

TGUI–

(See **TIMELINE GRAPHICAL USER INTERFACE.**)

THAT IS CORRECT– The understanding you have is right.

THA–

(See **TRANSITIONAL HAZARD AREA.**)

THE RECREATIONAL UAS SAFETY TEST (TRUST)– The electronically administered free test required for all recreational UAS operators referred to as the aeronautical knowledge and safety test, under 49 USC §44809 (g).

THREE–HOUR TARMAC RULE– Rule that relates to Department of Transportation (DOT) requirements placed on airlines when tarmac delays are anticipated to reach 3 hours.

360 OVERHEAD–

(See **OVERHEAD MANEUVER.**)

THRESHOLD– The beginning of that portion of the runway usable for landing.

(See **AIRPORT LIGHTING.**)

(See **DISPLACED THRESHOLD.**)

THRESHOLD CROSSING HEIGHT– The theoretical height above the runway threshold at which the aircraft's glideslope antenna would be if the aircraft maintains the trajectory established by the mean ILS glideslope or the altitude at which the calculated glidepath of an RNAV or GPS approaches.

(See **GLIDESLOPE.**)

(See **THRESHOLD.**)

THRESHOLD LIGHTS–

(See **AIRPORT LIGHTING.**)

TIE-IN FACILITY– The FSS primarily responsible for providing FSS services, including telecommunications services for landing facilities or navigational aids located within the boundaries of a flight plan area (FPA). Three-letter identifiers are assigned to each FSS/FPA and are annotated as tie-in facilities in the Chart Supplement U.S., the Alaska Supplement, the Pacific Supplement, and FAA Order JO 7350.9, Location Identifiers. Large consolidated FSS facilities may have many tie-in facilities or FSS sectors within one facility.

(See **FLIGHT PLAN AREA.**)

(See **FLIGHT SERVICE STATION.**)

TIME–BASED FLOW MANAGEMENT (TBFM)– A foundational Decision Support Tool for time–based management in the en route and terminal environments. TBFM's core function is the ability to schedule aircraft within a stream of traffic to reach a defined constraint point (e.g., meter fix/meter arc) at specified times, creating a time–ordered sequence of traffic. The scheduled times allow for merging of traffic flows, efficiently utilizing airport and airspace capacity while minimizing coordination and reducing the need for vectoring/holding. The TBFM schedule is calculated using current aircraft estimated time of arrival at key defined constraint points based on wind forecasts, aircraft flight plan, the desired separation at the constraint point and other parameters. The schedule applies spacing only when needed to maintain the desired separation at one or more constraint points. This includes, but is not limited to, Single Center Metering (SCM), Adjacent Center Metering (ACM), En Route Departure Capability (EDC), Integrated Departure/Arrival Capability (IDAC), Ground–based Interval Management–Spacing (GIM–S), Departure Scheduling, and Extended/Coupled Metering.

TIME–BASED MANAGEMENT (TBM)– A methodology for managing the flow of air traffic through the assignment of time at specific points for an aircraft. TBM applies time to manage and condition air traffic flows to mitigate demand/capacity imbalances and enhance efficiency and predictability of the NAS. Where implemented, TBM tools will be used to manage traffic even during periods when demand does not exceed capacity. This will sustain operational predictability and assure the regional/national strategic plan is maintained. TBM uses capabilities within TFMS, TBFM, and TFDM. These programs are designed to achieve a specified interval between aircraft. Different types of programs accommodate different phases of flight.