Cancelled 90-65-A

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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SUBJECT: AIR TRAFFIC FUEL ECONOMY PROGRAM

1. PURPOSE. This circular advises the aviation community of flow control procedures that will be utilized to conserve aviation fuel during periods when the normal movement of aircraft is disrupted. It also describes actions required of user groups to ensure efficient flow control planning.

2. EFFECTIVE DATE. March 1, 1974

3. DISCUSSION.

   a. Heretofore, the FAA philosophy was to ensure maximum utilization of airspace, prior to holding flights on the ground at the departure point. This philosophy resulted in excessive airborne delays/engine running time. The existing energy crisis has necessitated a reversal of this philosophy. The new concept envisages a reduction in "engine running time" when significant arrival delays are anticipated at designated high-activity airports by the equitable assignment of ground delay, at point of departure, to minimize airborne delay. Locally devised "gate hold procedures" will delay engine starting until shortly before the aircraft will be cleared to taxi.

   b. At most airports the arrival demand and airport acceptance rates are generally balanced. At Chicago, Illinois, O'Hare (I) Airport (ORD) the demand, during prime periods, is geared to the optimum acceptance rate. During periods when the optimum landing rate cannot be maintained, airborne delays rapidly occur. To reduce the airborne delays/engine running time at ORD the following procedures were developed and will affect all traffic en route to ORD. Similar procedures may be implemented for other airports at a later date.

Initiated by: AAT-370

4. PROCEDURAL CONCEPT.

a. Ground delays will be assigned at the point of departure for flights departing points within 2½ hours flying time of Chicago, Illinois, O'Hare Airport to limit airborne holding to one hour. Normally, this airborne delay will be encountered in the Chicago ARTCC area. (Non-long distance flights.)

b. Provide the pilot or operator with an "expected departure clearance time" (EDCT) 1 to 1½ hours prior to the estimated time of departure (ETD) filed in the flight plan. After the delay advisory/EDCT is received, the pilot or operator may exercise the option to hold aircraft, regardless of the distance to the impacted airport, on the ground or in the air subject to availability of holding airspace within the system and necessary ATC efficiency/safety.

(1) When the option is exercised, an immediate response to ATC is expected.

(2) When the airborne delay option is requested and approved, an airborne delay, in excess of the one hour delay in the ORD area, equal to the ground delay encountered by other flights estimated to arrive at ORD during the same time frame will be imposed.

(3) Non-long distance flights are not entitled to the option of landing at an intermediate airport while retaining their original arrival sequence. If an intermediate landing is made the flight will be considered as an originating flight and issued an EDCT based on the new estimated time of arrival.

c. Permit flights departing points within the Albuquerque, Los Angeles, Miami, Oakland, Salt Lake City and Seattle Center areas to take an equitable delay either in the air, at the departure point, or at an intermediate terminal at the operator's discretion. (International flights are permitted this option.) When either option is exercised, a delay equal to the delay encountered by other flights estimated to arrive at ORD during the same time frame will be imposed. (Long distance flights).

d. Distribute both airborne and ground delays equitably to all aircraft.

5. NOTIFICATION.

a. When delays occur at ORD and it has been determined that fuel advisory departure (FAD) procedures will be implemented, the FAA, Air Traffic Control Systems Command Center (ATCSCC) will transmit