

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65S

CHANGE: 1

EFFECTIVE DATE: July 31, 2008

TRACKING #: 51- 3-10-5

SPECIALIST/ROUTING: Pamela Coopwood AJT-23 x58607

1. PARAGRAPH NUMBER AND TITLE:

3-10-5, LANDING CLEARANCE

2. BACKGROUND: The use of safety logic systems as a sole source for multiple landing clearances was reviewed by Air Traffic Safety Oversight. It was determined that safety logic systems as a sole source for preventing runway collisions or incursions removed the pilot from the safety equation. The conclusion of this review resulted in the stipulation of ceiling and visibility restrictions which allow the pilot to perform a critical role in runway safety by direct observation of the landing environment and thereby providing an extra layer of safety to this critical phase of flight.

3. EXPLANATION OF CHANGE: This change provides modifications to FAA Order 7110.65, Air Traffic Control, and provides detailed instruction for the facility Standard Operating Procedures directive. This change cancels and incorporates N JO 7110.479, Landing Clearance, effective October 29, 2007

4. CHANGE:

OLD

NEW

3-10-5. LANDING CLEARANCE

3-10-5. LANDING CLEARANCE

a. thru c.

No Change

d. During same runway operations, while TIPH is being applied, landing clearance need not be withheld if the safety logic system to that runway is in full core alert runway configuration.

d. During same runway operations, while TIPH is being applied, landing clearance **must be** withheld if the safety logic system to that runway is **inoperative or in limited configuration or conditions are less than reported ceiling 800 feet or visibility less than 2 miles.**

No further changes to this paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. GENOT/NOTICE: N JO 7110.479, Landing Clearance, effective October 29, 2007.

8. SAFETY RISK MANAGEMENT: (Check appropriate box.)

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2, requirements.

Proposed change is not safety related.

Comments: None



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Manager, Terminal Operations

Date: 9/28/07