

NOTICE

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

N JO 7110.480

Effective Date:
October 29, 2007

Cancellation Date:
July 31, 2008

SUBJ: Weather Restrictions for Taxi into Position and Hold (TIPH) and Safety Logic Systems

- 1. Purpose of This Notice.** This notice provides modifications to FAA Order (FAAO) 7110.65R, Air Traffic Control, by specifying the weather and safety logic requirements needed to issue a landing clearance during TIPH operations.
- 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 3-9-4, Taxi into Position and Hold (TIPH), subparagraph c1, to read as follows:

3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

1. Landing clearance must be withheld if the safety logic system 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 issuing landing clearances in conjunction with TIPH 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
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Air Traffic Organization

10/1/07
Date Signed