

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3X

**CHANGE:** 2

**EFFECTIVE DATE:** March 7, 2013      **TRACKING #:** 32- 10-3-14

**SPECIALIST/ROUTING:** Kevin W Martin AJV-11 (202) 493-1427

**1. PARAGRAPH NUMBER AND TITLE:**

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

**2. BACKGROUND:** N JO 7110.531, Wake Turbulence and Missed Approach/Go-around Procedures, effective June 16, 2010, addressed the fact that FAA Order JO 7110.65 does not explicitly prescribe the wake turbulence separation responsibilities for controlling missed approaches and/or go-arounds and that ATO Terminal Services was developing specific definitions and separation requirements that operational personnel will apply to missed approach/go-around operations. Terminal Services has determined that no changes are needed to the current definitions of go-around, missed approach, low approach, and touch-and-go, as they relate to Paragraph 3-8-2. Paragraphs 5-8-4 and 5-8-5 contain separation requirements for IFR operations, and Paragraph 3-8-1 requires controllers to establish the sequence of arriving and departing aircraft (both IFR and VFR) by requiring them to adjust flight or ground operation, as necessary, to achieve proper spacing. When proper spacing cannot be achieved, the go-around maneuver is used to deconflict aircraft. When IFR aircraft are involved and visual separation, either tower-applied or pilot-applied, cannot be achieved, controllers must issue instructions to establish separation. This could be in the form of vertical separation, passing or diverging separation (unless the provisions of Paragraph 5-8-5 or FAA Order 7110.98 must be applied), or vectors to achieve other approved separation. Where wake turbulence may be a factor, controllers must exercise their best judgment and issue control instructions to minimize its impact.

**3. EXPLANATION OF CHANGE:** This change requires tower facilities to address go-around and/or missed approach procedures in facility directives. This change cancels and incorporates N JO 7210.819, Go Around/Missed Approach, effective September 28, 2012.

**4. CHANGE:**

**OLD**

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**NEW**

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

**a. Tower facility directives must address procedures for go-arounds and/or missed approaches. The procedures must require controllers to issue control instructions as necessary to establish separation. During the development or review of these procedures, facilities must give consideration, at a minimum, to the following factors:**

**1. Operational position configuration.**

**2. Communication and/or control transfer.**

**3. Runway configuration.**

**4. Evaluation of existing waivers (for example, reduced separation on final).**

**5. Wake turbulence.**

**6. Weather conditions.**

**7. Type of approach (instrument or visual).**

Add

REFERENCE -  
P/CG Term - Go-around  
P/CG Term - Low Approach  
P/CG Term - Missed Approach  
FAAO JO 7110.65, Para 3-8-1, Sequence/Spacing Application  
FAAO JO 7110.65, Para 3-8-2, Touch-and-Go or Stop-and-Go or Low Approach  
FAAO JO 7110.65, Para 4-8-11, Practice Approaches  
FAAO JO 7110.65, Para 4-8-12, Low Approach and Touch-and-Go  
FAAO JO 7110.65, Para 5-5-4, Minima  
FAAO JO 7110.65, Para 5-6-3, Vectors Below Minimum Altitude  
FAAO JO 7110.65, Para 5-8-4, Departure and Arrival  
FAAO JO 7110.65, Para 5-8-5, Departures and Arrivals on Parallel or Nonintersecting Diverging Runways  
FAAO JO 7110.65, Para 7-2-1, Visual Separation  
FAAO 7110.98A, Para 8d2  
FAAO JO 7110.308, Para 6b1(d), Para 6c2(i)

Add

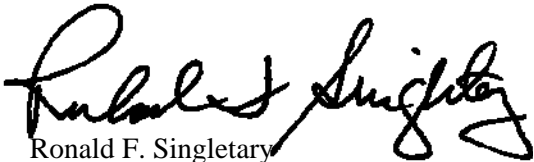
NOTE-  
Facilities with approved arrival/departure window procedures are considered to be in compliance with the provisions of this paragraph.

Add

b. The procedures must be evaluated on an annual basis to determine their effectiveness.

No further changes to paragraph.

- 5. **INDEX CHANGES:** None
- 6. **REFERENCE CHANGES:** None
- 7. **GRAPHICS:** None
- 8. **GENOT/NOTICE:** N JO 7210.819, Go Around/Missed Approach, effective September 28, 2012
- 9. **FORMATTING & PLAIN LANGUAGE REVIEW:**  HM 5/30/2012
- 10. **SAFETY RISK MANAGEMENT:** (Check appropriate box).
  - SRMD. Proposed change meets full SMS requirements for safety risk assessment.
  - SRMDM. Proposed change is not safety related.
- 11. **ICAO DIFFERENCES:** YES  NO

  
 Ronald F. Singletary  
 Manager, Terminal Operations Group

JUNE 15, 2012

Date: