

# ATO | 2022 Focus Five | Efficiency Initiatives

The Mission of the FAA is to provide the safest, most efficient aerospace system in the world. Safety is always our primary concern. However, efficiency enhances predictability and stability while driving optimization throughout the system.

The Traffic Management System mission is to balance air traffic demand with system capacity to ensure the maximum efficient utilization of the National Airspace System (NAS). A safe, orderly, and expeditious flow of traffic, while minimizing delays, is fostered through continued analysis, coordination, and dynamic utilization of TM initiatives and programs.

## Miles-in Trail Stringency



This past year has seen traffic volume return to near pre-COVID levels. MIT usage, however, remains at two-thirds of the pre-COVID baseline. In part, this is a testament of the hard work of our DDSOs, District TMOs and TMCs working together with the Command Center to ensure only the appropriate MIT are applied to achieve system objectives.

Our focus this coming year will be threefold. First, we will continue targeting areas where we can reduce or eliminate unnecessary MIT restrictions through MIT reduction action plans. An emphasis will be placed on integrating other Efficiency Initiatives such as Capping and Tunneling, Arrival Fix Balancing, Departure Gate Balancing and others, to minimize the impact of MIT. Second, we will use new dashboards to target our most impactful MIT initiatives and develop strategies to reduce overall system impacts. Finally, we will educate our workforce on the impacts of MIT and the wide-ranging effects they have as they ripple through the system.

## Program Performance



This initiative will build on the success of last year's Program Compliance Initiative where we saw a 7% increase in GDP EDCT compliance through our partnership with industry. For 2022, we are taking a more holistic approach to achieving measurable improvements in the throughput and delivery of TFMS programs. We will add AFP EDCT tracking to our dashboard with a goal of maintaining at least 70% compliance. We will continue to engage at departure points, focusing on the importance of EDCT compliance while recognizing that occasional deviations from EDCTs can provide efficiency gains at the destination airport. In addition, we are expanding our focus to airline submitted ETEs and how they relate to the success of our traffic management programs.

## Time Based Flow Management (TBFM) Data Analysis



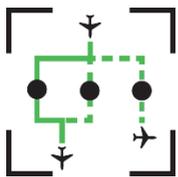
ATO will deploy new dashboards to measure TBFM usage and assess the impact of TBFM on NAS users. Each TBFM system is customized for an airport and its surrounding airspace. However, the efficiency benefits and tradeoffs of TBFM usage are not adequately measured and compared across TBFM sites. While a great deal of TBFM data is being gathered, analysis has proven challenging. This initiative will focus on the analysis of the results of TBFM throughout the NAS as well as investigate and identify the impacts of TBFM on our industry partners.

## Capping and Tunneling



ATO will develop and deploy training on best practices for capping and tunneling to be shared across the NAS. Capping and tunneling is an effective initiative to maximize available capacity during constrained events due to weather and/or volume. It has long been used for escape routes in both Florida and in the Northeast where universally understood techniques are employed successfully. New capping and tunneling strategies and plans will be developed in regions where it has been limited but will be most beneficial.

## Airspace Flow Program



This year, the ATO will develop a more robust post-event review process with the focus on analyzing and assessing throughput and capacity when utilizing AFPs. The Command Center and field facilities need defined parameters and thresholds tied to desired system outcomes and performance to aid in the selection of AFP rates. This analysis will be the basis for defining those parameters and educating our workforce and industry on appropriate AFP rates.

The ATO is committed to being a data-driven agency that relies on metrics to successfully improve system performance.



We are accountable to the flying public and our aviation stakeholders in the delivery of a **SAFE** and **EFFICIENT** operation.

This year, System Operations and Air Traffic Services will continue to build upon the foundation of using data to identify efficiency drift, educate our workforce, and track progress.

Communication will be critical to our overall success. Explaining the "why" creates a stronger sense of teamwork and builds trust and respect amongst the team.

