

NOTICE

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

N JO 7210.819

Effective Date:
September 28, 2012

Cancellation Date:
March 7, 2013

SUBJ: Go-Around/Missed Approach

- 1. Purpose of This Notice.** This change requires tower facilities to address go-around and/or missed approach procedures in facility directives.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.
- 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/air_traffic/publications/.
- 4. Procedures.** Add the following paragraph to FAA Order JO 7210.3:

10-3-14. GO-AROUND/MISSED APPROACH

a. Tower facility directives must address procedures for go-arounds and/or missed approaches. The procedures must require controllers to issue control instructions as necessary to establish separation. During the development or review of these procedures, facilities must give consideration, at a minimum, to the following factors:

1. Operational position configuration.
2. Communication and/or control transfer.
3. Runway configuration.
4. Evaluation of existing waivers (for example, reduced separation on final).
5. Wake turbulence.
6. Weather conditions.
7. Type of approach (instrument or visual).

REFERENCE –

P/CG Term - Go-around

P/CG Term - Low Approach

P/CG Term - Missed Approach

FAAO JO 7110.65, Para 3-8-1, Sequence/Spacing Application

FAAO JO 7110.65, Para 3-8-2, Touch-and-Go or Stop-and-Go or Low Approach

FAAO JO 7110.65, Para 4-8-11, Practice Approaches

FAAO JO 7110.65, Para 4-8-12, Low Approach and Touch-and-Go

FAAO JO 7110.65, Para 5-5-4, Minima

FAAO JO 7110.65, Para 5-6-3, Vectors Below Minimum Altitude

FAAO JO 7110.65, Para 5-8-4, Departure and Arrival

FAAO JO 7110.65, Para 5-8-5, Departures and Arrivals on Parallel or Nonintersecting Diverging Runways

FAAO JO 7110.65, Para 7-2-1, Visual Separation

FAAO 7110.98A, Para 8d2

FAAO JO 7110.308, Para 6b1(d), Para 6c2(i)

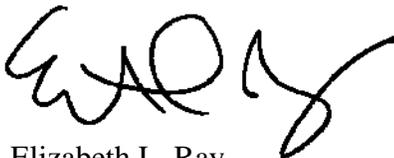
NOTE-

Facilities with approved arrival/departure window procedures are considered to be in compliance with the provisions of this paragraph.

b. The procedures must be evaluated on an annual basis to determine their effectiveness.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. N JO 7110.531, Wake Turbulence and Missed Approach/Go-around Procedures, effective June 16, 2010, addressed the fact that FAA Order JO 7110.65 does not explicitly prescribe the wake turbulence separation responsibilities for controlling missed approaches and/or go-arounds and that ATO Terminal Services was developing specific definitions and separation requirements that operational personnel will apply to missed approach/go-around operations. Terminal Services has determined that no changes are needed to the current definitions of go-around, missed approach, low approach, and touch-and-go, as they relate to Paragraph 3-8-2. Paragraphs 5-8-4 and 5-8-5 contain separation requirements for IFR operations, and Paragraph 3-8-1 requires controllers to establish the sequence of arriving and departing aircraft (both IFR and VFR) by requiring them to adjust flight or ground operation, as necessary, to achieve proper spacing. When proper spacing cannot be achieved, the go-around maneuver is used to deconflict aircraft. When IFR aircraft are involved and visual separation, either tower-applied or pilot-applied, cannot be achieved, controllers must issue instructions to establish separation. This could be in the form of vertical separation, passing or diverging separation (unless the provisions of Paragraph 5-8-5 or FAA Order 7110.98 must be applied), or vectors to achieve other approved separation. Where wake turbulence may be a factor, controllers must exercise their best judgment and issue control instructions to minimize its impact.



Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

July 19, 2012

Date Signed