

NOTICE

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

N JO 7110.654

Effective Date:
February 28, 2014

Cancellation Date:
July 23, 2014

SUBJ: Final Approach Course Interception

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.65, paragraph 5-9-2, Final Approach Course Interception, to prescribe guidance for runways using the Traffic Analysis Review Program (TARP) where the final approach is aligned with the runway (not offset).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, and System Operations Services; 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/air_traffic/publications/.
- 4. Cancellation.** This notice will cancel July 23, 2014, with the publication of FAA Order JO 7110.65V, Change 1.
- 5. Procedures.** Amend the following paragraphs in FAA Order JO 7110.65 to read as follows:

5-9-2. FINAL APPROACH COURSE INTERCEPTION

a. Assign headings that will permit final approach course interception on a track that does not exceed the interception angles specified in TBL 5-9-1. The magnetic heading of the final approach course must be used to comply with maximum intercept angles.

EXAMPLE-

XYZ Airport Runway 36L/36R and 35L/35R final approach courses have magnetic headings of 358.6 degrees. Rounding to 360 degrees results in a maximum intercept track of 330 to 030 degrees.

ABC Airport Runway 26L/26R final approach courses have magnetic headings of 264.7 degrees. Rounding to 265 degrees results in a maximum intercept track of 235 to 295 degrees.

No further changes to paragraph.

- 6. Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations Services; ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; and the William J. Hughes Technical Center.
- 7. Background.** A study was conducted by AFS-400 regarding an unusually high number of non-compliance reports from the TARP system at numerous air traffic facilities. TARP reports non-compliance when the radar target exceeds thirty degrees from the actual magnetic alignment of the runway as published in the airport/facility diagram. The solution requires a minor adjustment in the TARP implementation and a change to FAA Order JO 7110.65, paragraph 5-9-2, Final Approach Course Interception, for runways using TARP where the final approach is aligned with the runway (not offset).



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January 8, 2014

Date Signed