Appendix 3: Airport Tactical & Airspace Tactical ATFM procedure

Traffic Management Initiatives in the area of responsibility

General

a) Traffic Management Initiatives (TMI) are techniques used to manage demand with capacity in the BTMA and BCTR, and also affected for the two main airports (Suvarnabhumi and Don Mueang Airports).

1) Properly coordinated and implemented TMIs are an important tool in the air traffic system. These initiatives contribute to the safe and orderly movement of air traffic.

2) Any TMI creates an impact to the aircraft: e.g. fuel consumption, emission. It is imperative to consider this impact and implement only those initiatives necessary to maintain system integrity.

b) Dynamic TMIs are those imposed on an as needed basis to manage fluctuations in traffic demands.

c) Some TMIs may also be considered "control instructions" or procedures; the difference is determined by the magnitude of the event, the coordination process, and the length of time it is implemented. TMIs may also be referred to as "restrictions," especially in conjunction with miles-in- trail.

d) To maintain the integrity of the air traffic system, the TD and Tactical Flow Control Position (TC) personnel must employ the least restrictive TMI methods available to minimize delays.

e) The TD and TC personnel must continuously monitor and evaluate the TMI, and make adjustments as necessary, including cancellation.

Type of Traffic Management Initiatives

a) *Speed control*: Subject to conditions specified by the TD and TC personnel, including consideration of aircraft performance limitations, a controller may, in order to facilitate sequencing or to reduce the need for vectoring, request aircraft to adjust their speed in a specified manner.

b) *Miles-in-trail (MIT):* The ten miles spacing required between aircraft that will be meet at the same STAR or same direction. MIT are used to apportion traffic into manageable flows, as well as, provide space for additional traffic (merging or departing) to enter the flow of traffic.

c) *Minutes-in-trail (MINIT):* The two minutes required between successive aircraft. It is normally used in a congested traffic environment, or additional spacing is required due to aircraft deviating around weather.

d) *Reroutes:* Reroutes are ATC routings other than the filed flight plan. They are issued to:

1) Ensure aircraft operate with the "flow" of traffic.

2) Remain clear of special use airspace.

3) Avoid congested airspace.

4) Avoid areas of known weather or where aircraft are deviating or refusing to fly.

e) *Holding:* Term to indicate traffic will be descended prior to the normal descent point at the arrival airport to remain clear of an airspace situation. The Holding may apply to the arrival approach segment and the aircraft may be cleared to hold over "the en-route holding point" (e.g. MOCHI, TARDY, TL) or "the Initial Approach Waypoint" (e.g. CAROS,ARONS,NAUTY).