SIE<
	BOUNO4
HPN	OXANA AR8 ECG CEBEE SWL J121
	SIE< BOUNO4
JFK	JAINS OLDEY DIW WETRO CEBEE SWL J121 SIE<
	CAMRN4
JFK	OXANA AR8 ECG CEBEE SWL J121
	SIE< CAMRN4
LGA	JAINS OLDEY ILM J191 PXT<
	KORRY3
MMU	JAINS OLDEY ILM J109 FAK<
	JAIKE3
PHL	JAINS OLDEY DIW WETRO CEBEE
	SWL< JIIMS2
PHL	OKONU BOJAN WICKE DASHA< JIIMS2
PHL	OXANA AR8 ECG CEBEE SWL< JIIMS2
PHL	PAEPR HOBOW WICKE DASHA< JIIMS2
TEB	JAINS OLDEY ILM J109 FAK<
	JAIKE3

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## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx:ZSU\_CARIBBEAN\_HARP\_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: UNKN DEPARTURES TO

BOS/CDW/CYMX/CYOW/CYUL/CYYZ/EWR/FRG/HPN/JFK/LGA/MMU  
/PHL/TEB

FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZMA/ZNY/ZWY/ZSU

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.\*\*\*THIS ROUTE IS ONLY REQUIRED FOR FLIGHTS  
THAT FILE THROUGH FCAxxx. INLAND ROUTES WEST OF L451 ARE NOT REQUIRED  
TO FILE THESE ROUTES.\*\*\*

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

----

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

ROUTE - ORIGIN SEGMENTS

-----

>DAWIN L462 PIREX QINCY

>DAWIN L462 PIREX ANVER

>DAWIN L462 PIREX BOVIC

>DAWIN L462 PIREX DASER L459

SAVIK

>DAWIN L462 PIREX ENAPI L457

OKONU

>OPAU L461 GECAL QINCY

>OPAU L461 GECAL ANVER

>OPAU L461 GECAL BOVIC

>OPAU L461 GECAL DASER SAVIK

>OPAU L461 GECAL ENAPI L457

OKONU

>KEEKA L459 SHEIL QINCY

>KEEKA L459 SHEIL ANVER

>KEEKA L459 SHEIL BOVIC

>KEEKA L459 SHEIL DASER L459

SAVIK

>KEEKA L459 SHEIL ENAPI L457

OKONU

>HANCY L456 DARUX MARIG

>HANCY L456 DARUX SHOKR

>KINCH L455 SAVIK

>ELMUC L454 OKONU

TO:

DEST

----

BOS

BOS

EWR TEB MMU CDW

EWR TEB MMU CDW

ROUTE - DESTINATION SEGMENTS

-----

ANVER LARGE FERNZ< OOSH4

QINCY LACKS FERNZ< OOSH4

OKONU CEETE RBV V249 METRO<

SAVIK CEETE RBV V249 METRO<

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## Snowbird 2016-2017 (non-Playbook) Routes

HPN	ANVER LARGE PRLJM HOFFI KEYED< RICED4
HPN	BOVIC SHOKR KENDA PRLJM HOFFI KEYED< RICED4
HPN	SHOKR KENDA PRLJM HOFFI KEYED< RICED4
JFK FRG	MARIG EXXES CAMRN<
JFK FRG	BOVIC MARIG EXXES CAMRN<
JFK FRG	SAVIK EXXES CAMRN<
LGA	ANVER LARGE PRLJM HOFFI KEYED BDR V475 LGA<
LGA	BOVIC SHOKR KENDA PRLJM HOFFI KEYED BDR V475 LGA<
LGA	SHOKR KENDA PRLJM HOFFI KEYED BDR V475 LGA<
PHL	OKONU BOJAN WICKE DASHA< JIIMS2
CYYZ CYOW CYUL CYMX	ANVER LARGE ACK<
CYYZ CYOW CYUL CYMX	BOVIC SHOKR PRLJM<
CYYZ CYOW CYUL CYMX	SHOKR PRLJM<
CYYZ CYOW CYUL CYMX	QINCY LACKS ACK<





Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx: CARIBBEAN\_HARP\_SOUTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: BOS/CDW/CZU/CZY/EWR/FRG/HPN/JFK/LGA/MMU/PHL/TEB DEPARTURES TO  
UNKN

FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZNY/ZWY

FLIGHT STATUS: ALL FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
BOS CZY CZU	UNKN	ROUTE:ACK LACKS ANVER THEN FLIGHT PLAN ROUTE OVER BDA
BOS CZY CZU	UNKN	ROUTE:ACK LACKS QINCY THEN FLIGHT PLAN ROUTE OVER BDA

FROM:

ORIG

----

EWR TEB MMU CDW

HPN LGA

JFK FRG

PHL

PHL

CZY CZU

ROUTE - ORIGIN SEGMENTS

-----

>ELVAE COL DIXIE PREPI OWENZ BERGH

>JFK SHIPP LINND

>SHIPP LINND

>OOD TEBEE HAYDO SBY ECG OXANA

>OOD TEBEE HAYDO SIE AZEZU

>EMI J61 EDDYS ECG OXANA

TO:

DEST

----

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

UNKN

ROUTE - DESTINATION SEGMENTS

-----

AZEUZU ROLLE ATUGI GOUGH ALOBI L453 BOREX<

AZEUZU ROLLE ATUGI L454 GOUGH<

AZEUZU RESQU SKPPR L455 BEXUM<

AZEUZU SQUAD DARUX L456 NOSID<

AZEUZU KINGG KINER L461 BOVIC<

BERGH ROLLE ATUGI GOUGH ALOBI L453 BOREX<

BERGH ROLLE ATUGI L454 GOUGH<

BERGH RESQU SKPPR L455 BEXUM<

BERGH SQUAD DARUX L456 NOSID<

BERGH KINGG KINER L461 BOVIC<

LINND ROLLE ATUGI GOUGH ALOBI L453 BOREX<

LINND ROLLE ATUGI L454 GOUGH<

LINND RESQU SKPPR L455 BEXUM<

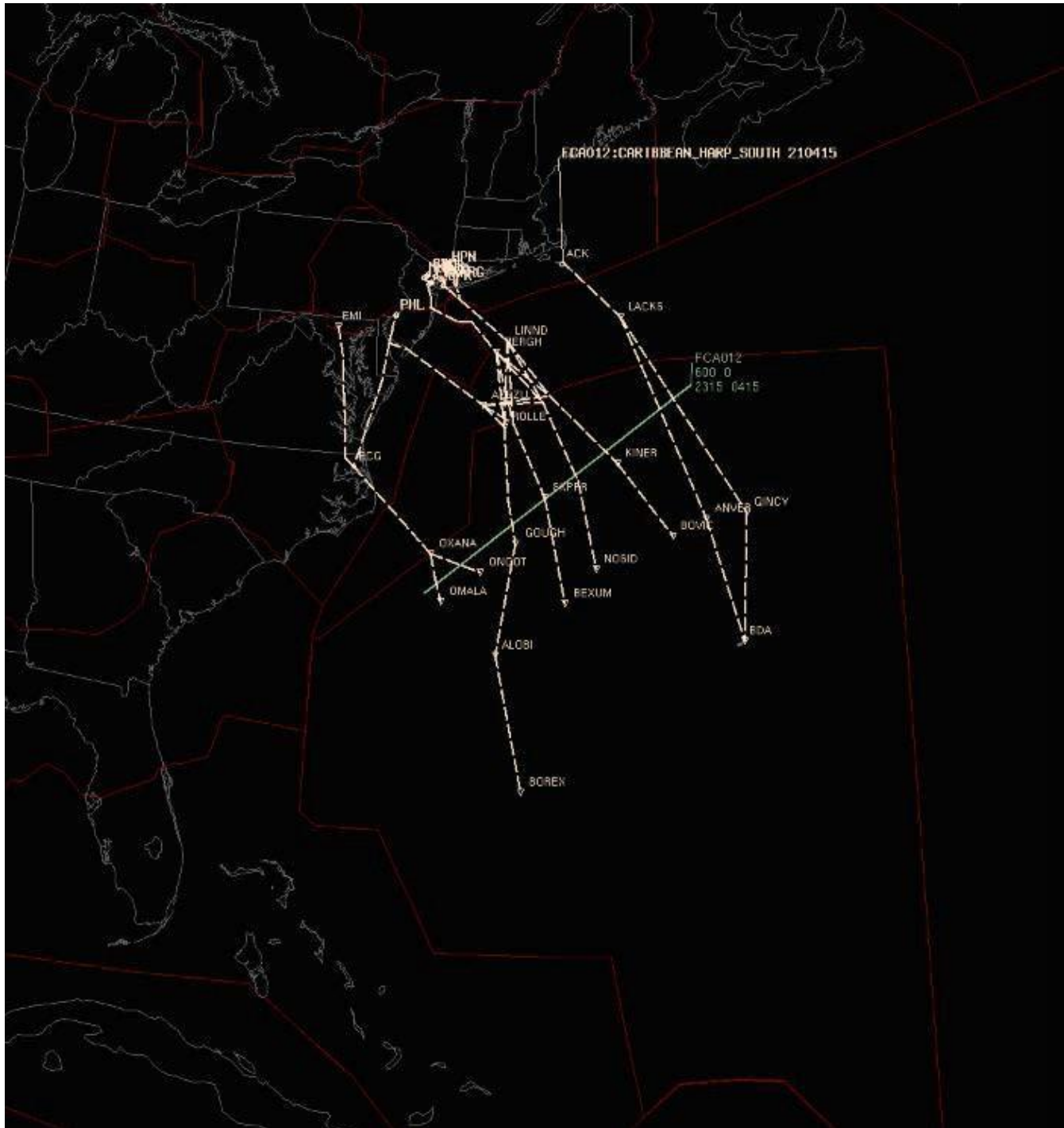
LINND SQUAD DARUX L456 NOSID<

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## Snowbird 2016-2017 (non-Playbook) Routes

UNKN  
UNKN  
UNKN

LINND KINGG KINER L461 BOVIC<  
OXANA L452 OMAA<  
OXANA M325 ONGOT<



**Cuba**

ATCSCC ADVZY --- DCC xx/xx/xx FCA RQD

**NAME: FCAxxx:CUBA\_ARVLS\_VIA\_MAXIM**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZE/CZU/CZW/CZY/UNKN/ZAB/ZAU/ZBW/ZDC/ZDV/ZFW/ZHU/ZID/  
ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL DEPARTURES TO  
MUHA

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx to xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

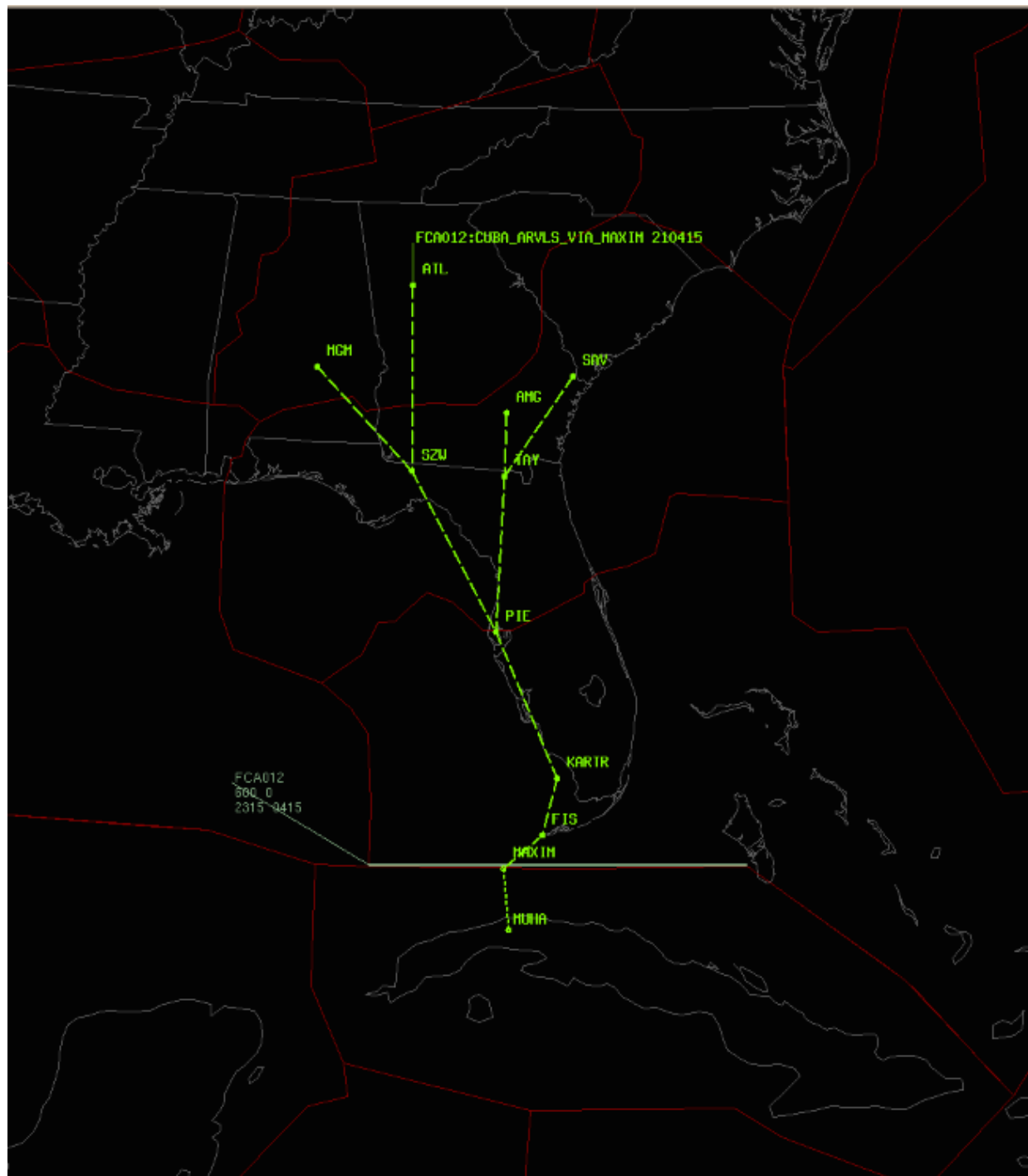
MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZAU ZME ZKC ZMP	MUHA	>MGM SZW PIE KARTR FIS
ZDV ZFW ZHU ZSE		MAXIM<
ZLC ZOA ZLA ZAB		
CZE CZW		
ZBW ZNY ZDC ZOB	MUHA	>ATL SZW PIE KARTR FIS
ZID ZMA ZAU ZME		MAXIM<
ZKC ZMP ZDV ZFW		
ZHU ZSE ZLC ZOA		
ZLA ZAB CZY CZE		
ZBW ZNY ZDC ZOB	MUHA	>SAV TAY PIE KARTR FIS
ZID ZTL CZY CZU		MAXIM<
ZTL	MUHA	>SZW PIE KARTR FIS MAXIM<
ZJX	MUHA	>PIE KARTR FIS MAXIM<
ZMA	MUHA	>FIS MAXIM<
UNKN	MUHA	>AMG TAY PIE KARTR FIS
		MAXIM<

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

**NAME: FCAxxx:CUBA\_ARVLS\_VIA\_TADPO**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZE/CZU/CZW/CZY/UNKN/ZAB/ZAU/ZBW/ZDC/ZDV/ZFW/ZHU/ZID/  
ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL DEPARTURES TO  
MUCF/MUCL/MUSC/MUVR

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

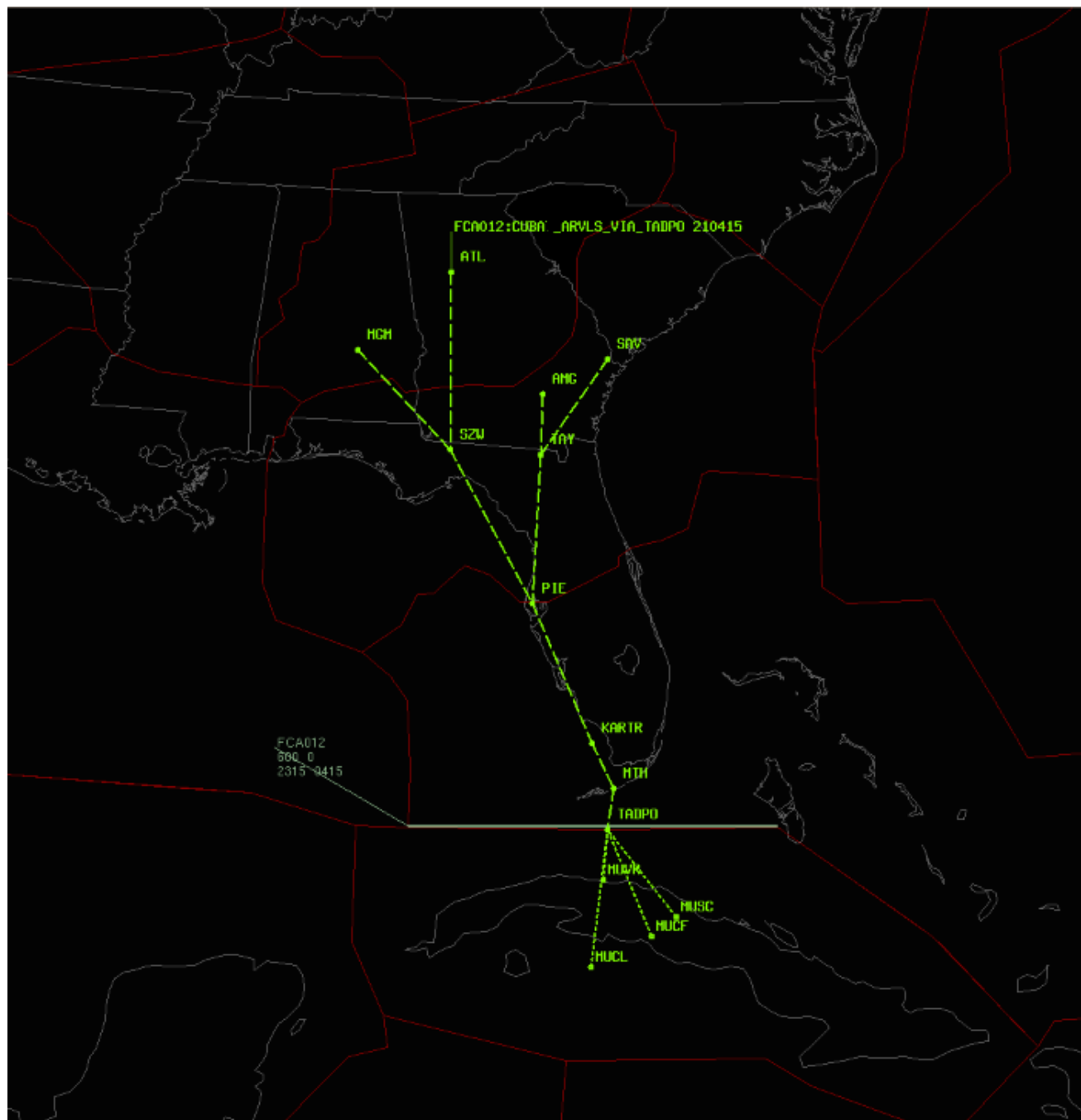
MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZAU ZME ZKC ZMP	MUVR MUSC MUCF	>MGM SZW PIE KARTR MTH
ZDV ZFW ZHU ZSE	MUCL	TADPO<
ZLC ZOA ZLA ZAB		
CZE CZW		
ZBW ZNY ZDC ZOB	MUVR MUSC MUCF	>ATL SZW PIE KARTR MTH
ZID ZMA ZAU ZME	MUCL	TADPO<
ZKC ZMP ZDV ZFW		
ZHU ZSE ZLC ZOA		
ZLA ZAB CZY CZE		
ZBW ZNY ZDC ZOB	MUVR MUSC MUCF	>SAV TAY PIE KARTR MTH
ZID ZTL CZY CZU	MUCL	TADPO<
ZTL	MUVR MUSC MUCF	>SZW PIE KARTR MTH TADPO<
	MUCL	
ZJX	MUVR MUSC MUCF	>PIE KARTR MTH TADPO<
	MUCL	
ZMA	MUVR MUSC MUCF	>MTH TADPO<
	MUCL	
UNKN	MUVR MUSC MUCF	>AMG TAY PIE KARTR MTH
	MUCL	TADPO<

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

**NAME: FCAxxx:CUBA\_ARVLS\_VIA\_URSUS**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZU/CZY/UNKN/ZAB/ZAU/ZBW/ZDC/ZDV/ZFW/ZHU/ZID/ZJX/ZKC/  
ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL DEPARTURES TO  
MUCC/MUCM/MUCU/MUHG/MUMZ

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

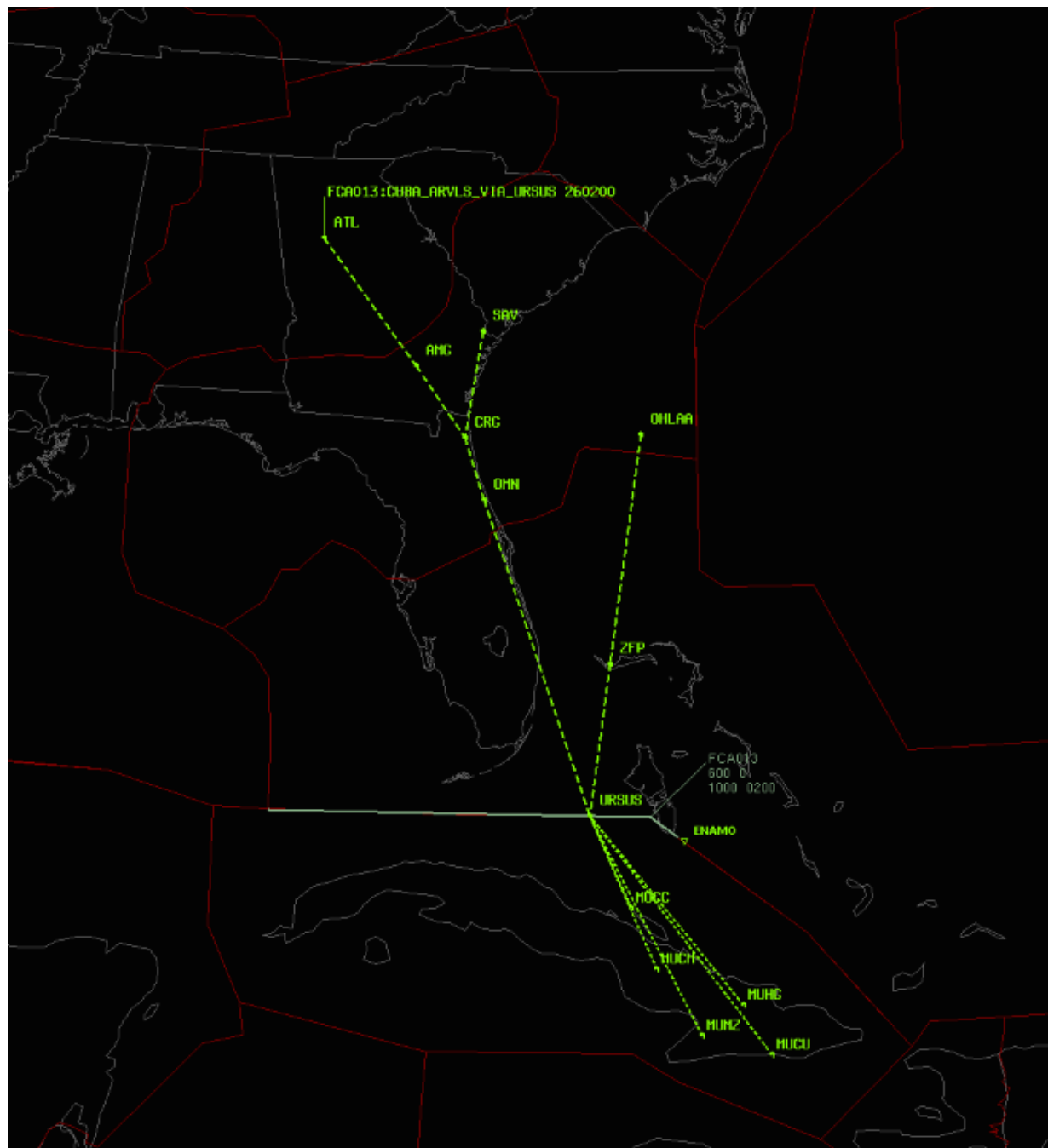
ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZBW ZNY ZDC ZOB	MUCC MUCM MUMZ	>SAV CRG OMN URSUS<
ZID ZTL CZY CZU	MUHG MUCU	
ZBW ZNY ZDC ZOB	MUCC MUCM MUMZ	>ATL AMG CRG OMN URSUS<
ZID ZTL ZAU ZME	MUHG MUCU	
ZKC ZMP ZDV ZFW		
ZHU ZSE ZLC ZOA		
ZLA ZAB CZY CZU		
ZJX	MUCC MUCM MUMZ	>OMN URSUS<
	MUHG MUCU	
ZMA	MUCC MUCM MUMZ	>URSUS<
	MUHG MUCU	
ZBW ZNY ZDC ZOB	MUCC MUCM MUMZ	>OHLAA AR24 ZFP URSUS<
ZID ZTL ZAU ZMP	MUHG MUCU	
CZY CZU		
UNKN	MUCC MUCM MUMZ	>ATL AMG CRG OMN URSUS<
	MUHG MUCU	
UNKN	MUCC MUCM MUMZ	>OHLAA AR24 ZFP URSUS<
	MUHG MUCU	



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## Snowbird 2016-2017 (non-Playbook) Routes



**NAME: FCAxxx:ZMR\_ARVLS\_VIA\_CANOA**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: UNKN DEPARTURES TO MGGT/MMCZ/MMMD/MMTG/MMTP/MMUN

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

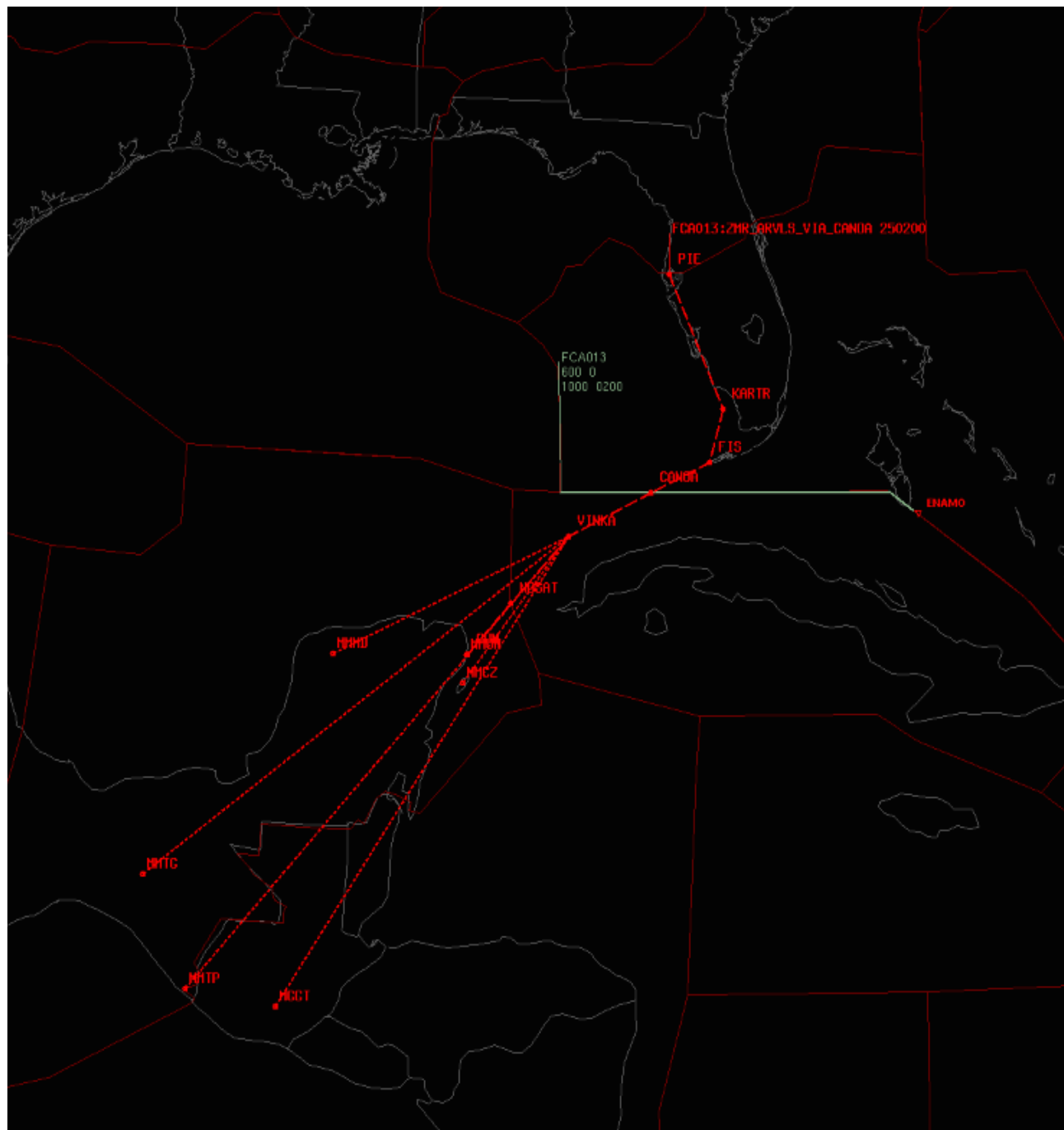
ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
UNKN	MMCZ MMMD MMTG	>PIE KARTR FIS CANOA VINKA<
	MMTP MGGT	
UNKN	MMUN	>PIE KARTR FIS CANOA VINKA
		NOSAT CUN<

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

**NAME: FCAxxx:CARIBBEAN\_ARVLS\_VIA\_TADPO**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZE/CZU/CZW/CZY/UNKN/ZAB/ZAU/ZBW/ZDC/ZDV/ZFW/ZHU/ZID/  
ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL DEPARTURES TO  
MHLM/MHTG/MNMG/MPBO/MPMG/MPPD/MPSM/MRLB/MRLM/MROC/  
MSLD/MSLP/MWCR

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL\_FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

ASSOCIATED RESTRICTIONS:

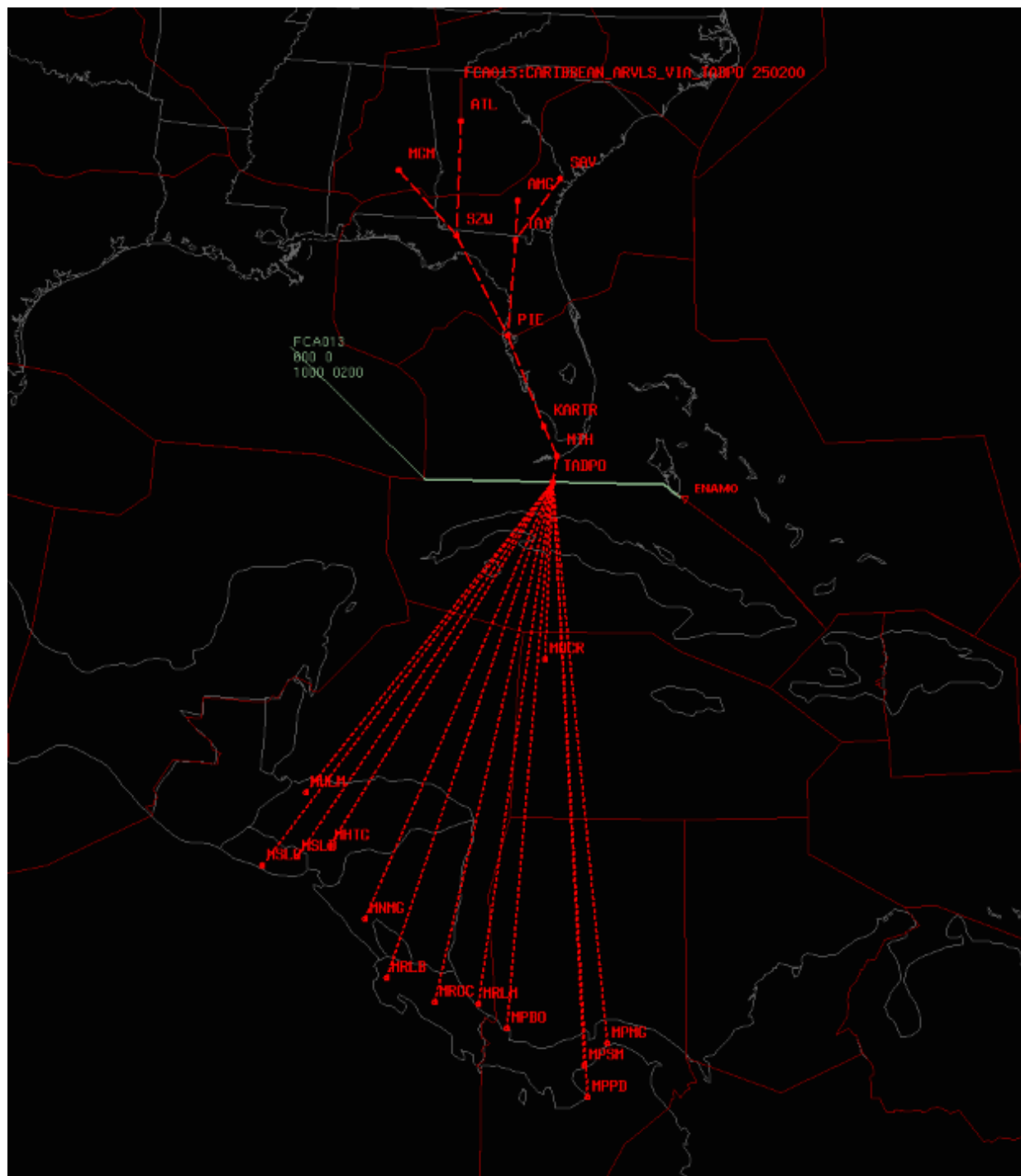
MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZAU ZME ZKC ZMP	MSLP MSLD MHLM	>MGM SZW PIE KARTR MTH ZDV ZFW ZHU
ZSE	MHTG MNMG MRLM	TADPO<
ZLC ZOA ZLA ZAB	MRLB MPBO MPSM CZE CZW	
	MPPD MPMG MROC	
	MWCR	
ZBW ZNY ZDC ZOB	MSLP MSLD MHLM	>ATL SZW PIE KARTR MTH ZID ZMA ZAU
ZME	MHTG MNMG MRLM	TADPO<
ZKC ZMP ZDV ZFW	MRLB MPBO MPSM ZHU ZSE ZLC	
ZOA	MPPD MPMG MROC ZLA ZAB CZY CZE	MWCR
ZBW ZNY ZDC ZOB	MSLP MSLD MHLM	>SAV TAY PIE KARTR MTH ZID ZTL CZY
CZU	MHTG MNMG MRLM	TADPO<
	MRLB MPBO MPSM MPPD MPMG	
	MROC MWCR	
ZTL	MSLP MSLD MHLM	>SZW PIE KARTR MTH TADPO< MHTG MNMG
	MRLM	
	MRLB MPBO MPSM MPPD MPMG	
	MROC MWCR	
ZJX	MSLP MSLD MHLM	>PIE KARTR MTH TADPO< MHTG MNMG
	MRLM	
	MRLB MPBO MPSM MPPD MPMG	
	MROC MWCR	
ZMA	MSLP MSLD MHLM	>MTH TADPO< MHTG MNMG
	MRLM	
	MRLB MPBO MPSM MPPD MPMG	
	MROC MWCR	
UNKN	MSLP MSLD MHLM	>AMG TAY PIE KARTR MTH MHTG MNMG
	MRLM	TADPO<
	MRLB MPBO MPSM MPPD MPMG	
	MROC MWCR	

10/05/2016

## Snowbird 2016-2017 (non-Playbook) Routes



Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

**NAME: FCAxxx: CARIBBEAN\_ARVLS\_VIA\_URSUS**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZU/CZY/UNKN/ZAB/ZAU/ZBW/ZDC/ZDV/ZFW/ZHU/ZID/ZJX/ZKC/  
ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL DEPARTURES TO  
MKJS/SAEZ/SCel/SEGU/SEQU/SKAR/SKBO/SKRG/SPIM/SVBI/  
SVMI/TNCA/TNCC

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL FLIGHTS

VALID: FCA ENTRY TIME FROM xxxxxx TO xxxxxx

PROBABILITY OF EXTENSION: LOW

REMARKS: SEE DYNAMIC LIST FOR UPDATES.

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZBW ZNY ZDC ZOB	SCEL SAEZ MKJS	>SAV CRG OMN URSUS< ZID ZTL CZY
	SPIM SEQU SVMI	
CZU	SKBO SCEL SKRG SKAR SVBI	
	TNCC TNCA SEGU	
ZBW ZNY ZDC ZOB	SCEL SAEZ MKJS	>ATL AMG CRG OMN URSUS< ZID ZTL ZAU
ZME	SPIM SEQU SVMI	
ZKC ZMP ZDV ZFW	SKBO SCEL SKRG ZHU ZSE ZLC	
ZOA SKAR SVBI	TNCC ZLA ZAB CZY	TNCA
SEGU		
CZU		
ZJX	SCEL SAEZ MKJS	>OMN URSUS< SPIM SEQU
	SVMI	
	SKBO SCEL SKRG SKAR SVBI	
	TNCC TNCA SEGU	
ZMA	SCEL SAEZ MKJS	>URSUS<
	SPIM SEQU SVMI	
	SKBO SCEL SKRG	
	SKAR SVBI TNCC	
	TNCA SEGU	
ZBW ZNY ZDC ZOB	SCEL SAEZ MKJS	>OHLAA AR24 ZFP URSUS<
ZID ZTL ZAU ZMP	SPIM SEQU SVMI	
CZY CZU	SKBO SCEL SKRG	
	SKAR SVBI TNCC	
	TNCA SEGU	
UNKN	SCEL SAEZ MKJS	>ATL AMG CRG OMN URSUS<
	SPIM SEQU SVMI	
	SKBO SCEL SKRG	
	SKAR SVBI TNCC	
	TNCA SEGU	
UNKN	SCEL SAEZ MKJS	>OHLAA AR24 ZFP URSUS<
	SPIM SEQU SVMI	
	SKBO SCEL SKRG	
	SKAR SVBI TNCC	
	TNCA SEGU	

Attachment 1  
10/05/2016  
Snowbird 2016-2017 (non-Playbook) Routes

