

NOTICE

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

N JO 7210.880

Effective Date:
June 08, 2015

Cancellation Date:
December 10, 2015

SUBJ: Go Around/Missed Approach

1. Purpose of This Notice. This notice describes the conditions where an independent safety analysis specific to Converging Runway Operations could provide an equivalent level of safety and improve efficiency. The change is only valid in configurations which meet the following criteria: 1) approval by the Vice Presidents of Air Traffic Services (AJT) and Safety and Technical Training (AJI); and, 2) a review of facility Safety Risk Management Documents (SRMD) and independent analysis of the Arrival Departure Window (ADW) meeting FAA safety criteria.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services and associated air traffic control facilities, 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. Cancellation. This notice is cancelled with the publication of FAA Order JO 7210.3Z, Basic.

5. Procedures.

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

d. A facility may be permitted to conduct independent non-intersecting Converging Runway Operations (CRO) without use of the mitigations as defined in paragraph b, when the following conditions are met:

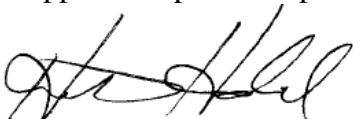
1. A documented independent safety analysis indicating that a specific non-intersecting CRO configuration meets FAA safety criteria.
2. Runway configurations for which these provisions are applied must be specified in a facility directive.

NOTE—

The above provisions will only be considered after review of a facility Safety Risk Management Document (SRMD).

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the 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.

7. Background. During development of the Arrival Departure Windows (ADW) tool, it was discovered that there are configurations which FAA Order JO 7210.3, paragraph 10-3-14 could safely support independent operations, without an ADW.



Heather Hemdal
Director, Air Traffic Procedures
Mission Support Services

6-1-15

Date Signed