

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.479

Effective Date:
October 29, 2007

Cancellation Date:
July 31, 2008

SUBJ: Landing Clearance

1. Purpose of This Notice. This notice provides modifications to Federal Aviation Administration Order (FAAO) 7110.65R, Air Traffic Control, by adding ceiling and visibility restrictions to the safety logic requirements for the issuance of a landing clearance.

2. Audience. This notice applies to the Terminal Services organization and all associated air traffic control facilities.

3. Where Can I Find This Notice? This notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.

4. Explanation of Policy Change. Terminal facility managers at those facilities with safety logic systems shall ensure the provisions of this notice are briefed to all front-line managers, controllers-in-charge, and air traffic controllers before the effective date of this notice.

5. Procedures. Change FAAO 7110.65R, Paragraph 3-10-5, Landing Clearance, subparagraph d, to read as follows:

3-10-5. LANDING CLEARANCE

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.

6. Distribution. This notice is distributed to the following Air Traffic Organization service units: Terminal, En Route and Oceanic, Safety, and System Operations Services; the Air Traffic Safety Oversight Service; the Office of the Chief Counsel; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. The use of safety logic systems as a sole source for multiple landing clearances was reviewed by the Air Traffic Safety Oversight Service. 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.

8. Implementation. This notice shall be implemented on the effective date and the content of this notice will be incorporated into FAAO JO 7110.65S, change 1, effective July 31, 2008.



Michael A. Cirillo
Vice President, System Operations Services
Air Traffic Organization

10/1/07
Date Signed