

NOTICE

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

N JO 7210.863

Effective Date:
March 19, 2014

Cancellation Date:
July 24, 2014

SUBJ: Obstacle Identification Surfaces, Obstacle Free Zones, Runway Safety Areas, and Clearways

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, paragraph 2-1-20, Obstacle Identification Surfaces, Obstacle Free Zones, Runway Safety Areas, and Clearways.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** The 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.** In order to ensure that approach hold areas are consistently identified and appropriate facility-level procedures are implemented for current approach hold applications, the Office of Runway Safety is proposing this DCP to establish uniform procedures and phraseology.
- 5. Procedures.** Amend the following paragraph in FAA Order JO 7210.3 to read as follows:

2-1-20. OBSTACLE IDENTIFICATION SURFACES, OBSTACLE FREE ZONES, RUNWAY SAFETY AREAS, AND CLEARWAYS

Title through b, no change.

c. At locations where potential for conflict exists, take action to rectify the situation by developing proposed solutions and establishing local procedures to define conditions when the approach and departure areas and other surfaces must be protected. These procedures must be included in a facility directive and the signage at the intended hold position must be consistent with the phraseology identified in FAA Order 7110.65, paragraph 3-7-2, Taxi and Ground Movement Operations.

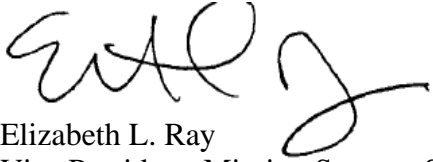
d. ATMs must consult with the airport authority, Flight Standards, Airports, and the Regional Runway Safety Program Manager (RSPM) when developing proposed solutions and establishing local procedures. The RSPM will assist the ATM, as needed, in initiating contact with Flight Standards and Airports.

REFERENCE-
P/CG Term – Approach Hold

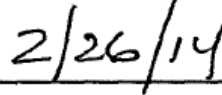
No further changes to paragraph.

- 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; and the William J. Hughes Technical Center.
- 7. Background.** Approach hold guidance, procedures, signs, and markings are not standardized across FAA lines of business. There is no specific guidance in FAA Order 7210.3 regarding requirements,

procedures, or phraseology for approach hold air traffic procedures. Inconsistencies in implementing approach hold signs, markings, and procedures exist among the nation's airports.

A handwritten signature in black ink, appearing to read 'ELR', with a long horizontal stroke extending to the right.

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

The date '2/26/14' is handwritten in black ink above a horizontal line.

Date Signed