

ground-based air traffic surveillance sensors, typically from radar targets. TIS-B service will be available throughout the NAS where there are both adequate surveillance coverage (radar) and adequate broadcast coverage from ADS-B ground stations. Loss of TIS-B will occur when an aircraft enters an area not covered by the GBT network. If this occurs in an area with adequate surveillance coverage (radar), nearby aircraft that remain within the adequate broadcast coverage (ADS-B) area will view the first aircraft. TIS-B may continue when an aircraft enters an area with inadequate surveillance coverage (radar); nearby aircraft that remain within the adequate broadcast coverage (ADS-B) area will not view the first aircraft.

TRAFFIC IN SIGHT– Used by pilots to inform a controller that previously issued traffic is in sight.

(See NEGATIVE CONTACT.)

(See TRAFFIC ADVISORIES.)

TRAFFIC MANAGEMENT INITIATIVE (TMI)– Tools used to manage demand with capacity in the National Airspace System (NAS.) TMIs can be used to manage NAS resources (e.g., airports, sectors, airspace) or to increase the efficiency of the operation. TMIs can be either tactical (i.e., short term) or strategic (i.e., long term), depending on the type of TMI and the operational need.

TRAFFIC MANAGEMENT PROGRAM ALERT– A term used in a Notice to Air Missions (NOTAM) issued in conjunction with a special traffic management program to alert pilots to the existence of the program and to refer them to a special traffic management program advisory message for program details. The contraction TMPA is used in NOTAM text.

TRAFFIC MANAGEMENT UNIT– The entity in ARTCCs and designated terminals directly involved in the active management of facility traffic. Usually under the direct supervision of an assistant manager for traffic management.

TRAFFIC NO FACTOR– Indicates that the traffic described in a previously issued traffic advisory is no factor.

TRAFFIC NO LONGER OBSERVED– Indicates that the traffic described in a previously issued traffic advisory is no longer depicted on radar, but may still be a factor.

TRAFFIC PATTERN– The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

- a. Upwind Leg– A flight path parallel to the landing runway in the direction of landing.
- b. Crosswind Leg– A flight path at right angles to the landing runway off its upwind end.
- c. Downwind Leg– A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.
- d. Base Leg– A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

NOTE–

ATC may instruct a pilot to report a “2-mile left base” to Runway 22. This instruction means that the pilot is expected to maneuver their aircraft into a left base leg that will intercept a straight-in final 2 miles from the approach end of Runway 22 and advise ATC.

REFERENCE–

Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25, Chapter 14, Airport Operations, Traffic Patterns.

- e. Final Approach– A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach.

NOTE–

ATC may instruct a pilot to report “5-mile final” to Runway 22. This instruction means that the pilot should maneuver their aircraft onto a straight-in final and advise ATC when they are five miles from the approach end of Runway 22.