

NOTICE

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

N JO 7210.674

Effective Date:
November 28, 2007

Cancellation Date:
July 31, 2008

SUBJ: Detailed Facility Directives for Taxi into Position and Hold (TIPH) Operations

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration Order (FAAO) 7210.3U, Facility Operation and Administration, by providing detailed instructions for including TIPH procedures into a facility document.
- 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 7210.3U, Paragraph 10-3-8, Taxi into Position and Hold (TIPH) Operations, to read as follows:

10-3-8. TAXI INTO POSITION AND HOLD (TIPH) OPERATIONS

- a. The air traffic (AT) manager shall:
 1. Determine an operational need exists before conducting TIPH operations.
 2. Before authorizing TIPH operations, conduct a review of the impact that airport configuration and local conditions may have on the application of TIPH procedures.
 3. Prepare a facility directive prescribing:
 - (a) Local procedures for conducting these operations.
 - (b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport, i.e., annotating flight progress strips or marking the location of aircraft with color-coded chips on a magnetic diagram of the airport.

REFERENCE-

FAAO 7210.3, Para 10-1-7, Use of Active Runways.

- (c) The consolidation and staffing of positions.

(d) The requirements necessary for issuing a landing clearance with an aircraft holding in position.

1. The safety logic system must be operated in full core alert runway configuration.

2. The reported weather must be ceiling of 800 feet or more

3. The reported visibility must be 2 miles or more.

REFERENCE-

FAA Order 7110.65, Paragraph 3-9-4c(1), Taxi Into Position and Hold (TIPH)

FAA Order 7110.65, Paragraph 3-10-5b, Landing Clearance

(e) Runway geometry, i.e., the physical configuration of runways and other airport movement areas.

(f) Weather conditions, time of day, i.e., prevailing light conditions.

REFERENCE-

FAA Order 7110.65, Para. 3-9-4 c(1) and (g), Taxi Into Position and Hold (TIPH)

(g) Fleet mix.

REFERENCE-

FAAO 7110.65, Para. 3-9-6, Same Runway Separation

FAAO 7110.65, Para. 3-9-7, Wake Turbulence Separation for Intersection Departures

FAAO 7110.65, Para. 3-9-8, Intersecting Runway Separation

(h) Traffic volume; complexity restrictions.

(i) Obstructions or limitations to visibility from controller-to-aircraft and aircraft-to-aircraft perspectives.

Subparagraphs 3 thru 7 are renumbered 2 thru 6.

No Further Changes to the Paragraph

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. During a review of current TIPH procedures, it was noted that specific guidance for the preparation of a detailed facility directive was necessary for high risk activities during certain operations. The additional risks are now added to the current requirement for AT managers to prepare a facility directive for using TIPH. In addition to identifying the necessity to conduct TIPH operations, the document shall manage and monitor the identified risk in the specific areas of runway configuration, staffing and position combinations, weather, traffic volume, aircraft fleet mixture, and limitation to visibility.

8. Implementation. This notice shall be implemented on the effective date and the content of this notice will be incorporated into FAAO JO 7210.3V, change 1, effective July 31, 2008.



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10-1-07
Date Signed