



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**ORDER**  
**1100.163**

Effective Date:  
July 13, 2005

**SUBJ:** Air Traffic Organization

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**1. Purpose:** This order restates the functions of the Air Traffic Organization's (ATO) Chief Operating Officer, Vice Presidents and service units. It also provides further organizational detail on the service units and service areas, including the straightline reporting relationships within the ATO, and a reorganization in the Flight Services Unit. Finally, it provides information on the Next Generation Joint Program and Development Organization (JPDO) within the ATO.

**2. Applicability:** This order applies to all organizational levels in the ATO and will be distributed accordingly.

**3. Background:** The Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century enacted by the Congress in April 2000 created the position of Chief Operating Officer (COO) for the air traffic control system.

Executive Order 13180 as amended June 4, 2002, created the ATO and states that "...the Secretary of Transportation shall, consistent with his legal authorities, move to establish within the Federal Aviation Administration (FAA) a performance-based organization to be known as the 'Air Traffic Organization' (ATO)..." And designated the Chief Operating Officer (COO) as head of that organization. The ATO is an operating entity within the FAA that consolidates all of the functions previously performed by the Air Traffic Services, Research and Acquisition, and Free Flight organizations that directly provide and support day-to-day operational air traffic services. By Notice 1100.288, the COO position was established and authority was delegated from the Administrator to the COO to create the ATO. By Notice 1100.289, the ATO and the subordinate ATO service units were established. The ATO includes all of the elements of the air traffic control system as defined by Section 301, Public Law 106-181, dated April 5, 2000, as follows:

"(42) Air traffic control system means the combination of elements used to safely and efficiently monitor, direct, control, and guide aircraft in the United States and United States assigned airspace, including:

- a. Allocated electromagnetic spectrum and physical, real, personal, and intellectual property assets making up facilities, equipment, and systems employed to detect, track, and guide aircraft movement;
- b. Laws, regulations, orders, directives, agreements, and licenses.
- c. Published procedures that explain required action, activities, and techniques used to ensure adequate aircraft separation; and

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Initiated By:  
Chief Operating Officer

- d. Trained personnel with specific technical capabilities to satisfy the operational, engineering, management, and planning requirements for air traffic control.”

**4. CHIEF OPERATING OFFICER:** The Chief Operating Officer (COO) reports directly to the FAA Administrator and is a member of the FAA’s senior management team. The Secretary of Transportation and the FAA Administrator retain responsibility for general safety and policymaking functions. The Vice Presidents lead the ATO’s service units and report directly to the COO. The COO ultimately is responsible for air traffic control services in the national airspace system (NAS).

**5. ATO SERVICE UNITS:** The Vice Presidents lead the ATO service units. The organizational components of each service unit are straightlined to report to the Vice President heading each unit.

- a. ATO Safety Service Unit has responsibility for the internal safety and quality assurance function that works in concert with the regulatory and safety oversight organizations within FAA to ensure that the air traffic control system continues to operate safely. This service unit is responsible for converting safety and quality data into management information, managing the runway safety programs, and serving as the liaison to the FAA’s System Safety and Regulations and Certification offices. This service unit provides expertise, guidance, and coordination assistance to the operations service units within the ATO in compliance with International Civil Aviation Organization requirements.
- b. ATO Communications Service Unit has responsibility for providing timely, relevant ATO information to all ATO audiences. This service unit is responsible for keeping open, two-way communication channels that keep employees, owners, stakeholders, and customers informed about and supportive of the objectives and programs of the ATO. This service unit is the primary interface with the FAA Government and Industry Affairs and Public Affairs organization.
- c. ATO Operation Planning Service Unit has responsibility for providing leadership in the ATO as Chief Architect for the NAS, including configuration management as Chief Scientist for Research and Development activities for the ATO and laboratory services at the William J. Hughes Technical Center. This service unit includes the human factors research arm of the ATO as it relates to all aspects of the operations service units. The Vice President also represents the COO as the Senior Advisor on the JPDO and in that capacity reports directly to the Administrator and interfaces with other government agencies. This service unit serves as the focal point for international operations for the ATO and serves as liaison to the FAA’s Office of International Aviation and Aviation Policy, Planning, and Environmental offices.
- d. ATO Finance Service Unit is led by a Senior Vice President and has responsibility for providing financial planning services, organizational financial structure and control,

financial analysis services, budget formulation and execution services for all appropriations in the ATO, and financial systems services (cost accounting), and serves as the ATO liaison to the FAA Chief Financial Officer and Office of Budget.

- e. ATO Acquisition and Business Services Unit has responsibility for the ATO's acquisition and human resource programs. The Vice President serves as the FAA Acquisition Executive responsible for developing acquisition policy and providing contracting and quality assurance services for the FAA. The service unit provides ATO information technical services and implements the ATO's human resources, technical and managerial training programs, employee relations initiatives, and labor agreements in accordance with FAA corporate personnel and equal employment opportunity policy. The Vice President serves as the ATO liaison with the FAA offices of the Chief Information Officer, Civil Rights, Chief Counsel, Regional and Center Operations, and Human Resource Management.
- f. ATO EnRoute and Oceanic Service Unit has responsibility for providing daily and future enroute and oceanic capabilities and air traffic services in the NAS. The service unit ensures the safe and efficient use of the NAS by establishing procedures for the orderly movement of both civilian and military aircraft in the NAS. The service unit approves all ATO policy with respect to the use of navigable airspace, assigned by rule, regulations, or order under such terms, conditions, and limitations as may be deemed necessary to increase the enroute and oceanic capacity of the NAS. Implementation of enroute and oceanic policy is accomplished through executive leadership provided by Service Directors for the Western, Central, and Eastern EnRoute service Areas. These Service Area Directors report to the Vice President and, in turn, the facility managers for the air route traffic control centers and combined center radar approach control facilities report to the Service Area Director for their respective locations. The Service Area Directors direct all center and oceanic operations in a large multi-state area by ensuring the safe, orderly, and expeditious flow of air traffic in the service area.
- g. ATO Terminal Service Unit has responsibility for providing daily and future terminal capabilities and overall terminal air traffic services in the NAS. The service unit ensures the safe and efficient use of the NAS by establishing procedures for the orderly movement of both civilian and military aircraft in the NAS. The service unit approves all ATO policy with respect to the use of navigable airspace, assigned by rule, regulation, or order under such terms, conditions, and limitations as may be deemed necessary to increase the terminal capabilities and operations. Implementation of terminal policy is accomplished through executive leadership provided by Service Area Directors for the Western, Central, and Eastern Terminal Service Areas. These Service Area Directors report to the Vice President and, in turn, the facility managers for the hub and terminal facilities report to the Service Area Director for their respective locations. The Service Area Directors also exercise operational authority over the federal contract towers.
- h. ATO Flight Services Unit has responsibility for providing daily and future flight planning and advisory capabilities and operations and overall flight service, flight planning and advisory services in the NAS. This includes initiating search and rescue coordination.

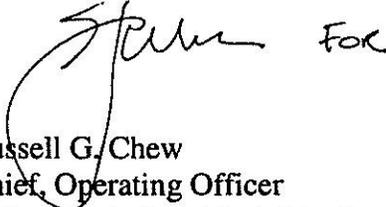
The service unit approves all ATO policy with respect to policy, standards, and procedures for the operations of national and internal flight services operations. Implementation of flight services policy is accomplished through executive leadership provided by Service Area Directors for the Eastern, Western, and Alaskan Flight Service Areas. These Service Area Directors report to the Vice President and, in turn, the facility managers for the automated international flight service stations (AIFSS), automated flight service stations (AFSS) and flight service stations (FSS) report to the Service Area Directors for their respective locations. An extensive communications system to provide delivery of services to commercial, military, and general aviation pilots and air traffic controllers link all flight service station facilities.

As a result of the February 2005 A-76 Competitive Sourcing performance award decision outsourcing flight services for the automated flight service stations (AFSS), excluding those in Alaska, the Flight Services Unit will be reorganized in fiscal year 2006.

- i. ATO System Operations Service Unit has responsibility for providing overall national guidance for air traffic procedures and airspace issues, traffic flow management for the NAS, reporting standards, requirements for weather observation and reporting standards, and serving as the focal point for daily ATO interface with Departments of Defense and Homeland Security regarding air transportation security issues, which include daily operational issues as well as planning of future operations. The service unit is the exclusive point of contact for the ATO to the Office of the Chief Counsel, Litigation Division and the U. S. Department of Justice for litigation involving personal injury and/or wrongful death resulting from aircraft accidents or incidents, or air traffic incidents, wherein allegations of negligence are made involving employees of the ATO. Implementation of system operations policy is accomplished through executive leadership provided by directors and the Air Traffic Control System Command Center (ATCSCC). The ATCSCC exercises line authority for the operation of the NAS and are responsible for the daily operation of the traffic management units, the Airport Reservation Office, the Central Altitude Reservation Function, and the Notice to Airmen Office.
- j. ATO Technical Operations Service Unit has responsibility for providing all maintenance and construction services to the other service units, overall navigation services including procurement, charting, procedures, and flight inspection in support of the NAS, communication services, and National Defense Program assets. The service unit develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation, and maintenance operations of the NAS. The service unit establishes policy for and manages the use of the NAS aeronautical radio frequency spectrum. Implementation of technical operations policy is accomplished through executive leadership provided by the Service Area Directors for the Western, Central, and Eastern Technical Operations Service Areas. These Service Area Directors report to the Vice President and exercise authority over all systems maintenance and implementation organizations in support of the NAS for their

respective locations. They direct all technical operations in large multi-state are for ensuring the availability of all systems and equipment in the NAS.

**6. DOCUMENTATION:** The next revision of Order 1100.2, Organization-FAA headquarters will further document this organizational structure.



FOR

Russell G. Chew  
Chief, Operating Officer  
Federal Aviation Administration