Weather Impact Playbook (WIP)
Example

A. Facility and NWS Management Contact Information

1. Air Route Traffic Control Center (ARTCC) Boondocks Center ZBX

i. Air Traffic Manager (ZBX1) Ms. Elizabeth Lynn

Contact Information 555-555-5555

ii. Assistant Air Traffic Manager (ZBX2) Mr. George Washington

Contact Information 555-555-5555

iii. Air Traffic Executive Secretary Ms. Marcela North

Contact Information 555-555-5555

iv. Air Facilities Mr. Ray Marland

Contact Information 555-555-5555

v. Quality Assurance Mr. Eric Muther

Contact Information 555-555-5555

vi. Training Officer Mr. Willy Wilson

Contact Information 555-555-5555

vii. Logistics Officer Mr. George Supplies

Contact Information 555-555-5555

viii. Flight Data Ms. Betty Boop

Contact Information 555-555-5555

2. Supporting Warning Forecast Office (WFO) Boondocks GA BDK

i. WFO Meteorologist in Charge (MIC) Mr. Jasper Phishface

Contact Information 555-555-5555 x222 or CP 555-555-5555

ii. WFO Science Operations Officer (SOO) Mr. Gary Goofy

Contact Information 555-555-5555 x224

iii. Regional Aviation Meteorologist (RAM) Mr. Paul Bunion

Contact Information 555-555-5555 x000 or CP 555-555-5555

iv. CWSU Meteorologist in Charge (MIC) Mr. Luke Warmwater

Contact Information 555-555-5555 x000 or CP 555-555-5555

v. WFO Administrative Services Assistant (ASA) Mr. Dan Cobell

Contact Information 555-555-5555 x221

vi. Electronics Systems Analyst (ESA) Mr. Rick Richard

Contact Information 555-555-5555 x260

vii. Aviation Focal Point (AFP) Mike Flier

Contact Information 555-555-5555 x250

3. Supporting WFOs writing TAFs within the airspace (e.g., BOU)

i. Boondocks GA. BDK

a. TAF Identifiers (e.g., COS, DEN, etc.) KBDK, KABC, KCDF

b. Contact Information 555-555-555 x242

ii. Neverland AL GHI

a. TAF Identifiers (e.g., COS, DEN, etc.) KGHI, KJKL

b. Contact Information 555-555-555 x242

Amityville SC MNO

c. TAF Identifiers (e.g., COS, DEN, etc.) KPUV, KWXY

d. Contact Information 555-555-555 x242

4. Traffic Management Unit (TMU)

Traffic Management Officer (TMO) Mr. Al Tone

Contact Information 555-555-555 x242

i. Supervisory Traffic Management Coordinators

Contact Information 555-555-555 x242

a. Mr. Tom Toms

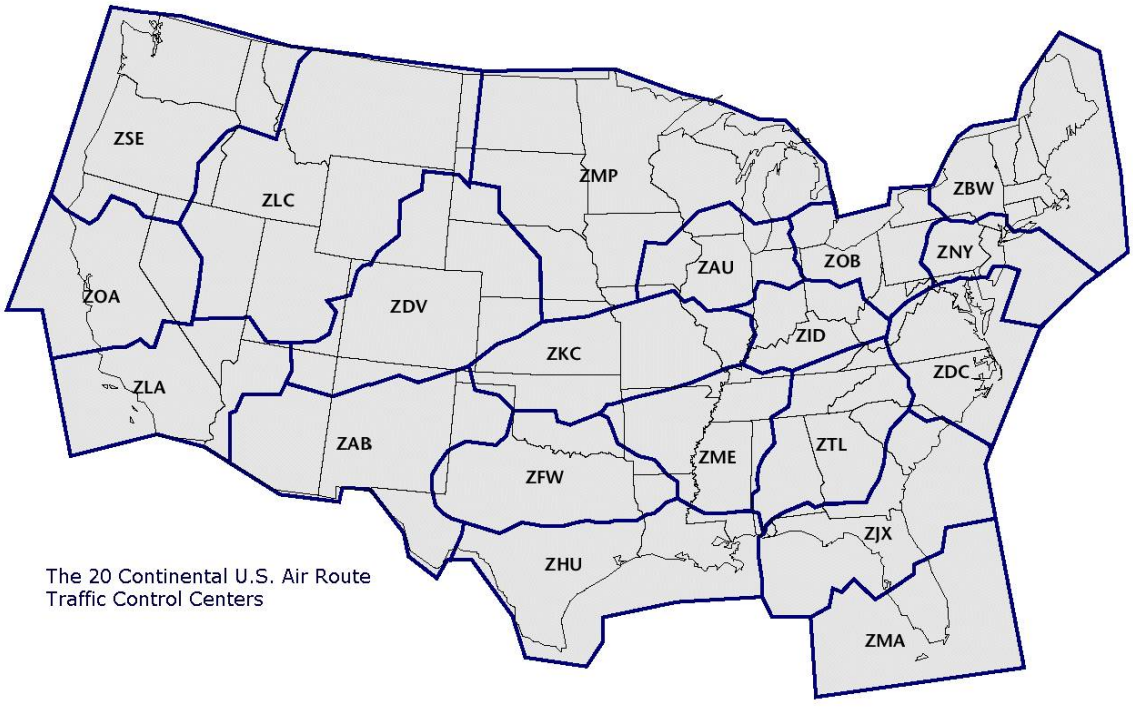
b. Mr. Curt Curtis

c. Mr. Tim Tiny

d. Mr. Joe Coffee

e. Ms. Mary Thompson

5. Air Route Traffic Control Centers



The 20 Continental U.S. Air Route Traffic Control Centers

B. ARTCC Facility Structure

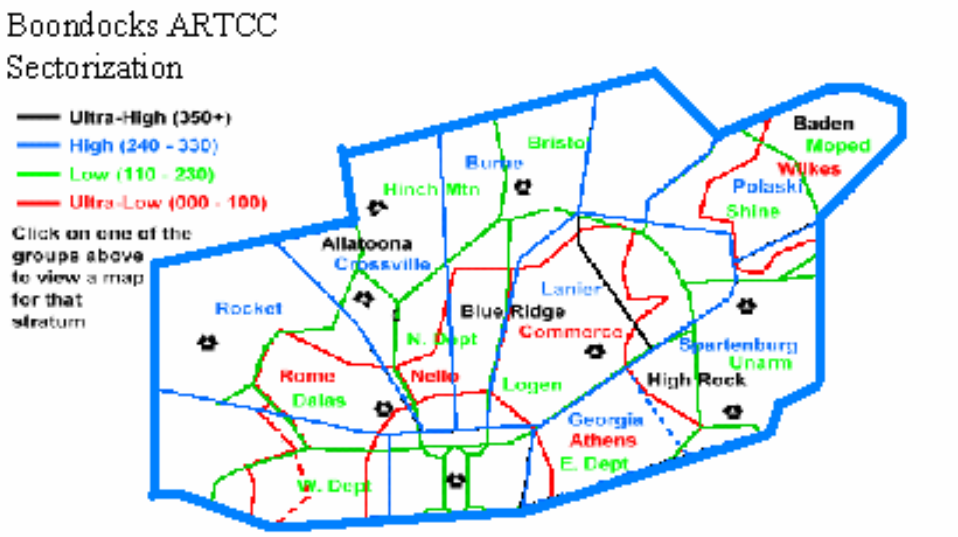
1. TMU Positions:
   i. BDX Meter
      a. Weather Impacts:
         • TS within 20 NM of airport
         • IFR/LIFR conditions at airport
         • Direct cross wind > 25 kt
         • SFC-120 winds > 50 kt shear
         • Winds swinging E or W of due N or S

   ii. ABC Meter
      a. Weather Impacts
         • TS within 20 NM of airport
         • IFR/LIFR conditions at airport
         • Direct cross wind > 25 kt
         • SFC-120 winds > 50 kt shear
         • Winds swinging N or S of due E or W

   iii. En Route
      a. Weather Impacts
         • SVR lines of weather that will result in playbook reroutes
         • Mod-Sev turbulence/chop will result in altitude compression which can overload a sector

   iv. Military Ops./ Weather Coordinator
      a. Weather Impacts:
         • SVR weather dramatically increases workload on Weather Coordinator due to MISs, CWAs, and reroutes.

   v. Monitor Alert
      a. Weather Impacts:
         • TS within the airspace that will relocate traffic from one sector to another.



2. Area 1 Sectors: General Area _7_Sectors in N-NE ZBX_____
   Operations Manager/Area Supervisor ____Ed Horse_____
   i. Ultra High# 0
   ii. High# 2
   iii. Low# 4
   iv. Ultra Low# 1
   v. VORs__KDI, BLF, SPV, BUE_____
   vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing.

3. Area 2 Sectors: General Area _7 Sectors in_ NE-E ZBX_____
   Operations Manager/Area Supervisor ____Bob Goat_____
   i. Ultra High# 1
   ii. High# 3
   iii. Low# 3
   iv. Ultra Low# 0
   v. VORs_____VIS, BIE, PLM_____
   vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing.

4. Area 3 Sectors: General Area __6_Sectors in N GA _____
   Operations Manager/Area Supervisor ____John Deer_____
   i. Ultra High# 1
   ii. High# 2
   iii. Low# 1
   iv. Ultra Low# 2
   v. VORs_____ASD, BND, JKI_____
   vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing

5. Area 4 Sectors: General Area __7_Sectors in Central GA_____

Operations Manager/Area Supervisor ___Ed Horse_____

i. Ultra High# 2
ii. High# 2
iii. Low# 2
iv. Ultra Low# 1
v. VORs_____THR, FJT_____
vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing

6. Area 5 Sectors: General Area _7_Sectors in_S AL_____
Operations Manager/Area Supervisor __Bob Goat_____

i. Ultra High# 1
ii. High# 2
iii. Low# 4
iv. Ultra Low# 0
v. VORs_____WED, GTR, IKU_____
vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing

7. Area 6 Sectors: General Area __6_Sectors in_N AL_____
Operations Manager/ Area Supervisor ____Penny Money_____

i. Ultra High# 1
ii. High# 2
iii. Low# 2
iv. Ultra Low# 1
v. VORs_____YUE_____
vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing

8. Area 7 Sectors: General Area ___6_Sectors in N-Central ZBX_____
Operations Manager/ Area Supervisor ___John Deer_____

i. Ultra High# 2
ii. High# 2
iii. Low# 2
iv. Ultra Low# 0
v. VORs_____OPT,GHY, KIJ_____
vi. En Route Weather Impacts: TS above FL250, Turbulence > lgt., svr icing

9. TRACONs and Phone #s within ARTCC 7

i.	BDK TRACON	VSCS#	435	89
ii.	ABC TRACON	VSCS #	321	55/53
iii.	CDF APCH	VSCS #	348	54
iv.	GHI TRACON	VSCS #	343	57/58
v.	JKL APCH	VSCS #	372	03/04
vi.	MNO APCH	VSCS #	430	02
vii.	PQS TRACON	VSCS #	331	07/08

10. FAA Towers and Phone #s within ARTCC 20

i.	BDK Tower	VSCS#	435	90

ii.	ABC Tower	VSCS #	321	56
iii.	CDF Tower	VSCS #	348	55
iv.	GHI Tower	VSCS #	343	59
v.	JKL Tower	VSCS #	372	06
vi.	MNO Tower	VSCS #	430	01
vii.	PQS Tower	VSCS #	331	07/08
viii.	TUV Tower	VSCS #	379	05
ix.	WXY Tower	VSCS #	344	39

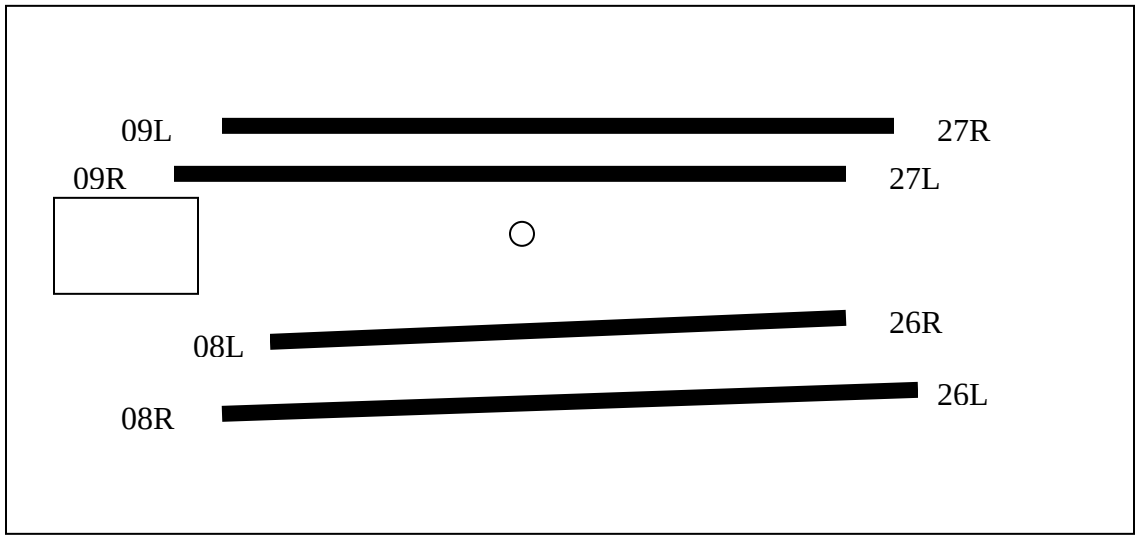
C. Hub/Pacing Airports

1. _____Boondocks International BDK_____

i. Time of Daily Pushes (i.e., aviation "rush hour")

a. Morning 0800-0930 1100-1200
b. Afternoon 1400-1600
c. Evening 2000-2100
d. Other None noted

ii. Runways _____4_____



a. 09R/27L
   1) Approaches. ILS/VIS
   2) Minimums. 100ft ¼ vis
   3) Limiting Issues.

b. 09L/27R
   1) Approaches. ILS/VIS
   2) Minimums. 100ft ¼ vis
   3) Limiting Issues.

c. 08R/26L
   1) Approaches. ILS/VIS

2) Minimums. _____100ft ¼ vis_____
3) Limiting Issues._____

d.08L/26R
1) Approaches._____ILS/VIS_____
2) Minimums. _____100ft ¼ vis_____
3) Limiting Issues._____

iii. Significant Weather
a. TS ____>FL250 affecting Gates or runways._____
b. Visibility
- > 6 sm
- 3-6 sm
- 1-3 sm
- < 1 sm

c. Ceilings
- > 4500ft -Visuals
- 3500-4500ft -Mostly visuals/some ILS
- 3000-3500ft -ILS/ some visuals
- 1000-3000ft -ILS
- 500-1000ft -ILS
- < 500ft -ILS

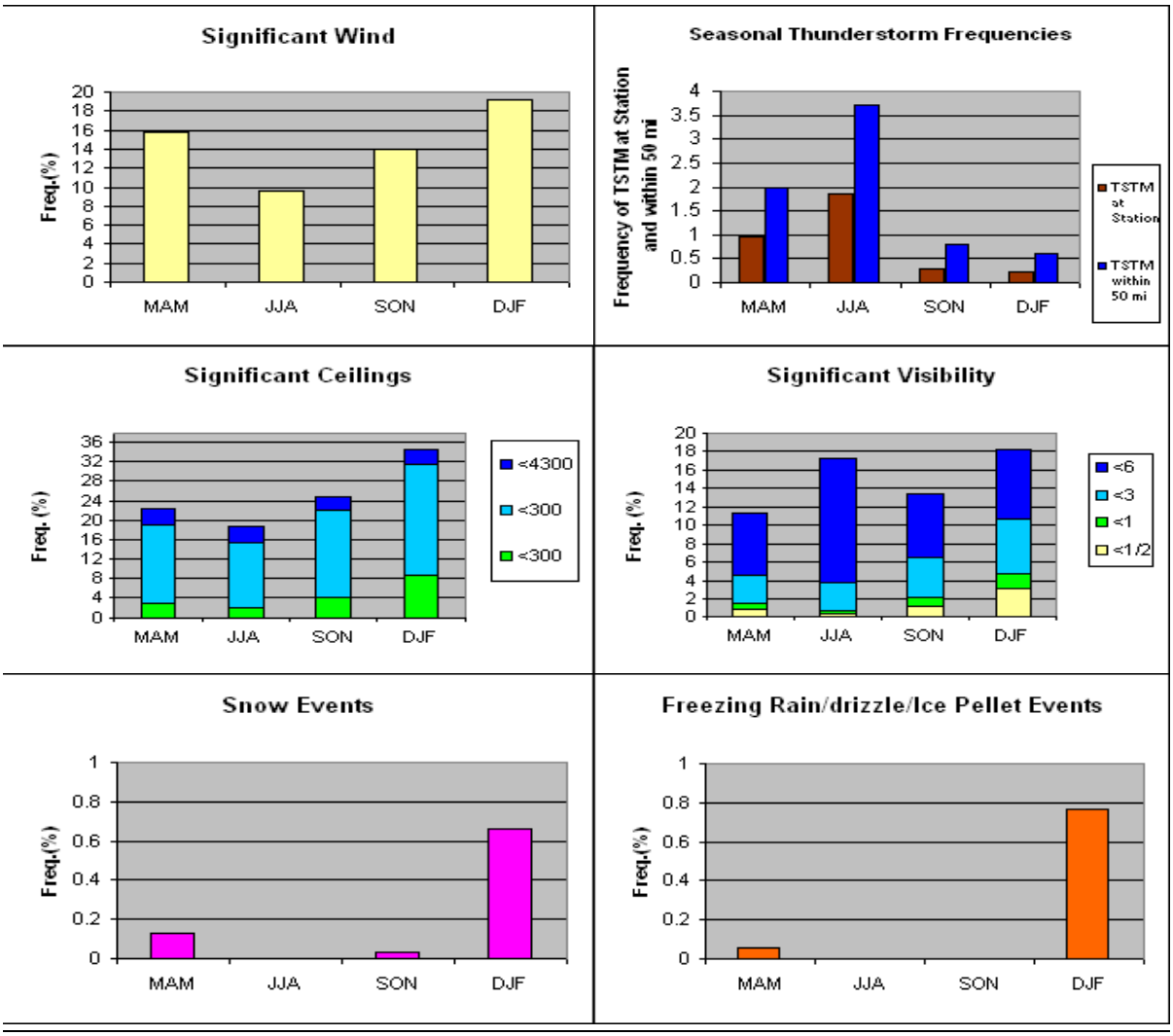
d. Weather
- FZ -Deicing operations
- SN -Snow removal operations

e.Other: Winds East or West of due North or South
- 0-5 kt
- 5-10 kt
- 10-15 kt
- 15-25 kt
- 25+ kt

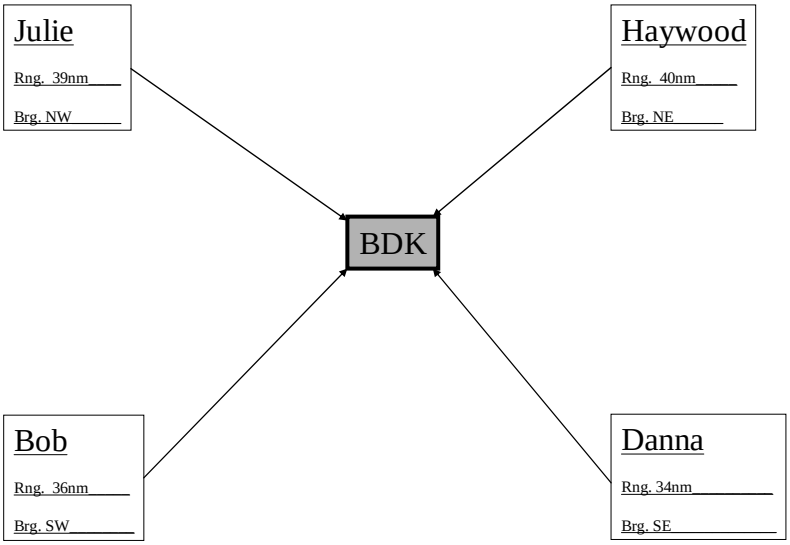
iv. Climatology

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean Max. Temp. (°F)	51.9	56.8	65.0	72.9	80.0	86.5	89.4	87.9	82.3	72.9	63.3	54.6	72.0
Highest Mean Max. Temp. (°F)	60.8	65.2	71.6	79.2	85.8	91.4	96.7	94.0	88.0	78.6	70.0	63.4	96.7
Year Highest Occurred	1974	1976	1997	1994	1996	1981	1993	1980	1980	1984	1985	1984	1993
Lowest Mean Max. Temp. (°F)	38.5	49.9	58.2	66.7	74.9	79.1	84.4	84.4	78.1	66.7	55.1	45.4	38.5
Year Lowest Occurred	1977	1978	1971	1983	1997	1997	1971	1992	1974	1976	1976	2000	1977

Mean Temp. (°F)	42.7	46.7	54.3	61.6	69.8	76.8	80.0	78.9	73.3	62.8	53.4	45.4	62.1
Highest Mean Temp. (°F)	53.2	54.4	60.6	67.7	74.9	81.3	85.4	83.8	78.9	69.8	62.0	53.7	85.4
Year Highest Occurred	1974	1990	1997	1981	1996	1981	1993	1980	1980	1984	1985	1984	1993
Lowest Mean Temp. (°F)	29.3	39.3	47.5	56.4	64.8	71.5	76.3	76.0	69.8	56.2	44.2	37.2	29.3
Year Lowest Occurred	1977	1978	1971	1983	1997	1997	1971	1976	1976	1976	1976	2000	1977
Mean Min. Temp.(°F)	33.5	36.5	43.6	50.4	59.5	67.1	70.6	69.9	64.3	52.8	43.5	36.2	52.3
Highest Mean Min. Temp. (°F)	45.6	44.2	49.6	56.4	64.5	71.1	74.5	73.5	69.7	61.0	54.0	43.9	74.5
Year Highest Occurred	1974	1990	1997	1991	1991	1994	1980	1980	1980	1984	1985	1984	1980
Lowest Mean Min. Temp. (°F)	20.0	28.4	36.8	46.1	53.8	61.8	66.7	66.4	60.0	45.7	33.3	29.0	20.0
Year Lowest Occurred	1977	1977	1971	1983	1973	1972	1976	1976	1976	1976	1976	2000	1977
Mean Precipitation (in.)	5.03	4.68	5.38	3.62	3.95	3.63	5.12	3.67	4.09	3.11	4.10	3.82	50.20
Highest Precipitation (in.)	9.26	9.75	11.66	11.86	8.37	9.99	17.71	7.28	11.64	11.04	10.04	9.27	17.71
Year Highest Occurred	1972	1990	1980	1979	1980	1991	1994	1979	1989	1995	1992	1983	1994
Lowest Precipitation (in.)	0.84	0.77	1.86	0.49	1.23	0.16	0.57	0.50	0.04	0.26	1.27	0.69	0.04
Year Lowest Occurred	1981	1978	1985	1986	1998	1988	1995	1976	1984	1998	1990	1979	1984
Heating Degree Days (°F)	692.	523.	346.	150.	26.	1.	0.	0.	11.	126.	352.	600.	2827.
Cooling Degree Days (°F)	0.	1.	11.	52.	170.	354.	463.	430.	262.	58.	8.	1.	1810.


Significant Wind
Freq.(%)
20
18
16
14
12
10
8
6
4
2
0
MAM
JJA
SON
DJF
Seasonal Thunderstorm Frequencies
Frequency of TSTM at Station and within 50 mi
4
3.5
3
2.5
2
1.5
1
0.5
0
MAM
JJA
SON
DJF
TSTM at Station
TSTM within 50 mi
Significant Ceilings
Freq. (%)
36
32
28
24
20
16
12
8
4
0
MAM
JJA
SON
DJF
<4300
<300
<300
Significant Visibility
Freq. (%)
20
18
16
14
12
10
8
6
4
2
0
MAM
JJA
SON
DJF
<6
<3
<1
<1/2
Snow Events
Freq.(%)
1
0.8
0.6
0.4
0.2
0
MAM
JJA
SON
DJF
Freezing Rain/drizzle/Ice Pellet Events
Freq.(%)
1
0.8
0.6
0.4
0.2
0
MAM
JJA
SON
DJF

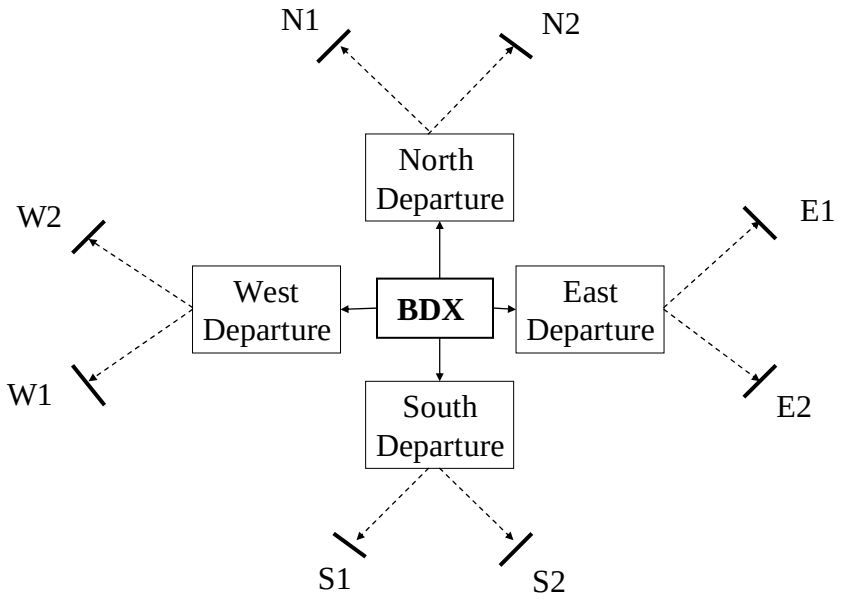
v. Arrival Fixes/Gates



vi. Arrival Fix/Gate Significant Weather

a. TS impacting arrival corridors will cause aircraft to deviate into departure gates or reroutes to other arrival gates.
b. Visibility - No issues.
c. Ceilings - No issues.
d. Weather - No issues.
e. Other _____

vii. Departure Fixes/Gates



viii. Departure Fix/Gate Significant Weather

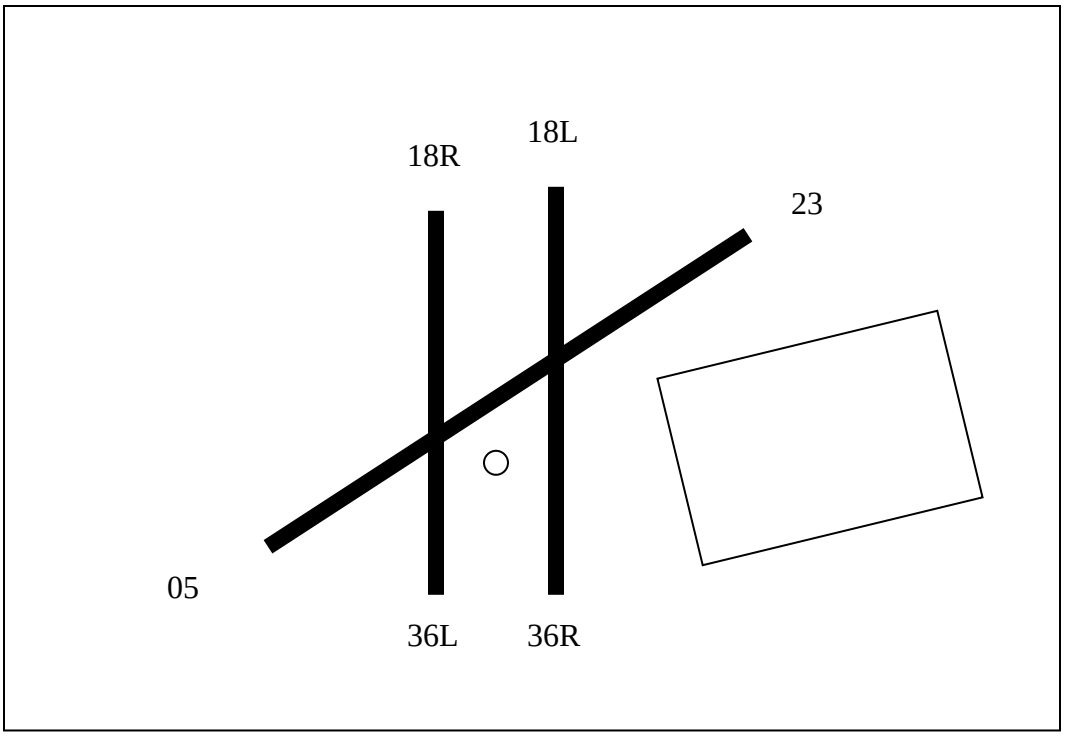
a. TS impacting departure corridors will cause aircraft to depart into arrival gates or reroutes to other departure gates.
b. Visibility - No issues.
c. Ceilings - No issues.
d. Weather - No issues.
e. Other Significant Weather-Related Issues:
- Weather impacting one gate will cause departures to come out in a single stream rather than two streams, if both gates are blocked, coded Departure Routes (CDRs) will be used which will route impacted departures via a different direction.
- Snow fall will delay departures and arrivals due to snow removal delays.
- Freezing precip or snow ill cause delays due to deicing operations.

2. Atlantic Basin International ABC

i. Time of Daily Pushes (i.e., aviation "rush hour")

a. Morning – 0830-0930 1100-1230
b. Afternoon - 1400-1600
c. Evening - 2000-2100
d. Other – None noted

ii.Runways 3



a. 36R/18L
   1) Approaches _____ILS/VIS_____
   2) Minimums _____100ft ¼ vis_____
   3) Limiting Issues _____
b. 36L/18R
   1) Approaches _____ILS/VIS_____
   2) Minimums _____100ft ¼ vis_____
   3) Limiting Issues _____
c. 05/23
   1) Approaches _____ILS/VIS _____
   2) Minimums. _____100ft ¼ vis_____
   3) Limiting Issues _____

iii. Significant Weather
   a. TS > FL250 affecting Gates or runways.
   b. Visibility
      • > 6 sm
      • 3-6 sm
      • 1-3 sm
      • < 1 sm
   c. Ceilings
      • > 4500 ft -Visuals
      • 3500-4500 ft -Mostly visuals/some ILS
      • 3000-3500 ft -ILS/ some visuals
      • 1000-3000 ft -ILS

- 500-1000 ft -ILS
- < 500ft -ILS

d. Weather

- FZ -Deicing operations
- SN -Snow removal operations

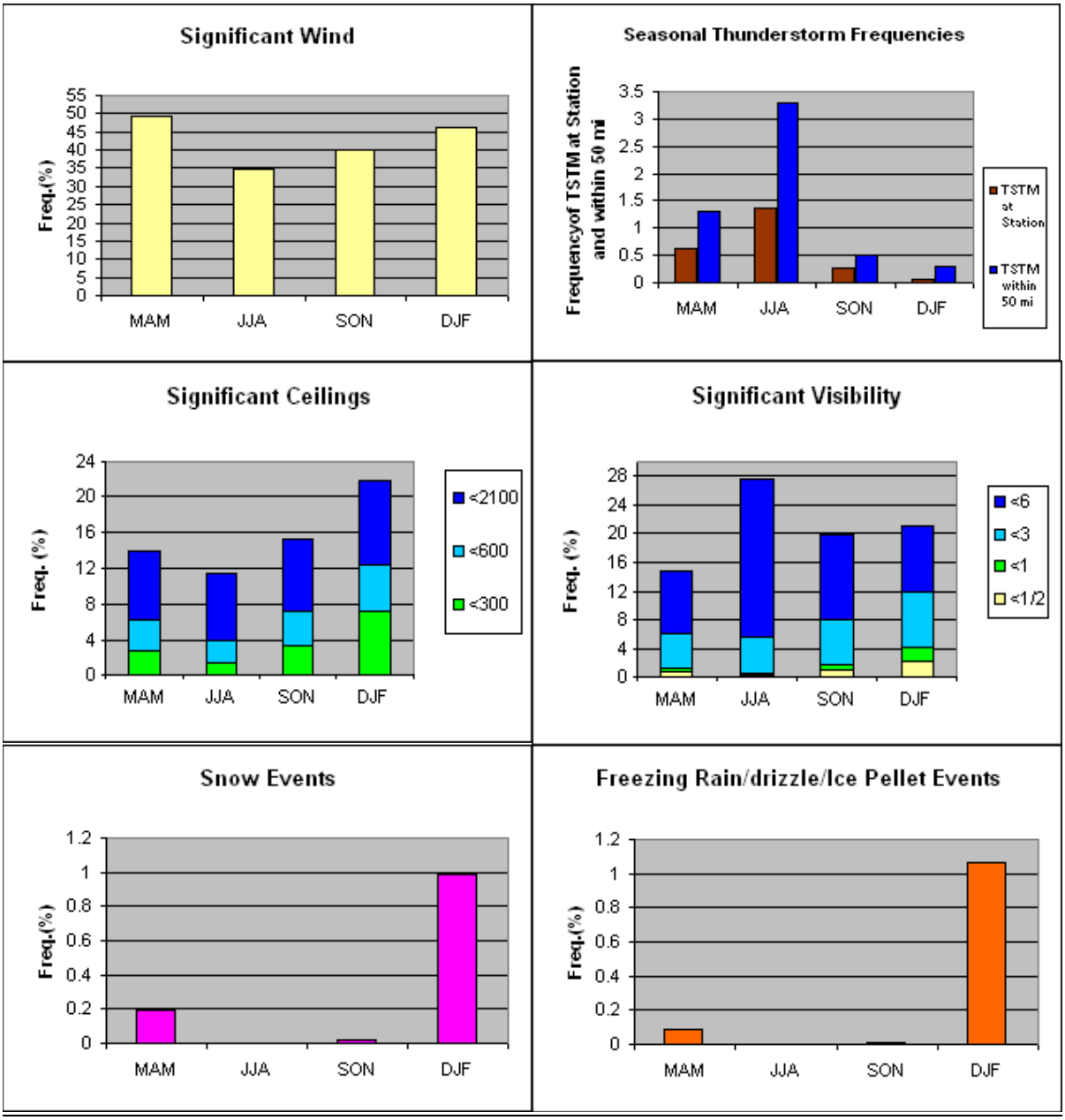
e. Other: Winds East or West of due North or South

- 0-5 kt
- 5-10 kt
- 10-15 kt
- 15-25 kt
- 25+ kt

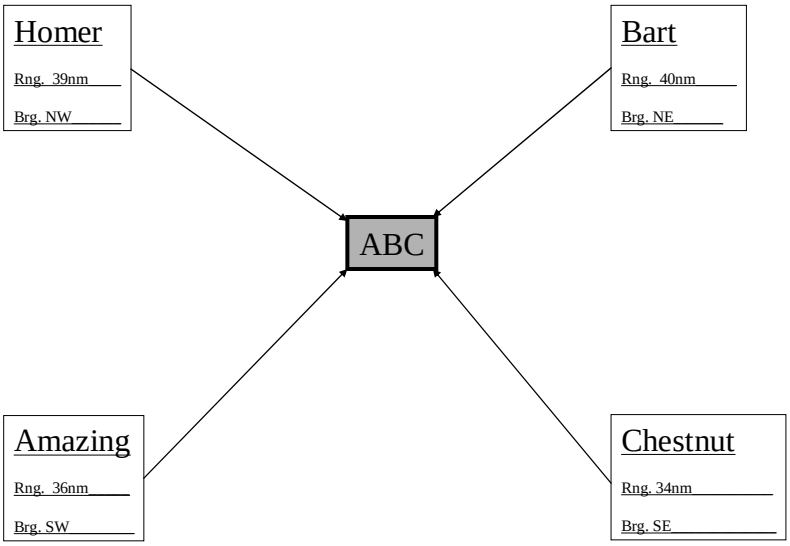
iv. Climatology

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean Max. Temperature (°F)	51.3	55.9	64.1	72.8	79.7	86.6	90.1	88.4	82.3	72.6	62.8	54.0	71.7
Highest Mean Max. Temp. (°F)	60.2	65.4	69.8	77.9	84.8	91.2	96.5	94.1	87.0	79.3	68.9	63.0	96.5
Year Highest Occurred	1974	1976	1997	1981	1982	1998	1993	1980	1973	1984	1985	1984	1993
Lowest Mean Max. Temp. (°F)	41.0	48.2	57.5	67.2	75.3	81.4	86.6	84.1	78.2	66.7	56.3	44.9	41.0
Year Lowest Occurred	1977	1978	1996	1983	1992	1997	1984	1992	2000	1988	1976	2000	1977
Mean Temperature (°F)	41.7	45.2	52.8	60.9	69.0	76.5	80.3	78.9	72.7	61.7	52.3	44.4	61.4
Highest Mean Temperature (°F)	51.5	52.3	58.3	65.6	74.4	80.8	85.5	82.6	76.3	69.1	60.0	52.2	85.5
Year Highest Occurred	1974	1990	1997	1981	1998	1998	1993	1980	1980	1984	1985	1971	1993
Lowest Mean Temperature (°F)	31.8	38.3	47.3	56.2	65.9	73.0	76.9	76.1	69.1	56.2	45.5	35.2	31.8
Year Lowest Occurred	1977	1978	1996	1983	1999	1972	2000	1992	2000	1987	1976	2000	1977
Mean Min. Temperature (°F)	32.1	34.4	41.6	49.1	58.2	66.5	70.6	69.3	63.0	50.9	41.8	34.9	51.0
Highest Mean Min. Temp. (°F)	42.7	41.9	46.8	54.1	64.6	70.4	74.4	71.8	67.3	59.0	51.1	43.2	74.4

Year Highest Occurred	1974	1990	1997	1991	1991	1981	1993	1987	1980	1984	1985	1971	1993
Lowest Mean Min. Temp. (°F)	22.5	28.3	35.1	45.1	53.5	61.5	67.0	66.3	56.9	43.7	34.6	25.5	22.5
Year Lowest Occurred	1977	1978	1999	1983	1999	1972	2000	2000	1999	1987	1976	2000	1977
Mean Precipitation (in.)	4.00	3.55	4.39	2.95	3.66	3.42	3.79	3.72	3.83	3.66	3.36	3.18	43.51
Highest Precipitation (in.)	6.80	7.59	8.76	6.47	12.48	6.85	8.94	8.18	9.69	14.72	8.68	7.49	14.72
Year Highest Occurred	1978	1979	1980	1979	1975	1997	1997	1991	1979	1990	1985	1983	1990
Lowest Precipitation (in.)	0.45	0.74	0.58	0.30	0.99	0.15	0.53	0.61	0.64	0.00	0.46	0.83	0.00
Year Lowest Occurred	1981	1978	1985	1976	1987	1993	1983	1972	1982	2000	1973	1980	2000
Heating Degree Days (°F)	739.	571.	401.	179.	36.	1.	0.	0.	16.	164.	400.	655.	3162.
Cooling Degree Days (°F)	0.	1.	7.	40.	145.	332.	459.	415.	231.	45.	5.	1.	1681.


Significant Wind
Freq.(%)
55
50
45
40
35
30
25
20
15
10
5
0
MAM
JJA
SON
DJF
Seasonal Thunderstorm Frequencies
Frequencyof TSTM at Station and within 50 mi
3.5
3
2.5
2
1.5
1
0.5
0
MAM
JJA
SON
DJF
TSTM at Station
TSTM within 50 mi
Significant Ceilings
Freq. (%)
24
20
16
12
8
4
0
MAM
JJA
SON
DJF
<2100
<600
<300
Significant Visibility
Freq. (%)
28
24
20
16
12
8
4
0
MAM
JJA
SON
DJF
<6
<3
<1
<1/2
Snow Events
Freq.(%)
1.2
1
0.8
0.6
0.4
0.2
0
MAM
JJA
SON
DJF
Freezing Rain/drizzle/Ice Pellet Events
Freq.(%)
1.2
1
0.8
0.6
0.4
0.2
0
MAM
JJA
SON
DJF

v.Arrival Fixes/Gates



vi. Arrival Fix/Gate Significant Weather

a. TS impacting arrival corridors will cause aircraft to deviate into departure gates or reroutes to other arrival gates.

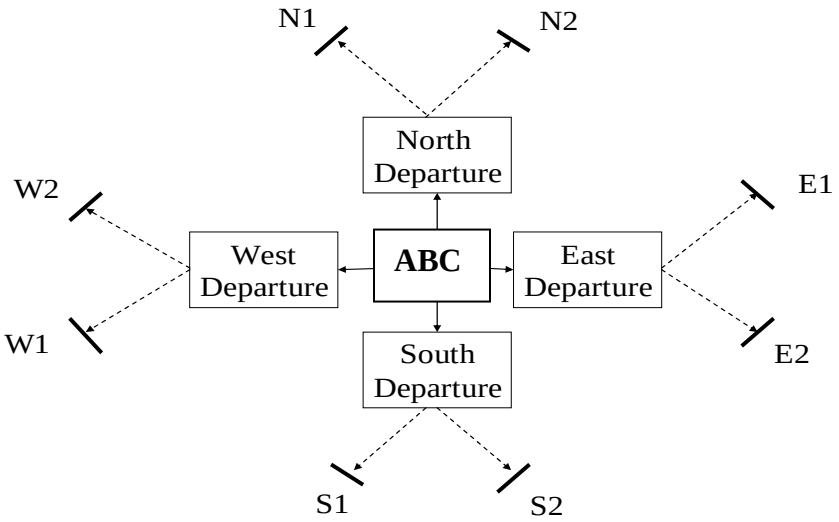
b. Visibility _____No issues._____

c. Ceilings _____No issues._____

d. Weather _____No issues._____

e. Other _____

vii.Departure Fixes/Gates



viii. Departure Fix/Gate Significant Weather

a. TS impacting departure corridors will cause aircraft to depart into arrival gates or reroutes to other departure gates. However, not as bad as BDX.

b. Visibility _____No issues._____

c. Ceilings _____No issues._____

d. Weather _____No issues._____

e. Other Significant Weather-Related Issues:

- Weather impacting one gate will cause departures to come out in a single stream rather than two streams, if both gates are blocked, coded Departure Routes (CDRs) will be used which will route impacted departures via a different direction. However, not as bad as BDX.
- Snow fall will delay departures and arrivals due to snow removal delays.
- Freezing precip or snow will cause delays due to deicing operations.

D. FAA Playbook Operations and CCFP

1. Support to Strategic Plan of Operations Telcon

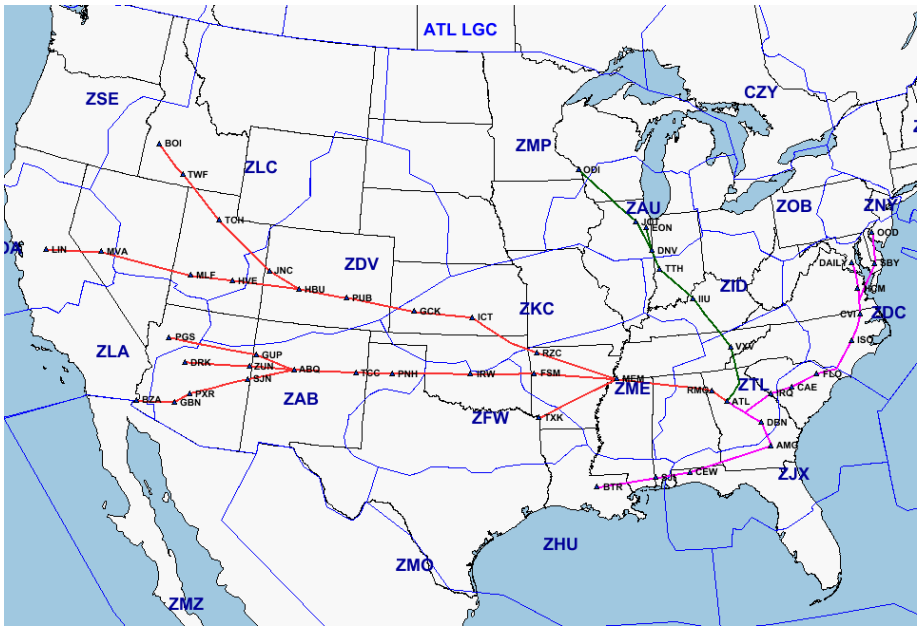
i. Participants ____ARTCC, Tower, TRACON, Delta, Southwest, American, Command Center _____

ii. Telcon Schedule 0600-2200 every 2 hours_____

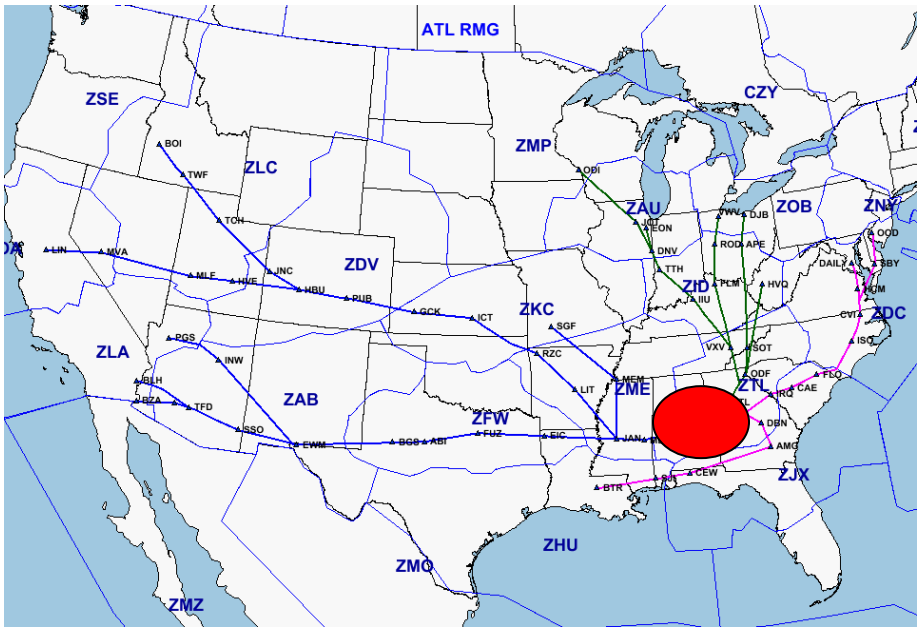
iii.Weather Requirements __Answer questions as needed during telcon_____

2. Weather Impacts to Internal Airports

i. BDX LGC…BDX ARRIVALS VIA THE LGC

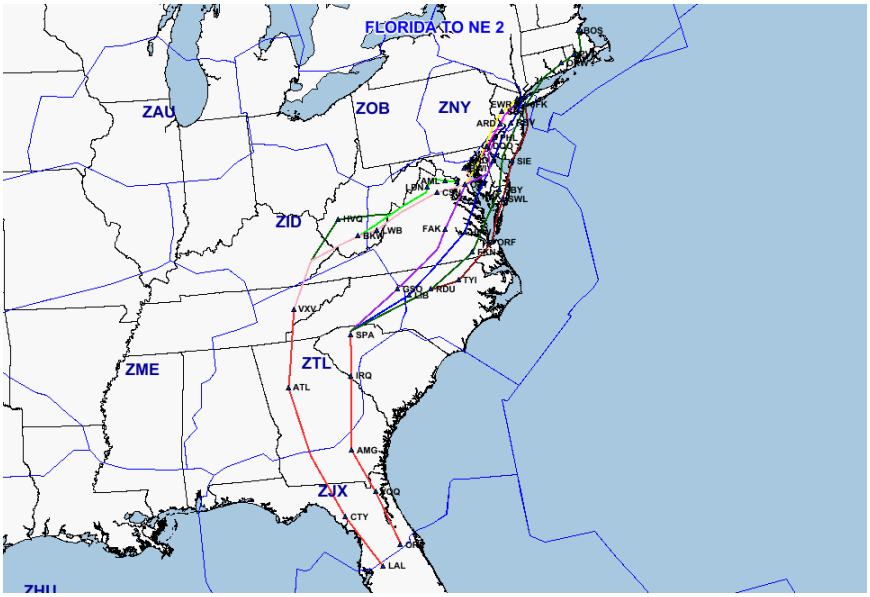


ii. BDX RMG…BDX ARRIVALS VIA RMG STAR

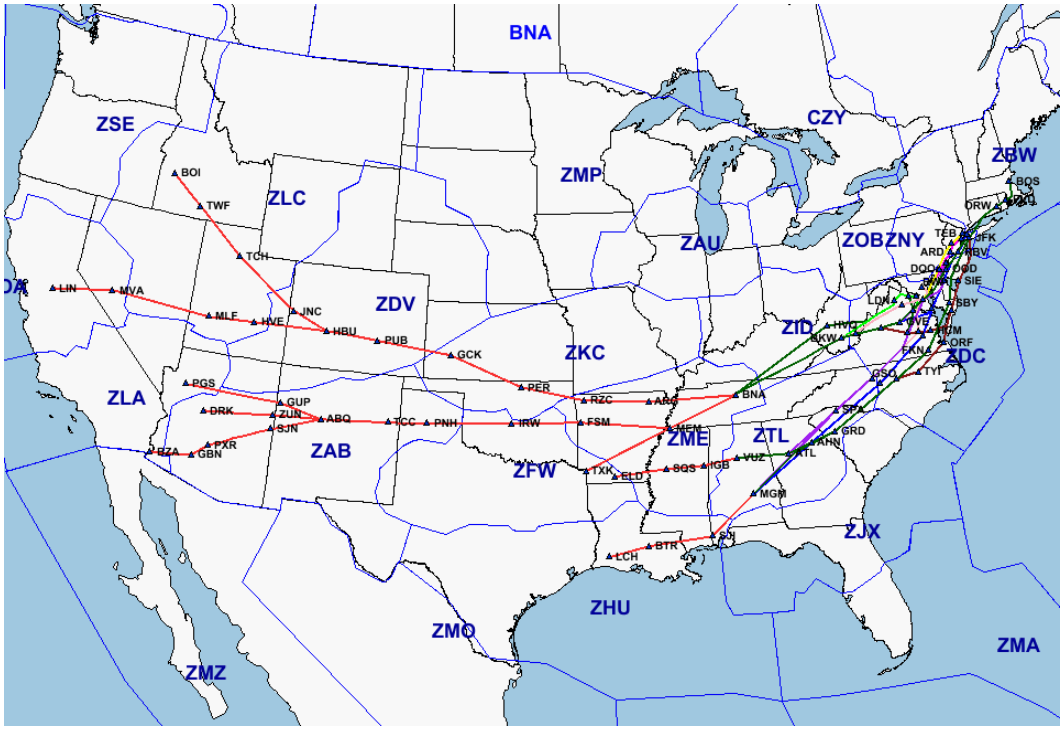


3. Weather Impacts to Outer-Tier Airports
   i. None noted for ZBX

4. Airway Closers
   i. _BDX RMG…BDX ARRIVALS VIA FRE STAR



5. East to West Transcon Routes
   i. __ BDX …BDX Transcon VIA RMG STAR _____



6. West to East Transcon Routes
   i. None noted for ZBX

7. Regional Routes
   i. None noted for ZBX

8. Weather impacts to en route
    i. None noted for ZBX

E. Special ARTCC Requirements

1. Quality Control Office Weather Support Requirements for
    i. Operational Errors
        a. 3 Observations, 1 hr before – 1 hr after the occurrence
        b. Active Sigmets for the area
        c. Active Airmets
        d. Active CWAs
        e. Active MISs

    ii. Aircraft Accidents (fatal and non-fatal)
        a. 3 Observations, 1 hr before – 1 hr after the occurrence
        b. Active Sigmets for the area
        c. Active Airmets
        d. Active CWAs
        e. Active MISs
        f. RADAR Image (reflective)
        g. Satellite image (vis or IR)

2. Routine Briefings to ARTCC and other FAA Facilities
    i. ARTCC Verbal Briefings
        a. Standup/Management Briefing Times
            1) 0815L
            2) 1610L
        b. Locally Required Briefing Content
            1) Current and forecasted HUB weather
            2) Icing
            3) Turbulence
            4) Upper level winds (high and ultra-high)
            5) HUB approach winds
            6) Pacing airport weather
            7) Area Convection
            8) 24 hr outlook
            9) Pressures below 29.92

    ii. ARTCC Written Briefings
        a. Full Forecast Briefings ___2 ZWBs NLT 0645L and 1500L_____
            1) Synopsis to include icing and turbulence
            2) ZBX Areas effected by cigs under 050
            3) BDX and ABC 9 hr forecast (TAF)
            4) BDX and ABC forecast winds at 030, 060, 090, and 120
        b. Forecast Updates
            1) 2 HUBs NLT 1100L and 2000L

2) BDX and ABC 9 hr forecast (TAF)

3. Special Event Briefings
   i. NASCAR Downsouth Race
      a. Date of Event - First weekend in March
      b. Weather Issues – local airport mins for race track airport
      c. Requested Products – as needed by TMU

   ii. Swingandmiss Master Golf Tournament
      a. Date of Event – July
      b. Weather Issues - local airport mins for airports near golf course.

4. Automated Flight Service Station (AFSS) Support
   i. Donegan GA AFSS
      a. Morning area weather discussions
      b. Pilot report relays

   ii. Beback AL AFSS
      a. Pilot report relays

5. Outreach Programs
   i. Meteorology for Flight School Instructors (MEFSI)
   ii. Local school visits

6. Center-Unique Support to FAA and NWS Components
   i. None noted for ZBX