

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 3

EFFECTIVE DATE: August 27, 2009

TRACKING #: 33- 10-3-9

SPECIALIST/ROUTING: Vince Shobe AJT-23 x56193

1. PARAGRAPH NUMBER AND TITLE:

10-3-9. TAKEOFF CLEARANCE

2. BACKGROUND: The Call to Action Workgroup suggested a change to limit the issuance of a takeoff clearance until the aircraft has crossed all runways. There is a need at some facilities due to runway configuration/layout to allow a takeoff clearance before crossing all active runways. This paragraph is being added to establish criteria to allow for these situations if the facility abides by the guidance as defined in the paragraph.

3. EXPLANATION OF CHANGE: This change negates the mandatory guidelines for Air Traffic Managers (ATM) and establishes procedures for takeoff clearance at facilities only where required as in previous notice N JO 7210.697. This change cancels and incorporates N JO 7210.704, Takeoff Clearance, effective, January 29, 2009.

4. CHANGE:

OLD

Add

NEW

10-3-9. TAKEOFF CLEARANCE

Add

At those airports where the airport configuration does not allow for an aircraft to completely cross one runway and hold short of the departure runway and/or where airports do not have runway hold markings between runways, the ATM must establish guidelines for how aircraft are cleared for takeoff based on the airport configurations. These guidelines must ensure aircraft are still precluded from mistakenly departing from other than the assigned runway while taking into account factors affecting aircraft being “clear of the runway,” for example, minimum distance between runways, presence of hold position markings, signage, etc. A facility directive must include where these procedures are able to be applied.

Add

REFERENCE
FAAO JO 7110.65, Para 3-9-9, Takeoff Clearance.
Pilot/Controller Glossary Term - Clear of the Runway.

No further changes to paragraph.

5. INDEX CHANGES: Takeoff Clearance

6. GRAPHICS: None

7. **GENOT/NOTICE:** N JO 7210.704, Takeoff Clearance, effective, January 29, 2009.

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

Comments:



Chuck Chamberlain
Manager (A), Terminal Operations Group

7/1/08
Date: