

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 1100.347

National Policy

Date:
09/06/13

Cancellation Date:
09/06/14

SUBJ: Air Traffic Organization

1. Purpose of this Notice. This notice announces the merger of Terminal Services (AJT¹) with En Route and Oceanic Services (AJE) to form Air Traffic Services (AJT²). This notice will be followed by an ATO directive, which will describe roles and responsibilities of the organization to the group level.

2. Audience. This notice pertains to all FAA employees.

3. Where Can I Find This Notice? This notice can be found on the FAA Web site at: https://employees.faa.gov/tools_resources/orders_notices/.

4. Effective date: October 6, 2013

5. Background.

a. As the FAA transitions to the Next Generation Air Transportation System, it is vital that we improve internally shared services and streamline functions to ensure that they are delivered as effectively and efficiently as possible.

b. The 2011 Foundation for Success initiative made organizational changes, established the Program Management Office (PMO), and positioned Terminal Services (AJT¹) and En Route and Oceanic Services (AJE) to focus better on day-to-day operations. The PMO now supports acquisition programs formerly managed by AJT¹ and AJE, allowing AJT¹ and AJE to focus on operational efficiency.

c. Leveraging the steps taken during last year's reorganization, merging AJT¹ and AJE is the final step in actualizing the needed organizational restructure and defining more efficient roles. As part of this merger, changes will also occur in realignments in AJV, AJR, AJI, and AJG. A merged Air Traffic Services (AJT²) organization makes us better able to safely and efficiently implement NextGen technologies.

¹ In this document, AJT¹ refers to Terminal Services before the merger with En Route and Oceanic Services.

² In this document, AJT² refers to Air Traffic Services.

d. Our primary driver is optimizing the operation. This merger will increase automation and procedural integration between the two service units and will assist us in improving our services to National Airspace System (NAS) users. It will also create a seamless operation as we move toward a common automation platform for both AJT¹ and En Route air traffic control personnel. Finally, the convergence of procedures and standards in how we manage airspace will eventually eliminate the distinction between AJT¹ and AJE.

6. Delegated Authority, ATO, Chief Operating Officer (COO).

a. Executes the mission of the FAA and ATO. As chair of the ATO Officer's Group (OG), ensures safety and efficiency of the NAS. Establishes ATO goals, long-term strategies, budgets, and priorities. Allocates resources to improve service value and achieve performance targets.

b. Directs the ATO as a performance-based organization to deliver to stakeholders and customers, aviation community-focused air traffic management services measured against standards and performance targets.

c. Ensures the accuracy of ATO documents, policies, standards, and procedures. Implements technologies that meet mission requirements, and increases the efficiency and capacity in the NAS. Provides sustainable and affordable air traffic management services. Ensures environmental stewardship is consistent throughout the ATO.

d. Ensures the continuity of air traffic management services while supporting national defense and homeland security activities and goals.

e. Represents the FAA with system users, national and international government agencies, global air navigation service providers, industry partners, and other interested stakeholders. Joins with them to provide air traffic management services and to develop and advance air transportation capabilities.

f. Represents the ATO on strategy and performance plans supporting the FAA, the Department of Transportation (DOT), the U.S. Congress, the Office of Management and Budget (OMB), other key stakeholders, and the media.

g. Responsible for ATO union negotiation strategies in collaboration with the Office of Human Resource Management Labor and Employee Management Relations.

7. Air Traffic Services Mission. The mission of Air Traffic Services (AJT²) is to provide safe and efficient air traffic services to ATO customers operating in United States airspace and international airspace assigned to United States control.

8. Delegated Authority, Vice President, Air Traffic Services (AJT²).

a. Executes the mission of AJT². Establishes organization goals, strategies, budgets and priorities, and allocates and manages resources to meet ATO performance targets.

- b.** Provides for the conduct and provision of safe Air Traffic Control (ATC) operations, including risk management and continuity of services.
- c.** Identifies and prioritizes the operational needs crucial to delivery of the allocated services across the operational environment.
- d.** Provides and maintains policies and standards for safe and efficient AJT² operations. Applies policy consistently across service area operations.
- e.** Collaborates across service units to ensure successful operational support through the service center. Aligns support activities with other service units.
- f.** Promotes environmental stewardship within the provision of service.
- g.** Develops, distributes, and maintains AJT² communications.
- h.** Develops performance management plans for AJT² employees that promote FAA, ATO, and AJT² goals, missions, and strategies.
- i.** Supports human capital, succession, and technical training plans and requirements.

9. Line of Succession.

- a.** Deputy Vice President of Air Traffic Services, AJT²-0
- b.** Director of Operations Support, AJT²-2

10. Organizational Chart. Attached as Appendix A is the Air Traffic Organizational Chart.

11. Distribution. This notice is distributed to the director level in Washington, regions, and centers, with division level distribution in regions and centers.



Michael P. Huerta
Administrator

Appendix A. Air Traffic Organization Chart

