



**AIR TRAFFIC CONTROL SYSTEM
COMMAND CENTER**

**SNOWBIRD STRATEGIES
2021-2022**

BACKGROUND

Annually, the Air Traffic Control System Command Center collaborates with facilities along the East Coast to create a comprehensive plan to mitigate seasonal volume concerns. Higher seasonal demand, with its increased complexity, can create additional constraints within FAA facilities. This increased demand is referred to as Snowbird Season, as this demand is typically destined to Florida and/or the Caribbean. The plan is developed in advance of each Snowbird Season in order to manage the peak volume days. Although this plan addresses the higher volume concern, it does not take into account constraints such as convective weather, which may affect the southern region of the United States.

One of the biggest challenges facing this year's Snowbird Plan is the shifting demand caused by post-COVID travel across the NAS. Sectors and areas that were not previously impacted by Snowbird travel are seeing increased demand, while the demand in other areas has decreased.

The strategy for Snowbird 2021-2022 is different from previous years. One of the biggest changes is the Command Center will no longer identify "High and Moderate" volume days in advance. Instead, days of anticipated higher demand will be identified as "VOLUME" days, with the appropriate Traffic Management Initiatives (TMIs) identified by the PERTI Advanced Planning Team prior to the event.

Rather than slow periods of demand mixed with high spikes on the busier days, we are predicting a steady amount of elevated volume from late November into February, as the shifting traffic across the NAS appears to have changed how Snowbird traffic is behaving. We now anticipate consistently higher demand over the course of the weeks, rather than just higher spikes on the weekend days.

The intent of the Command Center's Snowbird Strategies document is threefold. The first is to outline the strategy for increased volume days in the NAS. Secondly, we would like to provide common expectations for FAA air traffic facilities and industry users alike. Lastly, with the addition of military airspace, we hope to mitigate some of the inefficiencies in the NAS caused by increased seasonal demand. Best wishes and safe travels to all during the upcoming 2021/2022 Snowbird Season.

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NOVEMBER 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31	1	2	3	4	5	6
7	8	9	10	11 Veterans Day	12	13
14	15	16	17	18 VOLUME	19 VOLUME	20 HARP REQ
21 HARP REQ VOLUME	22	23 HARP REQ VOLUME	23 HARP REQ VOLUME	25 Thanksgiving HARP REQ	26 HARP REQ	27 HARP REQ VOLUME
28 HARP REQ VOLUME	29 VOLUME	30	1	2	3	4

DECEMBER 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	1 VOLUME	2 VOLUME	3 VOLUME	4
5 VOLUME	6 VOLUME	7 VOLUME	8	9 VOLUME	10 VOLUME	11
12 VOLUME	13 VOLUME	14	15	16 VOLUME	17 VOLUME	18 VOLUME
19 VOLUME	20 HARP REQ VOLUME	21 HARP REQ VOLUME	22 HARP REQ VOLUME	23 HARP REQ VOLUME	24 HARP REQ VOLUME	25 Christmas Day HARP REQ VOLUME
26 HARP REQ VOLUME	27 HARP REQ VOLUME	28 HARP REQ VOLUME	29 HARP REQ VOLUME	30 HARP REQ VOLUME	31 New Years Eve HARP REQ VOLUME	1

JANUARY 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	31 HARP REQ	1 New Years Day HARP REQ VOLUME
2 HARP REQ VOLUME	3 VOLUME	4 VOLUME	5 VOLUME	6 VOLUME	7 VOLUME	8 VOLUME
9 VOLUME	10 VOLUME	11 VOLUME	12 VOLUME	13 VOLUME	14 VOLUME	15 VOLUME
16 VOLUME	17 MLK Day VOLUME	18 VOLUME	19 VOLUME	20 VOLUME	21 VOLUME	22 VOLUME
23 VOLUME	24 VOLUME	25 VOLUME	26 VOLUME	27 VOLUME	28 VOLUME	29 VOLUME
30 VOLUME	31 VOLUME	1 VOLUME	2 VOLUME	3 VOLUME	4 VOLUME	5 VOLUME

FEBRUARY 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	31	1	2	3	4	5
		VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
6	7	8	9	10	11	12
VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
13	14	15	16 MIA Boat Show	17 MIA Boat Show	18 MIA Boat Show	19 MIA Boat Show
VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
20 MIA Boat Show	21 Presidents Day NE Winter Break	22 NE Winter Break	23 NE Winter Break	24 NE Winter Break	25 NE Winter Break	26 NE Winter Break
VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
27	28	1	2	3	4	5
VOLUME	VOLUME					

MARCH 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

APRIL 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	31	1	2
3	4 Masters (AGS)	5 Sun & Fun (LAL) Masters (AGS)	6 Sun & Fun (LAL) Masters (AGS)	7 Sun & Fun (LAL) Masters (AGS)	8 Sun & Fun (LAL) Masters (AGS)	9 Sun & Fun (LAL) Masters (AGS)
10 Sun & Fun (LAL) Masters (AGS)	11	12	13	14	15	16
17 Easter	18	19	20	21	22	23
24	25	26	27	28	29	30

SNOWBIRD ROUTES

DIRECTION	TMI	TIME
North/South	AZEZU/WATRS or Atlantic N/S 1 and Atlantic N/S 2 (FCA Based)	Per HARP
North/South	Caribbean HARP N/S *	Per HARP
East/West	Holiday Gulf Routes	Per HARP
East	No J42 2 (TX/ZME to ZNY/ZBW)	1400-2300Z
East	BNA (TX/ZME to DC Mets)	1400-2300Z
South	Caribbean Arrivals via FUNDI/URSUS and ZMR Arrivals via CANOA	1400-2300Z
South	Upstate NY and Canada via J61/Q103 *	1300-0000Z
South	NE to MCO/TPA/RSW/SRQ *	1100-2300Z
South	SERMN South RQD for DC Mets	1100-2300Z
South	LIMBO South	1100-2300Z
South	Ohio Valley/Midwest to Florida	1100-2300Z
South	NY Sats to Florida *	1100-2300Z
South	DQO Tunnel Southwest	1100-2300Z
North	ATL to ZBW *	1100-2300Z
North	South to NY Sats *	1100-2300Z
North	South to PHL and PHL Sats *	1100-2300Z
North	South to BUF ROC CZY	1100-2300Z
North	South to HPN	1100-2300Z

***Denotes non-Playbook route. See attachment for route graphic/structure.**

HARP Routes are issued when the military releases warning area airspace (Holiday Airspace Release Program) during periods of anticipated high demand along the East Coast and Gulf Coast.

Depending on the direction of the anticipated higher demand, the corresponding directional routes will be issued. The Command Center will evaluate the necessity for the route structure on the PERTI Advanced Plan prior to the Snowbird event day.

DOMESTIC ROUTES

NORTHBOUND

South to NY Sats* (Based on Snowbird 7)

Routes Florida departures off the ARs and out of the ZDC east coast sectors. The Primary destinations should be TEB, MMU, and CDW. **Caribbean traffic and AZEZU/WATRS/HARP routes exempt.**

ATL to ZBW* (Based on Snowbird 7 with additional origins/destinations)

Routes ATL/PDK/FTY departures to select ZBW destination out of ZDC via HVQ PSB. This can improve ZNY departure flows as well as ZDC's West and Central area complexity by reducing volume.

South to BUF_ROC_CZY

Traffic departing Florida landing BUF, ROC, CYYZ, CYHM increases complexity within ZDC airspace over FAK/PSB. Routing these flights over ATL HNN EWC/SPA HVQ EWC helps mitigate the issue.

South to PHL and PHL Sats*

Provides route structure and reduces complexity through 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 FAK. **Caribbean traffic and AZEZU/WATRS/HARP routes exempt.**

South to DC Mets*

Provides route structure and reduces complexity through ZDC, specifically ZDC36 and ZDC38 sectors by segregating flows from the south - routing IAD over FLO RDU and routing DCA/BWI over JROSS. Typically, Texas/MEM will be on the BNA Playbook to the DC Mets when implementing this route. **Caribbean traffic and AZEZU/WATRS/HARP routes exempt.**

South to HPN*

Provides route structure through ZDC. It also reduces excessive HPN volume filing the east coast through ZDC09/35 sectors. It is important for ZDC to have both streams open into ZNY; otherwise, you risk east coast sector overload through ZDC. **Caribbean traffic and AZEZU/WATRS/HARP routes exempt.**

AZEZU/WATRS and Domestic HARP routes will be exempt from most reroutes when available.

SOUTHBOUND

Upstate NY and Canada via J61/Q103*

Provides route structure and reduces complexity through ZDC by routing southbound traffic departing CZY/ZOB and western ZBW via J61/Q103 into western ZDC airspace.

Ohio Valley and Midwest to Florida

Reduces volume over OMN and helps with crossing complexity in ZJX's east coast sectors. This route is usually issued without requiring YYZ and CLT departures since they have the longest distance from their preferred route. Additionally, TPA/MCO may be left off per ZJX approval. **Q100/Q102/Y280/Y290 are usually exempt.**

NE TO MCO_TPA_RSW_SRQ

Based on the NE_TO_FL_via_J75_2, reduces volume along east coast in ZDC and ZJX. **AZEZU/WATRS or HARP routes exempt.**

SERMN South RQD for DC Mets

Volume may be high enough to offer or require TEC routing to DC Metros.

LIMBO_SOUTH

When able, ZDC will favor ZNY departures in high altitude airspace. During high volume days, LIMBO_SOUTH may be a good option to limit DC Metro departure delays.

NYSATS_TO_FL

The strategy for NY satellite departures on a seasonal high volume day will be to implement this route advisory to help distribute demand and complexity. TEB departures utilize J6 and HPN/MMU/CDW departures will utilize J48. This leaves WHITE/WAVEY and J75 available for the remaining origins to Florida.

DQO_TUNNEL_SOUTHWEST

When able, ZDC will favor ZNY departures in high altitude airspace. During high volume days, DQO_TUNNEL_SOUTHWEST may be a good option to limit PHL departure delays.

- ❖ **AZEZU/WATRS and Domestic HARP routes will be exempt from most reroutes when available.**

STRATEGIES FOR NY DEPARTURES

As J48/Q75 and WHITE/WAVEY become overloaded, implement SERMN_SOUTH / LIMBO_SOUTH.

If needed, move ATL/CLT landing traffic via J6. To help alleviate some traffic on J48/Q75, route some of the known traffic on those airways to J6. These routes are derived partially from the NE_TO_ATL_CLT and the NO_J6_2.

NE_TO_ATL_CLT

As J48/Q75 become heavy with traffic, route ATL/CLT arrivals to J6. Be sure to omit east coast and J60/J64 route options from playbook.

NO_J6_2

As J6 becomes heavy with traffic, route DFW/DAL/MEM/BNA traffic to J80. Evaluate demand and choose origins/destinations based on what will be the most efficient use of airspace.

EASTBOUND

Wind Routes to EWR/JFK (possibly TEB)

Wind route options are limited (PXV and Q29 options removed) since the No_J42_2 is implemented. On very high volume days, ind oute TEB may be used but limited through ZKC via SPI.

No J42 2

This reduces the traffic complexity and volume in ZTL/ZID/ZDC airspace. This route supports departure flow out of the northeast via J48/J75/J6. It is issued with all destinations to ZNY and ZBW (**but not the DC Mets**, as these destinations are on a BNA playbook). It includes ZFW/ZHU/ZME departures and is normally used to reduce volume in ZTL28.

BNA Playbook

Reduces crossing traffic complexity and volume in ZTL/ZDC airspace. This route supports departure flow out of the northeast via J48/Q75/J6. This is normally issued in conjunction with the NO_J42_2 playbook as it pushes the DC Mets arrivals onto J42 where the NO_J42_2 pushes NY Mets arrivals north of J42. It is normally used to reduce volume in ZTL28 sector.

OTHER ROUTES

AZEZU/WATRS - Domestic HARP N/S - Atlantic North/South 2 (Per HARP)

These routes will be issued as RMD since we cannot determine the limitations of overwater-equipped aircraft. These routes lessen the inland volume and reduce delays. LGA arrivals typically are omitted from AZEZU/WATRS routing due to complexity in ZBW/N90 airspace; however, they will occasionally allow LGA arrivals with extended MIT. When East Coast Warning Area airspace is available per HARP, Domestic HARP North/South routes are issued for the N90/PHL markets only (BOS will be removed from this route). Atlantic North/South 2 will be issued for ZBW. In the event that we do not have HARP airspace, then AZEZU/WATRS route will be issued. Aircraft filing these routes will be exempt from other required inland routing. ***AZEZU Playbook to be renamed to WATRS with the Dec. 2 NFDC chart date change**

Holiday Gulf Routes

These routes are issued as RMD and allow the customers to use shortcuts through the Warning Area Airspace in the Gulf of Mexico. Refer to the HARP binder for release dates and times.

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 and provide structure, reduce complexity, and spread volume over additional L-routes. As a result, delays and sector congestion are reduced for ZNY, ZMA, and ZSU.

DomRep/ZMA/ZSU Caribbean HARP North* and Caribbean HARP South

This route structure is for Caribbean traffic arriving or departing N90/ZBW/ Eastern Canada to take advantage of available HARP airspace during the busiest travel days.

CUBA

The following route structure may be implemented through ZMA for aircraft overflying the Havana FIR to assist with MIT and/or volume:

Caribbean arrival via FUNDI/URSUS and ZMR arrivals via CANOA

Destination	Route
MMUN MMCZ MMMD MMTG MMTP MMGT	FARLU Q81 TUNSL Y196 CANOA
MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSP MPPD MPMG MROC MWCR	YUESS/MOLIE Q79 MCLAW Y442 FUNDI
SKPB SVMI SKBO SCEL SKRG SKBG SKAR SVBI TNCC TNCA SEGU SEQU SPIM MKJS SAEZ	PRMUS/CAKET Q97 TOVAR Y297 URSUS/OHLAA Y319 URSUS

****ZEU departures transiting south of A699 are exempt from the above routes****

Havana FIR Avoidance Route

This route is issued along with the above Cuba/Caribbean routes and an FYI option to reduce the MIT delays through the Havana FIR, particularly for those flights departing the South Florida airports.

Destination	Route
UNKN	SKIPS Y398 JOSES A315 KATIN A319 ERIKO
UNKN	SKIPS Y398 ZIN Y298 BODLO UA756 HCN UG444 KOBEX
UNKN	SKIPS Y398 JOSES UA315 MEDON UB882 BENET
UNKN	HRV L333 DANUL UA321 SPP
UNKN	KNOST M215 CIGAR M215 PISAD UL333 DANUL UA321 OMIRO

SKI COUNTRY ROUTES

Due to high demand at the Aspen area airports, ZDV will either advise the Advanced Planner the day before or call in the morning to request the Ski Country routes. The routes are broken down into three parts. Ski Country 1 provides structure for traffic landing at Aspen (ASE) and Eagle (EGE) airports. Ski Country 2 provides structure for Grand Junction (GJT), Gunnison (GUC), Hayden (HDN), and Montrose (MTJ) airports. Ski Country 3 provides structure for Rifle (RIL), and Telluride (TEX) airports. Since ASE and EGE are the primary destinations for traffic, the heaviest volume will be to those two airports. However, if delays/airborne holding become too excessive at either airport, traffic will start filing to the satellites. Demand is to be evaluated on a daily basis by both ZDV and DCC. Ski Country Routes may be implemented on the evening prior to a day of higher demand, as volume dictates.



This year, higher demand to Ski Country airports is anticipated. In addition to the route structure listed above, additional initiatives such as Ground Delay Programs or Airspace Flow Programs may need to be implemented.

Ski Country AFPs

Name	Airports Covered	Timeframe
FCASK1	ASE, EGE	1500-2300Z
FCASK2	RIL, TEX, GUC, GJT, HDN, MTJ	1500-2300Z

Typically, the higher demand is at the ASE and EGE airports, with overflow to the other surrounding airports. If Ground Delay Programs are to be used, DCC will usually implement programs for ASE first, followed by EGE. FEA monitoring of the other satellite airports is critical, as flights tend to file to the other airports when delays to ASE and EGE are too lengthy.

In this event, additional Ground Delay Programs for RIL and the other airports may be necessary, although unusual.

Continued coordination with ZDV during these periods of higher demand is crucial. In turn, ZDV will coordinate with the FBOs to ensure that aircraft parking is adequate. If the constraint is GA ramp parking, then the scheduled air carriers may be exempted, since they have assigned gate parking. If there are additional weather constraints such as low ceilings, then scheduled air carriers may need to be included.

AFPs

An AFP is an effective means to capture a broad range of traffic by using EDCT to control traffic that is not being addressed by other TMIs. AFPs do have a higher success rate when managing scheduled traffic; however, 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 being delayed into an area and not making EDCTs when departing back into another AFP. In the event AFPs become necessary, the Command Center will look to implement some of the following:

FCAMA5- Proved successful in the Caribbean area. **Possible on Saturdays from December-April.**

FCAJG5/FCAJXW/FCAJXE/FCAJY3. Revised AFPs developed during the 2019-2020 Snowbird season that control the southbound flow into ZJX. FCAJG5 manages the volume across Y280/Y290; FCAJXW manages southbound flow on the West Coast of Florida; FCAJXE controls southbound flow on the east coast of Florida; and FCAJY3 manages southbound AR volume. These FCAs allow DCC to manage the southbound flow more efficiently than the legacy FCAJX1/3/7. Some AFPs under-delivered in the front due to unscheduled customers not meeting their EDCT times, causing the data push (dark greens in FSM).

FCAN92- Used to manage volume for aircraft landing Morristown (MMU) and Caldwell (CDW) “as one” with a separate TEB GDP in place.

FCAN93- Used to manage volume for aircraft landing Morristown (MMU), Caldwell (CDW), and Teterboro (TEB) “as one”.

FCAHU5- Manages southbound volume across the Gulf of Mexico through ZHU72; particularly to the Cancun (MMUN) market, but also to Latin and South America. **Possible on Saturdays from December-April.**

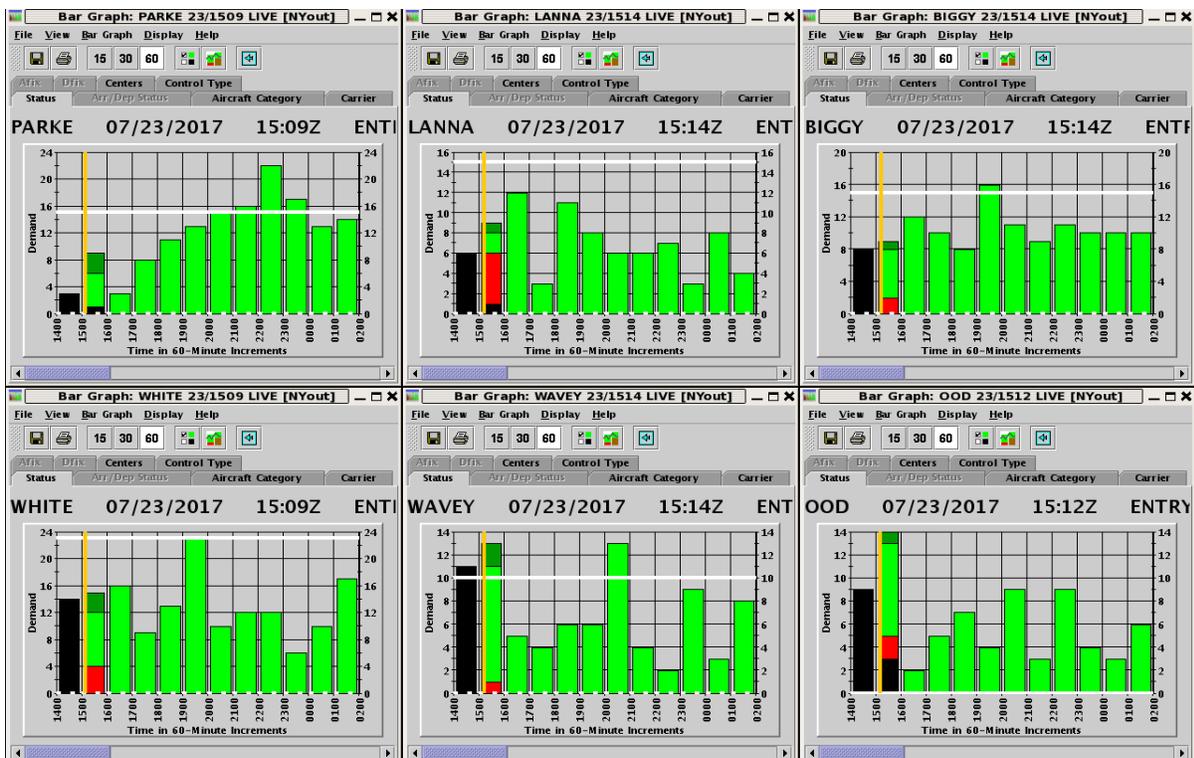
FCAHU7- Manages southbound volume across the Gulf of Mexico through ZHU79; particularly to the MMUN market, but also to other Mexico destinations and Latin America. **Possible on Saturdays from December-April.**

TIME	TMI	DAYS	OUTLOOK
After 1200z	FCAMA5	Saturdays Dec-Apr	Possible
After 1200z	FCAJG5/JXW/JXE/JY3	Saturdays Dec-Apr	Possible
After 1500z	FCAHU5/FCAHU7	Saturdays Dec-Apr	Possible
After 1500z	FCAPV1	Fri/Sat Dec-Apr	Possible
After 1900z	FCAN92/FCAN93	Northbound volume	Possible

FCA/FEA MONITORING

Departure time data varies for non-scheduled customers vs. 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 range from under-delivery in the program to added or unnecessary TMIs in the system. Continuous FEA monitoring is critical for effective evaluation and measuring of the data's impact. Dark green pushes in FSM can indicate a departure delay trend or another undetected constraint which may require additional action.

The following FEAs/FCAs with FSM eligibility are sent out as Public and are key for determining if any attention or action is necessary.



PARKE, LANNA, BIGGY, WHITE, WAVEY, OOD- N90/PHL departure volume out on the south gates, primary departure gates for Snowbird. These FEAs are used to determine triggers based on anticipated heavy volume and to validate any further action.

SNOWBIRD FEA Monitoring

FCAJG5 – Is used to manage eastbound volume in the Gulf of Mexico, primarily along the Q/Y routes into southern Florida.

Altitude Filters: 000-470

Heading Filters: 100 +/- 70

Unconstrained Rate: 31/hr

FCAJXW – is used to manage the southbound volume along the western half of Florida.

Altitude Filters: 140-600

Heading Filters: 190 +/- 40

Unconstrained Rate: 99/hr

FCAJXE – is used to manage the southbound volume along the eastern half of Florida.

Altitude Filters: 140-600

Heading Filters: 190 +/- 40

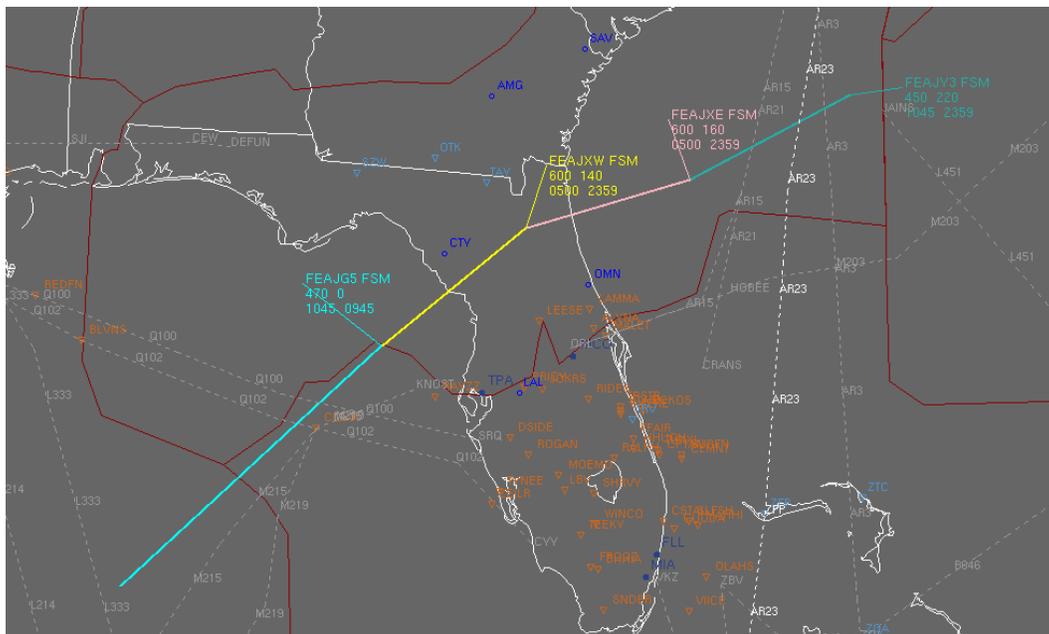
Unconstrained Rate: 63/hr

FCAJY3 – is used to manage the southbound volume along the ARs into Florida.

Altitude Filters: 220-450

Heading Filters: 190 +/- 45

Unconstrained Rate: 49/hr



FCAMA5 – is used to manage southbound volume into the eastern Caribbean through ZMA58, ZMA62, and ZMA62. Typically used mostly on Saturdays during the Snowbird season, this controls island traffic from the southeastern US.

Altitude Filters: 000-600

Heading Filters: 125 +/- 60

Unconstrained Rate: 45/hr.

FCAPV1 – is used to manage demand into Providenciales, Turks and Caicos (MBPV). Due to ramp and gate parking concerns, availability into MBPV can be limited, particularly if larger aircraft are utilizing the airport since they take up more parking space. Depending on the fleet mix, the rate can vary from 8-10.

FCAHU5 – is used to manage southbound volume in the Gulf of Mexico through ZHU72. Demand typically increases into Cancun and other Mexico and Central America destinations, and FCAHU5 and FCAHU7 help ZHU to manage their demand. Rates are higher in the early morning hours, and then step down as the northbound volume increases.

12Z	13Z	14Z	15Z	16Z	17Z	18Z	19Z	20Z	21Z	22Z	23Z	00Z
16	16	16	16	14	12	12	12	12	12	12	16	16

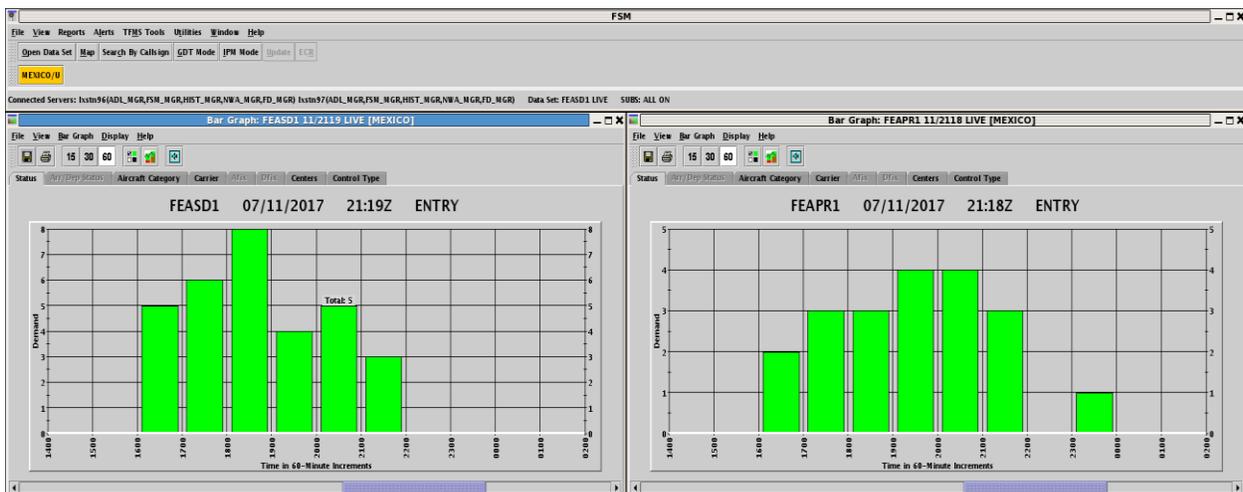
FCAHU7 – is used to manage southbound volume in the Gulf of Mexico through ZHU79.

12Z	13Z	14Z	15Z	16Z	17Z	18Z	19Z	20Z	21Z	22Z	23Z	00Z
18	18	18	18	14	14	14	14	14	14	18	18	18

Mexico

Sometimes due to excessive Snowbird traffic, CCFMEX/SMARTMEX will ask us to monitor the traffic filing south through U.S. airspace to San Jose del Cabo (MMSD) and Puerto Vallarta (MMPR). Surface space is limited at both airports. The typical acceptance rate for U.S. traffic at MMSD is 16, while the rate at MMPR is usually 14. These numbers do not include traffic departing points in Mexico or South/Central America.

The normal traffic from the U.S. to these two destinations is quite high during the winter season. On Saturdays, particular attention needs to be given to monitoring these two FEAs, FEASD1 (MMSD) and FEAPR1 (MMPR). In most cases, overages in any hour can usually be handled by holding 2 or 3 departures out of ZAB or ZLA on the ground for an additional 10-15 minutes and delaying them into the next arrival hour. In the cases where this isn't possible or doesn't fix the demand spike, then AFPs will need to be issued.



Terminal

A large part of the unscheduled customers' business model operates out of TEB, MMU, CDW, and HPN. Although they file a flight plan for the day with a P-time, these aircraft - usually depart with an average 60-minute variance from the original proposed departure time or EDCT. For Snowbird events, this customer business model can make up over half of the volume for the east/southeast. ZMA and ZJX have their top 20 busiest days solely in January and February.

When issuing a GDP for unscheduled GA destinations like HPN and TEB, wait for the right time to send it out as described below. A best practice is to start with a 5-minute ground stop in FSM to capture the dark green flights. Once the FSM stop captures those flights, then the GDP can be issued.

TEB- No change this year from previous seasons' strategies with a 24 program rate. Do not send the GDP early. Its best to wait for the right conditions just prior to sending, which does require waiting for airborne demand to reach a certain level before issuing the GDP.

Sending the GDP too early can undermine the objective:

- Flights can opt out to other airports like MMU, CDW, and even EWR creating N90 issues
- It creates under-delivery for the first 3 hours with rolling stops after 20z
- Controllers have to deal with aircraft departing VFR and picking up IFR in the air
- ATC receiving constant requests from active flights for clearance back to their original airport

On High volume days at EWR volume is scheduled over a 38 rate. A EWR GDP may be necessary to help manage the EWRSats for the MUGZY sector (which handles the EWRSats) by not allowing the use of the overflow. GA traffic takes most of the delay on these particular events. 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.

- Run a TEB GDP at the 24 program rate as mentioned in the Snowbird strategies. Too late and 36-40 could get airborne; too early and we under-deliver and force heavy pressure after 2100z.
- Run a separate AFP (FCAN92) that captures arrivals to MMU/CDW (possibly LDJ). 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.
- Monitor EWR so that the use of the overflow is denied when available to help manage the MUGZY sector.
- Monitor and evaluate any route-outs of the TEB GDP or MMU/CDW AFP to other area airports.

The backup plan is to run TEB, MMU, and CDW as one in an AFP (FCAN93) at a 34 rate. The main risk here is that all 34 could show up for TEB.

Snowbird Routes

ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **CARIBBEAN_ARVLS_VIA_FUNDI**

CONSTRAINED AREA: ZMA

REASON: VOLUME

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

FACILITIES INCLUDED: CZE/CZU/CZV/CZW/CZY/HCC/ZAB/ZAU/ZBW/ZCA/ZDC/ZDV
/ZFW/ZHU/ZID/ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZO
A/ZOB/ZSA/ZSE/ZTL

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: USERS ARE EXPECTED TO FILE UPT ROUTINGS AFTER FUNDI. ZE
U DEPARTURES ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG ----	DEST ----	ROUTE -----
UNKN	MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	>ATL YUESS Q79 MCLAW Y442 FUNDI<
ZJX	MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	>MOLIE Q79 MCLAW Y442 FUNDI<
ZMA	MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	>MNATE MCLAW Y442 FUNDI<
ZTL	MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	>YUESS Q79 MCLAW Y442 FUNDI<
ZTL	MSLP MSLD MHLM MHTG MNMG MRLM MRLB MPBO MPSM MPPD MPMG MROC MWCR	>TRASY Q65 DOFFY Q79 MCLAW Y442 FUNDI<
ZAU ZME ZKC ZMP ZDV ZFW ZHU ZSE	MSLP MSLD MHLM MHTG MNMG MRLM	>MGM ACORI BULZI NICKI MOLIE Q79 MCLAW Y442 FUNDI<

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ZLC ZOA ZLA ZAB	MRLB MPBO MPSM	
CZV CZE CZW	MPPD MPMG MROC	
	MWCR	
ZBW ZNY ZDC ZOB	MSLP MSLD MHLM	>VXV DAREE Q65 DOFFY Q79
ZID ZAU ZMP CZY	MHTG MNMG MRLM	MCLAW Y442 FUNDI<
CZU	MRLB MPBO MPSM	
	MPPD MPMG MROC	
	MWCR	
ZBW ZNY ZDC	MSLP MSLD MHLM	>SLOJO Q75 ENEME Q65 DOFFY
	MHTG MNMG MRLM	Q79 MCLAW Y442 FUNDI<
	MRLB MPBO MPSM	
	MPPD MPMG MROC	
	MWCR	
ZID ZOB ZTL CZY	MSLP MSLD MHLM	>ATL YUESS Q79 MCLAW Y442
CZU	MHTG MNMG MRLM	FUNDI<
	MRLB MPBO MPSM	
	MPPD MPMG MROC	
	MWCR	
ZME ZKC ZDV ZFW	MSLP MSLD MHLM	>ATL YUESS Q79 MCLAW Y442
ZHU ZSE ZLC ZOA	MHTG MNMG MRLM	FUNDI<
ZLA ZAB CZV CZE	MRLB MPBO MPSM	
CZW	MPPD MPMG MROC	
	MWCR	

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **CARIBBEAN_ARVLS_VIA_URSUS**

CONSTRAINED AREA: ZMA

REASON: VOLUME

INCLUDE TRAFFIC: CZE/CZU/CZV/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 MKJS/SAEZ/SCEL/SEGU/SEQM/SKAR/SKBO/SKRG/SPJC/SVBI/SVMI/TNCA/TNCC

FACILITIES INCLUDED: CZE/CZU/CZV/CZW/CZY/ZAB/ZAU/ZBW/ZCA/ZCO/ZDC/ZDV/ZFW/ZHU/ZID/ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSA/ZSE/ZTL

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: USERS ARE EXPECTED TO FILE UPT ROUTINGS AFTER URSUS. ZEUA DEPARTURES ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZBW ZNY ZDC ZOB	SCEL SAEZ MKJS	>VXV DAREE Q65 TRASY SHRKS
ZID ZAU ZMP CZY	SPJC SEQM SVMI	Q89 PRMUS Q97 TOVAR Y297
CZU	SKBO SKRG SKAR	URSUS<
	SVBI TNCC TNCA	
	SEGU	
ZME ZKC ZDV ZFW	SCEL SAEZ MKJS	>ATL Q89 PRMUS Q97 TOVAR
ZHU ZSE ZLC ZOA	SPJC SEQM SVMI	Y297 URSUS<
ZLA ZAB CZV CZE	SKBO SKRG SKAR	
CZW	SVBI TNCC TNCA	
	SEGU	
UNKN	SCEL SAEZ MKJS	>VXV DAREE Q65 TRASY SHRKS
	SPJC SEQM SVMI	Q89 PRMUS Q97 TOVAR Y297
	SKBO SKRG SKAR	URSUS<
	SVBI TNCC TNCA	
	SEGU	
ZBW ZNY ZDC ZOB	SCEL SAEZ MKJS	>OHLAA Y319 URSUS<
ZID ZTL ZAU CZY	SPJC SEQM SVMI	
CZU	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
UNKN	SCEL SAEZ MKJS	>ATL Q89 PRMUS Q97 TOVAR
	SPJC SEQM SVMI	Y297 URSUS<
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
UNKN	SCEL SAEZ MKJS	>OHLAA Y319 URSUS<
	SPJC SEQM SVMI	
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
ZBW ZNY ZDC	SCEL SAEZ MKJS	>CHS CAKET Q97 TOVAR Y297

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	SPJC SEQM SVMI	URSUS<
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
ZTL	SCEL SAEZ MKJS	>WIGVO Q77 SHRKS Q89 PRMUS
	SPJC SEQM SVMI	Q97 TOVAR Y297 URSUS<
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
ZTL	SCEL SAEZ MKJS	>YANTI Q89 PRMUS Q97 TOVAR
	SPJC SEQM SVMI	Y297 URSUS<
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
ZJX	SCEL SAEZ MKJS	>DEBRL URSUS<
	SPJC SEQM SVMI	
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	
ZMA	SCEL SAEZ MKJS	>URSUS<
	SPJC SEQM SVMI	
	SKBO SKRG SKAR	
	SVBI TNCC TNCA	
	SEGU	

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **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: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: THIS ROUTE IS REQUIRED ONLY FOR THOSE FLIGHTS FILING
THROUGH CUBA AIRSPACE TO THESE DESTINATIONS. USERS ARE
EXPECTED TO FILE UPT ROUTINGS AFTER CANOA. ZEU DEPARTURES
AND M215 TRAFFIC ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
UNKN	MMCZ MMMD MMTG MMTP MGGT MMUN	>MGNTY Q81 TUNSL Y196 CANOA<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **CUBA_ARVLS_VIA_FUNDI**

CONSTRAINED AREA: ZMA

REASON: VOLUME

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

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: USERS ARE EXPECTED TO FILE UPT ROUTINGS AFTER FUNDI. ZEUB DEPARTURES ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZAU ZME ZKC ZMP	MUVR MUSC MUCF	>MGM ACORI BULZI Q81 NICKI
ZDV ZFW ZHU ZSE	MUCL	MOLIE Q79 MCLAW Y442 FUNDI<
ZLC ZOA ZLA ZAB		
CZV CZE CZW		
ZBW ZNY ZDC ZOB	MUVR MUSC MUCF	>VXV DAREE Q65 DOFFY Q79
ZID ZAU ZMP CZY	MUCL	MCLAW Y442 FUNDI<
CZU		
ZME ZKC ZDV ZFW	MUVR MUSC MUCF	>ATL YUESS Q79 MCLAW Y442
ZHU ZSE ZLC ZOA	MUCL	FUNDI<
ZLA ZAB CZV CZE		
CZW		
ZBW ZNY ZDC	MUVR MUSC MUCF	>SLOJO Q75 ENEME Q65 DOFFY
	MUCL	Q79 MCLAW Y442 FUNDI<
ZTL	MUVR MUSC MUCF	>YUESS Q79 MCLAW Y442
	MUCL	FUNDI<
ZTL	MUVR MUSC MUCF	>TRASY Q65 DOFFY Q79 MCLAW
	MUCL	Y442 FUNDI<
ZJX	MUVR MUSC MUCF	>MOLIE Q79 MCLAW Y442
	MUCL	FUNDI<
ZMA	MUVR MUSC MUCF	>MNATE MCLAW Y442 FUNDI<
	MUCL	
ZID ZOB ZTL CZY	MUVR MUSC MUCF	>ATL YUESS Q79 MCLAW Y442
CZU	MUCL	FUNDI<
UNKN	MUVR MUSC MUCF	>ATL YUESS Q79 MCLAW Y442
	MUCL	FUNDI<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **CUBA_ARVLS_VIA_TUNSL**

CONSTRAINED AREA: ZMA

REASON: VOLUME

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

FACILITIES INCLUDED: CZE/CZU/CZW/ZAB/ZAU/ZBW/ZCA/ZDC/ZDV/ZFW/ZHU/ZID
/ZJX/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZT
L

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: USERS ARE EXPECTED TO FILE UPT ROUTINGS AFTER TUNSL. ZE
U DEPARTURES ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZAU ZME ZKC ZMP	MUHA	>MGM ACORI BULZI NICKI Q81
ZDV ZFW ZHU ZSE		TUNSL<
ZLC ZOA ZLA ZAB		
CZE CZW		
ZBW ZNY ZDC ZOB	MUHA	>VXV DAREE Q65 DOFFY MGNTY
ZID ZAU ZMP		Q81 TUNSL<
ZME ZKC ZDV ZFW	MUHA	>ATL YUESS Q79 Q65 MGNTY
ZHU ZSE ZLC ZOA		Q81 TUNSL<
ZLA ZAB CZE CZW		
CZU	MUHA	>SLOJO Q75 ENEME Q65 MGNTY
		Q81 TUNSL<
ZTL	MUHA	>HONID Q81 TUNSL<
ZTL	MUHA	>TRASY Q65 MGNTY Q81 TUNSL<
ZJX	MUHA	>MGNTY Q81 TUNSL<
UNKN	MUHA	>ENEME Q65 MGNTY Q81 TUNSL<
ZMA	MUHA	>TUNSL<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **CUBA_ARVLS_VIA_URSUS**

CONSTRAINED AREA: ZMA

REASON: VOLUME

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

FACILITIES INCLUDED: CZU/CZY/ZAB/ZAU/ZBW/ZCA/ZDC/ZDV/ZFW/ZHU/ZID/ZJX
/ZKC/ZLA/ZLC/ZMA/ZME/ZMP/ZNY/ZOA/ZOB/ZSE/ZTL

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: USERS ARE EXPECTED TO FILE UPT ROUTINGS AFTER URSUS. ZE
DEPARTURES ARE EXEMPT.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
UNKN	MUCC MUCM MUMZ MUHG MUCU	>ATL Q89 PRMUS Q97 TOVAR Y297 URSUS<
UNKN	MUCC MUCM MUMZ MUHG MUCU	>OHLAA Y319 URSUS<
UNKN	MUCC MUCM MUMZ MUHG MUCU	>VXV DAREE Q65 TRASY SHRKS Q89 PRMUS Q97 TOVAR Y297 URSUS<
ZJX	MUCC MUCM MUMZ MUHG MUCU	>DEBRL Q97 TOVAR Y297 URSUS<
ZMA	MUCC MUCM MUMZ MUHG MUCU	>URSUS<
ZME ZKC ZDV ZFW ZHU ZSE ZLC ZOA ZLA ZAB	MUCC MUCM MUMZ MUHG MUCU	>ATL Q89 PRMUS Q97 TOVAR Y297 URSUS<
ZBW ZNY ZDC ZOB ZID ZTL ZAU ZMP CZY CZU	MUCC MUCM MUMZ MUHG MUCU	>OHLAA Y319 URSUS<
ZBW ZNY ZDC ZOB ZID ZAU ZMP CZY CZU	MUCC MUCM MUMZ MUHG MUCU	>VXV DAREE Q65 TRASY SHRKS Q89 PRMUS Q97 TOVAR Y297 URSUS<
ZBW ZNY ZDC	MUCC MUCM MUMZ MUHG MUCU	>CHS CAKET Q97 TOVAR Y297 URSUS<
ZOB ZID ZTL CZY CZU	MUCC MUCM MUMZ MUHG MUCU	>QUIWE Q93 WOPNR Q97 TOVAR Y297 URSUS<
ZTL	MUCC MUCM MUMZ MUHG MUCU	>WIGVO Q77 SHRKS Q89 PRMUS Q97 TOVAR Y297 URSUS<
ZTL	MUCC MUCM MUMZ MUHG MUCU	>YANTI Q89 PRMUS Q97 TOVAR Y297 URSUS<

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ATCSCC ADVZY --- DCC 10/19/21 ROUTE RQD
 NAME: **CARIBBEAN_HARP_SOUTH**
 CONSTRAINED AREA: ZNY
 REASON: OTHER
 INCLUDE TRAFFIC: CZU/CZY/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/KLGA/KMMU/KPH
 L/KTEB DEPARTURES TO UNKN
 FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZNY/ZWY
 FLIGHT STATUS: ALL_FLIGHTS
 VALID: ETD 191400 TO 192300
 PROBABILITY OF EXTENSION: NONE
 REMARKS: USERS DEPARTING BOS/CZY/CZU ARE EXPECTED TO FILE UPT
 ROUTINGS AFTER BDA. THIS ROUTE IS ONLY REQUIRED FOR
 FLIGHTS THAT FILE THROUGH FCAXXX.

ASSOCIATED RESTRICTIONS:
 MODIFICATIONS:
 ROUTES:

ORIG	DEST	ROUTE
----	----	-----
KBOS CZY CZU	UNKN	>BRUWN Y578 KAYYT ANVER BDA<
KBOS CZY CZU	UNKN	>ACK LARGE BOVIC BDA<

FROM:

ORIG	ROUTE - ORIGIN SEGMENTS
----	-----
KEWR KTEB KMMU KCDW	>ELVAE COL DIXIE Y481 OHRYN Y481 KINGG
KEWR KTEB KMMU KCDW	>ELVAE COL DIXIE Y482 SQUAD
KEWR KTEB KMMU KCDW	>ELVAE COL DIXIE Y481 OHRYN Y489 RESQU
KEWR KTEB KMMU KCDW	>ELVAE COL DIXIE Y481 OHRYN Y490 ROLLE
KHPN KLGA	>JFK SHIPP Y487 KINGG
KHPN KLGA	>JFK SHIPP Y492 SQUAD
KHPN KLGA	>JFK SHIPP Y489 RESQU
KHPN KLGA	>JFK SHIPP Y490 ROLLE
KJFK	>SHIPP Y487 KINGG
KJFK	>SHIPP Y492 SQUAD
KJFK	>SHIPP Y489 RESQU
KJFK	>SHIPP Y490 ROLLE
KFRG	>BEADS SHIPP Y487 KINGG
KFRG	>BEADS SPDEY Y492 SQUAD
KFRG	>BEADS SHIPP Y489 RESQU
KFRG	>BEADS SPDEY Y490 ROLLE
KPHL	>OOD TEBEE HAYDO SIE B24 BOJAN WEBBB ROLLE
KPHL	>OOD TEBEE HAYDO SIE B24 BOJAN WEBBB RESQU

TO:
 DEST

ROUTE - DESTINATION SEGMENTS

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UNKN

UNKN
UNKN
UNKN
UNKN

191749-192300

ROLLE ATUGI PERDO ALOBI L453
LAMER<
ROLLE ATUGI L454 LUCTI<
RESQU SKPPR L455 KINCH<
SQUAD DARUX L456 HANCY<
KINGG KINER L461 OPAUL<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **DOMESTIC_HARP_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: KAPF/KBCT/KFLL/KFXE/KMCO/KMIA/KPBI/KRSW/KSUA/KTMB/K
TPA DEPARTURES TO
KBOS/KCDW/KEWR/KFRG/KHPN/KISP/KJFK/KLGA/KMMU/KPHL/K
TEB

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

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: REMARKS: AIRCRAFT FILING THESE ROUTES WILL BE EXEMPT FROM
OTHER REQUIRED INLAND ROUTES.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

KAPF KRSW

KBCT KPBI

KFLL KFXE

KMCO

KMIA KTMB

KSUA

KTPA

ROUTE - ORIGIN SEGMENTS

>PULEC MLB ETECK OZENA

>PERMT RAMJT ETECK OZENA

>ZAPPA WOLFO ETECK OZENA

>ATLAS ETECK OZENA

>VALLY WOLFO ETECK OZENA

>TRV ETECK OZENA

>CROWD MLB ETECK OZENA

TO:

DEST

KBOS

KEWR KTEB KMMU KCDW

KHPN

KISP

KFRG

KJFK

KLGA

KPHL

ROUTE - DESTINATION SEGMENTS

OZENA TUBBS ROBBB NAALA HOB OH

WEBBB KENDA FERNZ< OOSH N5

OZENA ROWSY OTTNG ILLGO CEETE

SUBBS CYN GXU RBV V249 METRO<

OZENA TUBBS ROBBB NAALA HOB OH

WEBBB KENDA HOFFI KEYED BDR

ALIXX RYMES<

OZENA TUBBS ROBBB NAALA HOB OH

WEBBB KENDA CCC DPK<

OZENA TUBBS ROBBB NAALA HOB OH

WEBBB KENDA PRLJM PARCH< PARCH3

OZENA ROWSY OTTNG JOELO ETMEY

AGUNE EXXES PREPI Y495 CAMRN<

OZENA TUBBS ROBBB NAALA HOB OH

WEBBB KENDA HOFFI KEYED BDR

V475 LGA<

OZENA ROWSY OTTNG HAAYY WICKE

DASHA< JIIMS3

ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **DOMESTIC_HARP_SOUTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: KBOS/KCDW/KEWR/KFRG/KHPN/KISP/KJFK/KLGA/KMMU/KPHL/K
TEB DEPARTURES TO
KBCT/KFLL/KFXE/KMCO/KMIA/KPBI/KRSW/KSUA/KTMB/KTPA

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

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: AIRCRAFT FILING THESE ROUTES WILL BE EXEMPT FROM OTHER
REQUIRED INLAND ROUTES.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

KLGA KHPN

KJFK

KPHL

KEWR KTEB KMMU KCDW

KISP KFRG

KBOS

ROUTE - ORIGIN SEGMENTS

JFK SHIPP Y488 OHRYN AZEZU
CROAK METZZ OONN WHOOS WEAKK
SHIPP Y488 OHRYN AZEZU CROAK
METZZ OONN WHOOS WEAKK
OOD TEBEE HAYDO SIE WICKE LYNUS
CUMBY LOZER WHOOS WEAKK
ELVAE COL DIXIE Y481 POPPN
SHAYD LYNUS CUMBY LOZER WHOOS
WEAKK
BEADS SPDEY OHRYN AZEZU CROAK
METZZ OONN WHOOS WEAKK
ACK OHRYN AZEZU CROAK METZZ
OONN WHOOS WEAKK

TO:

DEST

KFLL

KBCT

KMCO

KMIA

KPBI

KRSW

KSUA

KTPA

ROUTE - DESTINATION SEGMENTS

WEAKK BAHAA AR21 DULEE CUUDA1
WEAKK JENKS AR19 MAJIK CLMNT1
WEAKK BAHAA AR15 HIBAC ALYNA1
WEAKK JENKS AR22 HOAGG SLFSH1
WEAKK JENKS AR19 MAJIK CLMNT1
WEAKK BAHAA AR15 HIBAC SHFTY5
WEAKK BAHAA AR15 HIBAC
WEAKK BAHAA AR15 ORL DADES7

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **DOMREP_CARIBBEAN_HARP_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: MDAB/MDCR/MDCZ/MDDJ/MDHE/MDJB/MDLR/MDMC/MDPC/MDPO/M
 DPP/MDSO/MDST DEPARTURES TO
 CYOW/CYQB/CYUL/CYYZ/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/K
 LGA/KMMU/KPHL/KTEB

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

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: THIS ROUTE IS REQUIRED FOR AIRCRAFT DEPARTING THE DOMINICAN
 REPUBLIC AND/OR TRANSITIONING ZMA AIRSPACE THAT FILE
 THROUGH FCAXXX.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

MDPC MDLR

MDPC MDLR

MDPC MDLR

MDPC MDLR

MDPO MDAB MDPC MDLR

MDPO MDAB MDPC MDLR

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

ROUTE - ORIGIN SEGMENTS

>ASIVO L453 CERDA LAMER L453
 SAUCR

>ASIVO L453 CERDA LETON L451
 JAINS

>ASIVO L453 CERDA LNHOM L452
 OXANA

>ASIVO L453 CERDA LUCTI L454
 OKONU

>CHUMA DONQU LUCTI L454 OKONU

>CHUMA JANMA KINCH L455 SAVIK

>LERED LAMER L453 SAUCR

>LERED LETON L451 JAINS

>LERED LNHOM L452 OXANA

>LERED LUCTI L454 OKONU

TO:

DEST

CYOW

CYYZ

CYUL

ROUTE - DESTINATION SEGMENTS

JAINS CLOWR GARIC Q129 AARNN
 FAK AML J227 ULW SYR ART<
 DEANS1

JAINS CLOWR GARIC Q129 PYTON
 WOZEE< LINNG3

JAINS CLOWR GARIC ILM KEMPR SBY

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CYUL	J79 JFK CMK CAM PBERG< CARTR4 OXANA AR8 ECG KEMPR SBY J79 JFK CMK CAM PBERG< CARTR4
CYQB	JAINS CLOWR GARIC ILM KEMPR SBY J79 JFK CMK CAM GUBID< OMVAR1
CYQB	OXANA AR8 ECG ORF SBY J79 JFK CMK CAM GUBID< OMVAR1
KBOS	JAINS CLOWR GARIC ILM KEMPR SBY J79 JFK< ROBUC3
KBOS	OXANA AR8 ECG ORF SBY J79 JFK< ROBUC3
KCDW	JAINS CLOWR GARIC Q129 AARNN FAK< JAIKE3
KEWR	JAINS CLOWR GARIC Q129 AARNN FAK< PHLBO3
KEWR KTEB KMMU KCDW	OKONU CEETE SUBBS CYN GXU RBV V249 METRO<
KEWR KTEB KMMU KCDW	SAVIK YAALE CEETE SUBBS CYN GXU RBV V249 METRO<
KEWR KTEB KMMU KCDW	SAUCR Y485 HOBOH SILLY CEETE SUBBS CYN GXU RBV V249 METRO<
KFRG	JAINS CLOWR SAGGY DIW WETRO SWL J121 BRIGS Q439 SARDI CCC DPK<
KFRG	OXANA AR8 ECG SWL J121 BRIGS Q439 SARDI CCC DPK<
KHPN	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< BOUNO4
KHPN	OXANA AR8 ECG SWL J121 SIE< BOUNO4
KJFK	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< CAMRN4
KJFK	OXANA AR8 ECG SWL J121 SIE< CAMRN4
KJFK	SAVIK YETTI EXXES PREPI Y495 CAMRN<
KLGA	JAINS CLOWR GARIC ILM J191 PXT< KORRY4
KMMU	JAINS CLOWR GARIC Q129 AARNN FAK< JAIKE3
KPHL	JAINS CLOWR SAGGY DIW WETRO SWL< JIIMS3
KPHL	OKONU WEBBB BOJAN WICKE DASHA< JIIMS3
KPHL	OXANA AR8 ECG SWL< JIIMS3
KPHL	SAUCR Y485 HOBOH SILLY BOJAN WICKE DASHA< JIIMS3
KTEB	JAINS CLOWR GARIC Q129 AARNN FAK< JAIKE3

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **DOMREP_CARIBBEAN_HARP_NORTH_DEC_2**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: MDAB/MDCR/MDCZ/MDDJ/MDHE/MDJB/MDLR/MDMC/MDPC/MDPO/M
DPP/MDSO/MDST DEPARTURES TO
CYOW/CYQB/CYUL/CYYZ/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/K
LGA/KMMU/KPHL/KTEB

FACILITIES INCLUDED: ALL + CANADA

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142300

PROBABILITY OF EXTENSION: MODERATE

REMARKS: THIS ROUTE IS REQUIRED FOR AIRCRAFT DEPARTING THE DOMINICAN
REPUBLIC AND/OR TRANSITIONING ZMA AIRSPACE THAT FILE
THROUGH FCAXXX.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

MDPC MDLR

MDPC MDLR

MDPC MDLR

MDPC MDLR

MDPO MDAB MDPC MDLR

MDPO MDAB MDPC MDLR

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

MDSO MDST MDCR MDCZ MDPP MDDJ

MDAB MDHE MDJB MDPO MDMC

ROUTE - ORIGIN SEGMENTS

>ASIVO L453 CERDA LAMER L453
SAUCR

>ASIVO L453 CERDA LETON L451
JAINS

>ASIVO L453 CERDA LNHOM L452
OXANA

>ASIVO L453 CERDA LUCTI L454
OKONU

>CHUMA DONQU LUCTI L454 OKONU

>CHUMA JANMA KINCH L455 SAVIK

>LERED LAMER L453 SAUCR

>LERED LETON L451 JAINS

>LERED LNHOM L452 OXANA

>LERED LUCTI L454 OKONU

TO:

DEST

CYOW

CYYZ

ROUTE - DESTINATION SEGMENTS

JAINS CLOWR GARIC Q129 AARNN
FAK AML J227 ULW SYR ART<
DEANS1

JAINS CLOWR GARIC Q129 PYTON
WOZEE< LINNG3

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CYUL JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK **LLUND Q437 SLANG** PBERG<
CARTR4

CYUL OXANA AR8 ECG KEMPR SBY J79 JFK
LLUND Q437 SLANG PBERG< CARTR4

CYQB JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK **LLUND Q437 SLANG** GUBID<
OMVAR1

CYQB OXANA AR8 ECG ORF SBY J79 JFK
LLUND Q437 SLANG GUBID< OMVAR1

KBOS JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK< ROBUC3

KBOS OXANA AR8 ECG ORF SBY J79 JFK<
ROBUC3

KCDW JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

KEWR JAINS CLOWR GARIC Q129 AARNN
FAK< PHLBO3

KEWR KTEB KMMU KCDW OKONU CEETE SUBBS CYN GXU RBV
V249 METRO<

KEWR KTEB KMMU KCDW SAVIK YAALE CEETE SUBBS CYN GXU
RBV V249 METRO<

KEWR KTEB KMMU KCDW SAUCR Y485 HOBOH SILLY CEETE
SUBBS CYN GXU RBV V249 METRO<

KFRG JAINS CLOWR SAGGY DIW WETRO SWL
J121 BRIGS Q439 SARDI CCC DPK<

KFRG OXANA AR8 ECG SWL J121 BRIGS
Q439 SARDI CCC DPK<

KHPN JAINS CLOWR SAGGY DIW WETRO SWL
J121 SIE< BOUNO4

KHPN OXANA AR8 ECG SWL J121 SIE<
BOUNO4

KJFK JAINS CLOWR SAGGY DIW WETRO SWL
J121 SIE< CAMRN4

KJFK OXANA AR8 ECG SWL J121 SIE<
CAMRN4

KJFK SAVIK YETTI EXXES PREPI Y495
CAMRN<

KLGA JAINS CLOWR GARIC ILM J191 PXT<
KORRY4

KMMU JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

KPHL JAINS CLOWR SAGGY DIW WETRO
SWL< JIIMS3

KPHL OKONU WEBBB BOJAN WICKE DASHA<
JIIMS3

KPHL OXANA AR8 ECG SWL< JIIMS3

KPHL SAUCR Y485 HOBOH SILLY BOJAN
WICKE DASHA< JIIMS3

KTEB JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
NAME: **ZMA_CARIBBEAN_HARP_NORTH**
CONSTRAINED AREA: ZNY
REASON: VOLUME
INCLUDE TRAFFIC: UNKN DEPARTURES TO
 CYOW/CYQB/CYUL/CYYZ/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/K
 LGA/KMMU/KPHL/KTEB
FACILITIES INCLUDED: CZU/CZY/ZBW/ZDC/ZJX/ZNY/ZOB/ZWY
FLIGHT STATUS: ALL FLIGHTS
VALID: ETD 141400 TO 142300
PROBABILITY OF EXTENSION: MODERATE
REMARKS: THIS ROUTE IS REQUIRED FOR AIRCRAFT DEPARTING AND/OR
 TRANSITIONING ZMA AIRSPACE THAT FILE THROUGH FCAXXX.
 AIRCRAFT FILED VIA INLAND ROUTES ARE NOT REQUIRED TO FILE
 THESE ROUTES.
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

FROM: ORIG -----	ROUTE - ORIGIN SEGMENTS -----
UNKN	>LETON L451 ILIDO L451 JAINS
UNKN	>LUCTI L454 OKONU
UNKN	>LNHOM L452 OXANA
UNKN	>LAMER L453 SAUCR

TO: DEST -----	ROUTE - DESTINATION SEGMENTS -----
KEWR	JAINS CLOWR GARIC Q129 AARNN FAK< PHLB03
KEWR KTEB KMMU KCDW	OKONU CEETE SUBBS CYN GXU RBV V249 METRO<
KEWR KTEB KMMU KCDW	SAUCR Y485 HOBOH SILLY CEETE SUBBS CYN GXU RBV V249 METRO<
KFRG	JAINS CLOWR SAGGY DIW WETRO SWL J121 BRIGS Q439 SARDI CCC DPK<
KFRG	OXANA AR8 ECG SWL J121 BRIGS Q439 SARDI CCC DPK<
KHPN	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< BOUNO4
KHPN	OXANA AR8 ECG SWL J121 SIE< BOUNO4
KJFK	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< CAMRN4
KJFK	OXANA AR8 ECG SWL J121 SIE< CAMRN4
KLGA	JAINS CLOWR GARIC ILM J191 PXT< KORRY4
KMMU	JAINS CLOWR GARIC Q129 AARNN

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KPHL FAK< JAIKE3
JAINS CLOWR SAGGY DIW WETRO
SWL< JIIMS3

KPHL OKONU WEBBB BOJAN WICKE DASHA<
JIIMS3

KPHL OXANA AR8 ECG SWL< JIIMS3
KPHL SAUCR Y485 HOBOH SILLY BOJAN
WICKE DASHA< JIIMS3

KTEB JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

CYOW JAINS CLOWR GARIC Q129 AARNN
FAK AML J227 ULW SYR ART<
DEANS1

CYYZ JAINS CLOWR GARIC Q129 PYTON
WOZEE< LINNG3

CYUL JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK CMK CAM PBERG< CARTR4

CYUL OXANA AR8 ECG KEMPR SBY J79 JFK
CMK CAM PBERG< CARTR4

CYQB JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK CMK CAM GUBID< OMVAR1

CYQB OXANA AR8 ECG ORF SBY J79 JFK
CMK CAM GUBID< OMVAR1

KBOS JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK< ROBUC3

KBOS OXANA AR8 ECG ORF SBY J79 JFK<
ROBUC3

KCDW JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

Snowbird 2021-2022 Final

ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
 NAME: **ZMA_CARIBBEAN_HARP_NORTH_DEC_2**
 CONSTRAINED AREA: ZNY
 REASON: VOLUME
 INCLUDE TRAFFIC: UNKN DEPARTURES TO
 CYOW/CYQB/CYUL/CYYZ/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/K
 LGA/KMMU/KPHL/KTEB
 FACILITIES INCLUDED: ALL + CANADA
 FLIGHT STATUS: ALL FLIGHTS
 VALID: ETD 141400 TO 142300
 PROBABILITY OF EXTENSION: MODERATE
 REMARKS: THIS ROUTE IS REQUIRED FOR AIRCRAFT DEPARTING AND/OR
 TRANSITIONING ZMA AIRSPACE THAT FILE THROUGH FCAXXX.
 AIRCRAFT FILED VIA INLAND ROUTES ARE NOT REQUIRED TO FILE
 THESE ROUTES.

ASSOCIATED RESTRICTIONS:
 MODIFICATIONS:
 ROUTES:

FROM: ORIG -----	ROUTE - ORIGIN SEGMENTS -----
UNKN	>LETON L451 ILIDO L451 JAINS
UNKN	>LUCTI L454 OKONU
UNKN	>LNHOM L452 OXANA
UNKN	>LAMER L453 SAUCR

TO: DEST -----	ROUTE - DESTINATION SEGMENTS -----
KEWR	JAINS CLOWR GARIC Q129 AARNN FAK< PHLB03
KEWR KTEB KMMU KCDW	OKONU CEETE SUBBS CYN GXU RBV V249 METRO<
KEWR KTEB KMMU KCDW	SAUCR Y485 HOBOH SILLY CEETE SUBBS CYN GXU RBV V249 METRO<
KFRG	JAINS CLOWR SAGGY DIW WETRO SWL J121 BRIGS Q439 SARDI CCC DPK<
KFRG	OXANA AR8 ECG SWL J121 BRIGS Q439 SARDI CCC DPK<
KHPN	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< BOUNO4
KHPN	OXANA AR8 ECG SWL J121 SIE< BOUNO4
KJFK	JAINS CLOWR SAGGY DIW WETRO SWL J121 SIE< CAMRN4
KJFK	OXANA AR8 ECG SWL J121 SIE< CAMRN4
KLGA	JAINS CLOWR GARIC ILM J191 PXT< KORRY4

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KMMU JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

KPHL JAINS CLOWR SAGGY DIW WETRO
SWL< JIIMS3

KPHL OKONU WEBBB BOJAN WICKE DASHA<
JIIMS3

KPHL OXANA AR8 ECG SWL< JIIMS3

KPHL SAUCR Y485 HOBOH SILLY BOJAN
WICKE DASHA< JIIMS3

KTEB JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

CYOW JAINS CLOWR GARIC Q129 AARNN
FAK AML J227 ULW SYR ART<
DEANS1

CYYZ JAINS CLOWR GARIC Q129 PYTON
WOZEE< LINNG3

CYUL JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK **LLUND Q437 SLANG** PBERG<
CARTR4

CYUL OXANA AR8 ECG KEMPR SBY J79 JFK
LLUND Q437 SLANG PBERG< CARTR4

CYQB JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK **LLUND Q437 SLANG** GUBID<
OMVAR1

CYQB OXANA AR8 ECG ORF SBY J79 JFK
LLUND Q437 SLANG GUBID< OMVAR1

KBOS JAINS CLOWR GARIC ILM KEMPR SBY
J79 JFK< ROBUC3

KBOS OXANA AR8 ECG ORF SBY J79 JFK<
ROBUC3

KCDW JAINS CLOWR GARIC Q129 AARNN
FAK< JAIKE3

Snowbird 2021-2022 Final

ATCSCC ADVZY --- DCC 10/22/21 ROUTE RQD

NAME: **ZSU_CARIBBEAN_HARP_NORTH**

CONSTRAINED AREA: ZNY

REASON: VOLUME

INCLUDE TRAFFIC: UNKN DEPARTURES TO

CYMX/CYOW/CYUL/CYYZ/KBOS/KCDW/KEWR/KFRG/KHPN/KJFK/K
LGA/KMMU/KPHL/KTEB

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

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 221400 TO 222300

PROBABILITY OF EXTENSION: LOW

REMARKS: THIS ROUTE IS REQUIRED FOR AIRCRAFT DEPARTING ZSU AND/OR
TRANSITIONING ZSU AIRSPACE THAT FILE THROUGH FCAXXX.

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

ROUTE - ORIGIN SEGMENTS

UNKN

>DAWIN L462 PIREX QINCY

UNKN

>DAWIN L462 PIREX ANVER

UNKN

>DAWIN L462 PIREX BOVIC

UNKN

>DAWIN L462 PIREX DASER L459
SAVIK

UNKN

>DAWIN L462 PIREX ENAPI L457
OKONU

UNKN

>OPAU L461 GECAL QINCY

UNKN

>OPAU L461 GECAL ANVER

UNKN

>OPAU L461 GECAL BOVIC

UNKN

>OPAU L461 GECAL DASER SAVIK

UNKN

>OPAU L461 GECAL ENAPI L457
OKONU

UNKN

>KEEKA L459 SHEIL QINCY

UNKN

>KEEKA L459 SHEIL ANVER

UNKN

>KEEKA L459 SHEIL BOVIC

UNKN

>KEEKA L459 SHEIL DASER L459
SAVIK

UNKN

>KEEKA L459 SHEIL ENAPI L457
OKONU

UNKN

>HANCY L456 DARUX MARIG

UNKN

>HANCY L456 DARUX SHOKR

UNKN

>KINCH L455 SAVIK

UNKN

>DONQU KNDLL L454 OKONU

TO:

DEST

ROUTE - DESTINATION SEGMENTS

KBOS

ANVER LARGE FERNZ< OOSH5

KBOS

QINCY LACKS FERNZ< OOSH5

KEWR KTEB KMMU KCDW

OKONU CEETE SUBBS CYN GXU RBV
V249 METRO<

KEWR KTEB KMMU KCDW

SAVIK YAALE CEETE SUBBS CYN GXU

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KHPN RBV V249 METRO<
ANVER LARGE HOFFI KEYED BDR
ALIXX RYMES<

KHPN BOVIC SHOKR KENDA HOFFI KEYED
BDR ALIXX RYMES<

KHPN SHOKR KENDA HOFFI KEYED BDR
ALIXX RYMES<

KJFK MARIG YETTI EXXES PREPI Y495
CAMRN<

KJFK SAVIK YETTI EXXES PREPI Y495
CAMRN<

KJFK BOVIC MARIG YETTI EXXES PREPI
Y495 CAMRN<

KFRG ANVER LARGE PRLJM PARCH< PARCH3

KFRG BOVIC SHOKR KENDA PRLJM PARCH<
PARCH3

KLGA ANVER LARGE HOFFI KEYED BDR<
V475 LGA

KLGA BOVIC SHOKR KENDA HOFFI KEYED
BDR< V475 LGA

KLGA SHOKR KENDA HOFFI KEYED BDR<
V475 LGA

KPHL OKONU WEBBB BOJAN WICKE DASHA<
JIIMS3

CYYZ CYOW CYUL CYMX ANVER LARGE ACK<

CYYZ CYOW CYUL CYMX BOVIC SHOKR KENDA JFK<

CYYZ CYOW CYUL CYMX SHOKR KENDA JFK<

CYYZ CYOW CYUL CYMX QINCY LACKS ACK<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RMD
NAME: **HAVANA FIR AVOIDANCE ROUTE**
CONSTRAINED AREA: ZMA
REASON: VOLUME
INCLUDE TRAFFIC: UNKN DEPARTURES TO UNKN
FACILITIES INCLUDED: ALL + CANADA
FLIGHT STATUS: ALL FLIGHTS
VALID: ETD 141400 TO 142300
PROBABILITY OF EXTENSION: MODERATE
REMARKS: THIS ROUTES SERVES AS A RECOMMENDED OPTION FOR THOSE
FLIGHTS WISHING TO AVOID POTENTIAL MIT DELAYS THROUGH THE
HAVANA FIR. USERS ARE ENCOURAGED TO FILE UPT ROUTING AFTER
THESE FIXES.
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

ORIG	DEST	ROUTE
----	----	-----
UNKN (THROUGH: ZMA)	UNKN	UPT RTE:SKIPS Y398 JOSES A315 KATIN A319 ERIKO
UNKN (THROUGH: ZMA)	UNKN	UPT RTE:SKIPS Y398 ZIN Y298 BODLO UA756 HCN UG444 KOBEX
UNKN (THROUGH: ZMA)	UNKN	UPT RTE:SKIPS Y398 JOSES UA315 MEDON UB882 BENET
UNKN (THROUGH: ZMA)	UNKN	UPT RTE:HRV L333 DANUL UA321 SPP
UNKN (THROUGH: ZMA)	UNKN	UPT RTE:KNOST M215 CIGAR M215 PISAD UL333 DANUL UA321 OMIRO

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
NAME: **UPSTATE_NY_AND_CANADA_VIA_J61_Q103**
CONSTRAINED AREA: ZJX
REASON: VOLUME
INCLUDE TRAFFIC: CZM/CZU/CZY/KBUF/KIAG/KOGS/KPIT/KROC DEPARTURES TO
UNKN
FACILITIES INCLUDED: CZM/CZU/CZY/ZBW/ZDC/ZJX/ZNY/ZOB/ZTL
FLIGHT STATUS: ALL FLIGHTS
VALID: ETD 141400 TO 142200
PROBABILITY OF EXTENSION: MODERATE
REMARKS:
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

ORIG	DEST	ROUTE
----	----	-----
CZY CZU CZM KBUF KIAG KROC	UNKN	>EMNEM Q103 PSK SLOJO<
KPIT	UNKN	>CKB COBBE PSK SLOJO<
CZY CZU CZM KBUF KIAG KOGS KROC	UNKN	>PSB J61 EMI Q119 SCOOB KEMPR ILM<
CZY CZU CZM KBUF KIAG KOGS KROC	UNKN	>PSB J61 EMI Q119 SCOOB KEMPR WETRO DIW<
CZY	UNKN	>PSB J61 EMI Q119 SCOOB KEMPR ECG<
CZY	UNKN	>PSB J61 EMI Q119 SCOOB ISO J121 CHS<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **SOUTH_TO_PHL_AND_PHLATS**

CONSTRAINED AREA: ZJX

REASON: VOLUME

INCLUDE TRAFFIC: APF/FMY/KMCO/KORL/MKY/PGD/PIE/RSW/SRQ/TPA/ZJX/ZMA
DEPARTURES TO KPHL/KPNE/KTTN

FACILITIES INCLUDED: ZDC/ZJX/ZMA/ZNY

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142200

PROBABILITY OF EXTENSION: MODERATE

REMARKS: AZEZU/WATRS/HARP ROUTES EXEMPT

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

ZJX (-KMCO -KORL)

KMCO KORL

ZMA (-TPA -PIE -SRQ -RSW -FMY

-MKY -APF -PGD)

TPA SRQ PIE

RSW FMY PGD

APF MKY

ZMA ZJX

ROUTE - ORIGIN SEGMENTS

>JROSS FLO J207 RDU FAK

>FEMON Q87 JROSS FLO J207 RDU
FAK

>ZERBO Q87 JROSS FLO J207 RDU
FAK

>CAMJO Q99 POLYY TUBAS FOZZY
FAK

>LAL JINOS ETORE FEMON Q87

JROSS FLO J207 RDU FAK

>ORL DUCEN FEMON Q87 JROSS FLO
J207 RDU FAK

>LEND S ETECK PELCN DIW WETRO
CEBEE SWL

TO:

DEST

KPHL

KPHL

KPNE

KPNE

KTTN

KTTN

ROUTE - DESTINATION SEGMENTS

FAK< PAATS3

SWL< JIIMS3

FAK< PAATS3

SWL< JIIMS3

FAK< PAATS3

SWL< JIIMS3

Snowbird 2021-2022 Final

ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **SOUTH_TO_NYSATS**

CONSTRAINED AREA: ZJX

REASON: VOLUME

INCLUDE TRAFFIC: APF/FMY/KMCO/KORL/MKY/PGD/PIE/RSW/SRQ/TPA/ZJX/ZMA
DEPARTURES TO KCDW/KMMU/KTEB

FACILITIES INCLUDED: ZDC/ZJX/ZMA/ZNY

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142200

PROBABILITY OF EXTENSION: MODERATE

REMARKS: CARIBBEAN TRAFFIC AND AZEZU/WATRS/HARP ROUTES EXEMPT

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

ZJX(-KMCO -KORL)

KMCO KORL

ZMA(-TPA -PIE -SRQ -RSW -FMY

-MKY -PGD -APF)

TPA SRQ PIE

RSW FMY PGD

MKY APF

ROUTE - ORIGIN SEGMENTS

>JROSS FLO TUBAS

>FEMON Q87 JROSS FLO TUBAS

>ZERBO Q87 JROSS FLO TUBAS

>CAMJO Q99 POLYY TUBAS

>LAL JINOS ETORE FEMON Q87

JROSS FLO TUBAS

>ORL DUCEN FEMON Q87 JROSS FLO
TUBAS

TO:

DEST

KCDW

KTEB

KMMU

ROUTE - DESTINATION SEGMENTS

TUBAS FOZZY FAK< JAIKE3

TUBAS FOZZY FAK< JAIKE3

TUBAS FOZZY FAK< JAIKE3

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **SOUTH_TO_HP**N

CONSTRAINED AREA: ZJX

REASON: VOLUME

INCLUDE TRAFFIC: APF/FMY/MCO/MKY/ORL/PGD/PIE/RSW/SRQ/TPA/ZJX/ZMA
DEPARTURES TO KHPN

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

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142200

PROBABILITY OF EXTENSION: MODERATE

REMARKS: CARIBBEAN TRAFFIC AND AZEQU/WATRS/HARP ROUTES EXEMPT

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

ORIG	DEST	ROUTE
----	----	-----
ZJX (-MCO -ORL)	KHPN	>JROSS DWYTE J165 NKKIE HPW J191 BESSI J150 CYN< BOUNO4
MCO ORL	KHPN	>FEMON Q87 JROSS DWYTE J165 NKKIE HPW J191 BESSI J150 CYN< BOUNO4
ZMA (-TPA -PIE -SRQ -RSW -FMY -MKY -APF -PGD)	KHPN	>ZERBO Q87 JROSS DWYTE J165 NKKIE HPW J191 BESSI J150 CYN< BOUNO4
TPA SRQ PIE	KHPN	>CAMJO Q99 POLYY TUBAS J55 HPW J191 BESSI J150 CYN< BOUNO4
RSW FMY PGD	KHPN	>LAL JINOS ETORE FEMON Q87 JROSS DWYTE J165 NKKIE HPW J191 BESSI J150 CYN< BOUNO4
MKY APF	KHPN	>ORL DUCEN FEMON Q87 JROSS DWYTE J165 NKKIE HPW J191 BESSI J150 CYN< BOUNO4
ZJX ZMA	KHPN	>LEND ETECK AR18 DIW WETRO CEBEE SWL J121 SIE< BOUNO4

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **SOUTH_TO_DCMETS**

CONSTRAINED AREA: ZJX

REASON: VOLUME

INCLUDE TRAFFIC: APF/FMY/KMCO/KORL/MKY/PGD/PIE/RSW/SRQ/TPA/ZJX/ZMA
DEPARTURES TO KBWI/KDCA/KIAD

FACILITIES INCLUDED: ZDC/ZJX/ZMA

FLIGHT STATUS: ALL_FLIGHTS

VALID: ETD 141400 TO 142200

PROBABILITY OF EXTENSION: MODERATE

REMARKS: CARIBBEAN TRAFFIC AND AZEQU/WATRS/HARP ROUTES EXEMPT

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

ZJX (-KMCO -KORL)

KMCO KORL

ZMA (-TPA -PIE -SRQ -RSW -FMY

-MKY -APF -PGD)

TPA SRQ PIE

TPA SRQ PIE

RSW FMY PGD

APF MKY

ROUTE - ORIGIN SEGMENTS

>JROSS

>FEMON Q87 JROSS

>ZERBO Q87 JROSS

>CAMJO Q99 POLYY

>CAMJO Q109 PANDY

>LAL JINOS ETORE FEMON Q87

JROSS

>ORL DUCEN FEMON Q87 JROSS

TO:

DEST

KBWI

KBWI

KDCA

KDCA

KIAD

KIAD

ROUTE - DESTINATION SEGMENTS

JROSS MULLS J79 TYI JAGEM

THHMP< RAVNN6

PANDY MULLS J79 TYI JAGEM

THHMP< RAVNN6

JROSS DWYTE J165 NKKIE WAVES<

CAPSS3

PANDY DWYTE J165 NKKIE WAVES<

CAPSS3

JROSS FLO J207 RDU BZNGA DORRN<

CAVLR4

POLYY TUBAS BZNGA DORRN< CAVLR4

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
NAME: **SOUTH_TO_BUF_ROC_CZY**
CONSTRAINED AREA: ZJX
REASON: VOLUME
INCLUDE TRAFFIC: APF/FMY/KCAE/KCHS/KFMY/KJAX/KMCO/KORL/KPGD/KPIE/KRS
W/KSAV/KSRQ/KTPA/ZMA DEPARTURES TO
CYHM/CYYZ/KBUF/KROC
FACILITIES INCLUDED: CZY/ZID/ZJX/ZMA/ZOB/ZTL
FLIGHT STATUS: ALL_FLIGHTS
VALID: ETD 141400 TO 142200
PROBABILITY OF EXTENSION: MODERATE
REMARKS: CARIBBEAN TRAFFIC AND AZEQU/WATRS/HARP ROUTES EXEMPT
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

FROM:	
ORIG	ROUTE - ORIGIN SEGMENTS
----	-----
ZMA(-RSW -FMY -APF -MKY -PGD	>KPASA Q118 ATL SMTTH Q67 JONEN
-TPA -SRQ -PIE)	HNN EWC
KMCO KORL KTPA KPIE KSRQ KRSW	>BRUTS Q118 ATL SMTTH Q67 JONEN
KFMY KPGD	HNN EWC
APF FMY	>PATOY JOHNN Q118 ATL SMTTH Q67
	JONEN HNN EWC
KJAX KSAV KCHS KCAE	>QUIWE HVQ EWC

TO:	
DEST	ROUTE - DESTINATION SEGMENTS
----	-----
CYYZ	EWC OXMAN LINNG<
KROC	EWC DKK<
KBUF	EWC DKK<
CYHM	EWC DKK<

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD

NAME: **NYSATS_TO_FL**

CONSTRAINED AREA: ZJX

REASON: VOLUME

INCLUDE TRAFFIC: KCDW/KHPN/KMMU/KTEB DEPARTURES TO
KAPF/KBCT/KFLL/KFMY/KMCO/KMIA/KMKY/KPBI/KPIE/KRSW/K
SRQ/KTPA

FACILITIES INCLUDED: ZDC/ZID/ZJX/ZMA/ZNY/ZTL

FLIGHT STATUS: ALL FLIGHTS

VALID: ETD 141400 TO 142200

PROBABILITY OF EXTENSION: MODERATE

REMARKS: AZEZU/WATRS/HARP ROUTES EXEMPT

ASSOCIATED RESTRICTIONS:

MODIFICATIONS:

ROUTES:

FROM:

ORIG

KMMU KCDW KHPN

KTEB

ROUTE - ORIGIN SEGMENTS

>LANNA J48 CSN FANPO Q40 ALEAN
VXV

>PARKE J6 HVQ SPAYD VXV

TO:

DEST

KPIE

KAPF

KBCT

KFLL

KFMY

KMCO

KMIA

KMKY

KPBI

KRSW

KSRQ

KTPA

ROUTE - DESTINATION SEGMENTS

VXV ATL HONID HEVVN< TEEGN3

VXV ATL HONID Q81 NICKI PLYER<
PIKKR6

VXV ATL YUESS Q79 MOLIE< SHRKY1

VXV ATL YUESS Q79 DOFFY CLEO<
TEEKY1

VXV ATL HONID Q81 NICKI PLYER<
TYNEE2

VXV ATL COEDY< JAFAR1

VXV ATL HONID Q81 ENDEW DANSE<
FROGZ1

VXV ATL HONID Q81 NICKI PLYER<
PIKKR6

VXV ATL YUESS Q79 MOLIE< SHRKY1

VXV ATL HONID Q81 NICKI PLYER<
TYNEE2

VXV ATL HONID HEVVN< TEEGN3

VXV ATL HONID HEVVN< MAATY1

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
NAME: **NE_TO_MCO_TPA_RSW_SRQ**
CONSTRAINED AREA: ZJX
REASON: VOLUME
INCLUDE TRAFFIC: KJFK/KPHL/ZBW/ZNY DEPARTURES TO KMCO/KRSW/KSRQ/KTPA
FACILITIES INCLUDED: ZBW/ZDC/ZJX/ZMA/ZNY/ZTL
FLIGHT STATUS: ALL_FLIGHTS
VALID: ETD 141400 TO 142200
PROBABILITY OF EXTENSION: MODERATE
REMARKS: AZEZU/WATRS/HARP ROUTES EXEMPT
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

FROM:

ORIG	ROUTE - ORIGIN SEGMENTS
-----	-----
KJFK	>RBV Q430 COPEL Q75 SLOJO
KPHL	>STOEN Q75 SLOJO
ZBW	>BIZEX Q75 SLOJO
ZNY (-KCDW -KJFK -KMMU -KPHL	>BIGGY Q75 SLOJO
-KTEB -KHPN)	

TO:

DEST	ROUTE - DESTINATION SEGMENTS
-----	-----
KMCO	SLOJO Q75 TEUFL ADLYN< GRNCH1
KRSW	SLOJO Q103 CYNTA< SHFTY5
KSRQ	SLOJO Q103 CYNTA JORPO< TRAPR3
KTPA	SLOJO Q75 TEUFL GEEYE JAYJA< DADES7

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ATCSCC ADVZY --- DCC 10/14/21 ROUTE RQD
NAME: **ATL_TO_ZBW**
CONSTRAINED AREA: ZJX
REASON: VOLUME
INCLUDE TRAFFIC: KATL/KFTY/KPDK DEPARTURES TO
 KALB/KBDL/KBED/KBOS/KMHT/KPVD/KPWM
FACILITIES INCLUDED: ZBW/ZID/ZNY/ZOB/ZTL
FLIGHT STATUS: ALL_FLIGHTS
VALID: ETD 141400 TO 142200
PROBABILITY OF EXTENSION: MODERATE
REMARKS:
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

FROM:

ORIG

KATL KPDK KFTY

ROUTE - ORIGIN SEGMENTS

>SMTTH Q67 TONIO HVQ PSB HNK

TO:

DEST

KALB

KBDL

KBED

KBOS

KMHT

KPVD

KPWM

ROUTE - DESTINATION SEGMENTS

HNK ALB<

HNK< STELA1

HNK ALB EEGUL< ZELKA2

HNK PONCT< JFUND2

HNK SMYTH< ROZZE2

HNK HINGZ< WIPOR3

HNK ALB CAM< CDOGG4