

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.572

Effective Date:
December 29, 2011

Cancellation Date:
July 26, 2012

SUBJ: Traffic Management Advisor (TMA)

1. Purpose of This Notice. This notice outlines procedures for issuing air traffic control clearances, releases, and departure restrictions and defines duty responsibilities of entities involved in metering in the National Airspace System (NAS). TMA is the technology and methods used for adjusting demand/capacity imbalances at select Operational Evolution Plan (OEP) airports, departure fixes, and points across the NAS.

2. Audience. This notice applies to FAA air traffic control facilities that participate in metering. The facilities include Philadelphia and New York TRACONs, and all air route traffic control centers (ARTCC).

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.

4. Cancellation. This notice cancels and replaces N JO 7110.571, Traffic Management Advisor (TMA), effective December 29, 2011, which contained an error in subparagraph 11-1-3a.

5. Procedures.

a. Amend FAA Order JO 7110.65, paragraphs 4-3-4, 11-1-1, 11-1-2, and 11-1-3 to read as follows:

4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES

Title through c, no change.

d. When expect departure clearance times (EDCT) are assigned through traffic management programs, excluding an overriding Call for Release (CFR) operations as described in subparagraph e, the departure terminal must, to the extent possible, plan ground movement of aircraft destined to the affected airport(s) so that flights are sequenced to depart no earlier than 5 minutes before, and no later than 5 minutes after the EDCT. Do not release aircraft on their assigned EDCT if a ground stop (GS) applicable to that aircraft is in effect, unless approval has been received from the originator of the GS.

Subparagraphs d1 through d3, no change.

e. Call for Release (CFR). When CFR is in effect, release aircraft so they are airborne within a window that extends from 2 minutes prior and ending 1 minute after the assigned time, unless otherwise coordinated.

NOTE-

1. Subparagraph (e) applies to all facilities.

2. Coordination may be verbal, electronic, or written.

11-1-1. DUTY RESPONSIBILITY

a. The mission of the traffic management system is to balance air traffic demand with system capacity to ensure the maximum efficient utilization of the NAS.

b. All facilities, personnel, and areas support the metering process; that is, delay absorption is shared by all elements involved in the metering scenario. Every facility or sector that supports time-based metering (TBM) may be expected to absorb some delay.

Subparagraph b, re-letter to c.

No further changes to paragraph.

11-1-2. DUTIES AND RESPONSIBILITIES

Title through a, no change.

b. FLM must:

Subparagraphs b1 through b7, no change.

c. ATCSs must:

1. Comply with traffic management initiatives within their area of responsibility.

Delete subparagraphs c1 (a) and (b).

Subparagraphs c2 through c5, no change.

NOTE-

Compliance with traffic management initiatives does not have priority over maintaining approved separation of aircraft.

REFERENCE-

FAAO JO 7110.65, Para 2-1-2, Duty Priority.

d. ARTCCs, unless otherwise coordinated:

1. Must deliver aircraft over the relevant TMA meter fixes/arc within +/- 1 minute of the TMA-generated metering time.

2. Are expected to manage multiple metering situations.

3. Must ensure that designated windows, sector meter lists, or data blocks reflect up-to-date TBM information.

4. May use an alternate route(s) (off-loads) as long as aircraft meet their meter fix or arc times with the expectation of reaching the TMA-generated meter times.

e. TRACON, unless otherwise coordinated, must:

1. Support TMA operations and monitor TMA equipment to improve situational awareness for a system approach to traffic management initiatives.

2. Monitor arrival flow for potential metering actions/changes and, if necessary, initiate coordination with all facilities to discuss the change to the metering plan.

3. Schedule internal departures in accordance with specific written procedures and agreements developed with overlying ARTCCs and adjacent facilities.

f. ATCT, unless otherwise coordinated, must:

1. Monitor TMA equipment to improve situational awareness for a system approach to traffic management initiatives.

2. Release aircraft, when call for release is in effect, so they are airborne within a window that extends from two minutes prior and ends one minute after the assigned time.

NOTE-

Coordination may be verbal, electronic, or written.

b. Add the following paragraph to read as follows:

11-1-3. ATCS COMPLIANCE WITH TRAFFIC MANAGEMENT INITIATIVES

During periods of metering, ATCS must:

- a. Display TMA schedule information on the Main Display Monitor (MDM).
- b. Comply with TMA-generated metering times within +/- 1 minute.
- c. When compliance is not possible, coordinate with FLM and adjacent facilities/sectors as appropriate.

NOTE-

When delays reach a level where holding becomes necessary, tactical adjustments that support close-in holding are the preferred means of managing delay absorption. The expectation is that holding will be accomplished at the closest published holding pattern to the airport.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. One of the first steps in the Joint Planning and Development Office's (JPDO) plans for the Next-Generation Air Transportation System (NextGen) and the OEP Flight Plan objectives is to develop and deploy a versatile, nationwide, time-based metering capability. JPDO and OEP plans document an end-to-end time based flow management system that provides a more efficient alternative to today's miles-in-trail restrictions and ground stops. TMA is a comprehensive, automated method of planning efficient arrival trajectories from cruise altitude to the runway threshold. TMA increases situational awareness through its graphical displays, timelines, and load graphs. TMA trajectories are optimized for each aircraft to permit an accurate estimated time of arrival at an airport and provide scheduled times of arrival (meter times) that optimize the flow of traffic into a terminal area. Now that Phase 1 of the TMA development is complete, planning for the next generation of timed-based flow management (TBFM) has begun. Phase 2 will include additional TMA airports, improve the functionality of TMA in support of adjacent center metering (ACM), TRACON metering, enhanced departure capability (EDC), and point-in-space metering.


Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization


Date Signed