

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.

TIME GROUP– Four digits representing the hour and minutes from the Coordinated Universal Time (UTC) clock. FAA uses UTC for all operations. The term “ZULU” may be used to denote UTC. The word “local” or the time zone equivalent shall be used to denote local when local time is given during radio and telephone communications. When written, a time zone designator is used to indicate local time; e.g., “0205M” (Mountain). The local time may be based on the 24-hour clock system. The day begins at 0000 and ends at 2359.

TIMELINE GRAPHICAL USER INTERFACE (TGUI)– A TBFM display that uses timelines to display the Estimated Time of Arrival and Scheduled Time of Arrival of each aircraft to specified constraint points. The TGUI can also display pre-departure and scheduled aircraft.

TIS-B–
(See **TRAFFIC INFORMATION SERVICE–BROADCAST.**)

TMI–
(See **TRAFFIC MANAGEMENT INITIATIVE.**)

TMPA–
(See **TRAFFIC MANAGEMENT PROGRAM ALERT.**)

TMU–
(See **TRAFFIC MANAGEMENT UNIT.**)

TOD–
(See **TOP OF DESCENT.**)

TODA–
(See **TAKEOFF DISTANCE AVAILABLE.**)
(See ICAO term **TAKEOFF DISTANCE AVAILABLE.**)

TOI–
(See **TRACK OF INTEREST.**)

TOP ALTITUDE– In reference to SID published altitude restrictions, the charted “maintain” altitude contained in the procedure description or assigned by ATC.

TOP OF DESCENT (TOD)– The point at which an aircraft begins the initial descent.

TORA–
(See **TAKEOFF RUN AVAILABLE.**)
(See ICAO term **TAKEOFF RUN AVAILABLE.**)

TORCHING– The burning of fuel at the end of an exhaust pipe or stack of a reciprocating aircraft engine, the result of an excessive richness in the fuel air mixture.

TOS–
(See **TRAJECTORY OPTIONS SET**)

TOTAL ESTIMATED ELAPSED TIME [ICAO]– For IFR flights, the estimated time required from takeoff to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from takeoff to arrive over the destination aerodrome.

(See ICAO term **ESTIMATED ELAPSED TIME.**)

TOUCH-AND-GO– An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

TOUCH-AND-GO LANDING–
(See **TOUCH-AND-GO.**)

TOUCHDOWN–

a. The point at which an aircraft first makes contact with the landing surface.

b. Concerning a precision radar approach (PAR), it is the point where the glide path intercepts the landing surface.

(See ICAO term **TOUCHDOWN.**)

TOUCHDOWN [ICAO]– The point where the nominal glide path intercepts the runway.

Note: Touchdown as defined above is only a datum and is not necessarily the actual point at which the aircraft will touch the runway.