NOTICE

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

N JO 7110.612

Effective Date:
January 30, 2013

Cancellation Date:
August 22, 2013

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 the National Airspace System (NAS). TMA is the technology and methods used for adjusting demand/capacity imbalances at select core airports, departure fixes, and points across the NAS. This change specifies controller responsibilities and procedures they must follow when expect departure clearance times (EDCT) and call for release (CFR) times are in effect. It additionally incorporates the responsibilities of facilities, personnel, and areas that support the metering process.

2. Audience. This notice applies to all FAA air traffic control facilities.

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. Procedures. Amend FAA Order JO 7110.65, to read as follows:

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

Title thru c, no change.

d. When expect departure clearance times (EDCT) are assigned through traffic management programs, excluding 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 thru d3 NOTE, 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 ends 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.

No further changes to paragraph.

11-1-2. DUTIES AND RESPONSIBILITIES

Title thru a6, no change.

b. FLM must:

b1 thru c5, no change.

d. ARTCCs, 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.

e. TRACONs, 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. ATCTs, unless otherwise coordinated, must:

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

2. Release aircraft, when CFR is in effect, so they are airborne within a window that extends from 2 minutes prior and ends 1 minute after the assigned time.

NOTE-
Coordination may be verbal, electronic, or written.

11-1-3. TIME BASED FLOW MANAGEMENT (TBFM)

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.

1. If TMA-generated metering time accuracy within +/- 1 minute cannot be used for specific aircraft due to significant jumps in the delay countdown timer (DCT), other traffic management initiatives may be used between those aircraft such as miles-in-trail (MIT) or minutes-in-trail (MINIT) to assist in delay absorption until stability resumes.

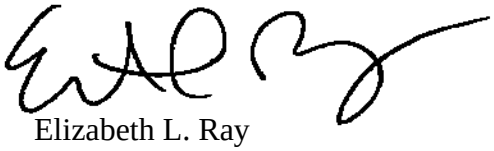
2. An exception to the requirement to comply within +/- 1minute may be authorized for certain ARTCC sectors if explicitly defined in an appropriate facility directive.

c. When compliance is not possible, coordinate with FLM and adjacent facilities/sectors as appropriate.

NOTE-
TMA accuracy of generated metering times is predicated on several factors, including vectoring outside of TMA route conformance boundaries (route recovery logic), certain trajectory ground speed calculations, and when TMU resequences a specific flight or flight list. Caution should be used in these situations to minimize impact on surrounding sector traffic and complexity levels, flight efficiencies, and user preferences.

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

6. 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 and 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 TBFM has begun. Phase 2 will include additional TMA airports, improve the functionality of TMA in support of adjacent center metering, TRACON metering, enhanced departure capability, and point-in-space metering.



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

December 10, 2012
Date Signed