

NOTICE

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

N JO 7210.818

Effective Date:
September 28, 2012

Cancellation Date:
March 7, 2013

SUBJ: Approaches to Parallel Runways

1. Purpose of This Notice. This change requires facility directives to address aircraft speed when conducting approaches to parallel runways. These changes are being made in reference to the adaptation of the Risk Analysis Process (RAP) tool from EUROCONTROL used to quantify the level of risk present for any air traffic incident.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, 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. Procedures. Add the following paragraphs to FAA Order JO 7210.3:

10-3-13. APPROACHES TO PARALLEL RUNWAYS

a. Where vectors are provided to intercept parallel final approach courses, facilities must review, and where necessary, address speed requirements to reduce the potential for overshoot situations.

b. When determining speed requirements, facilities must give consideration, at a minimum, to the following:

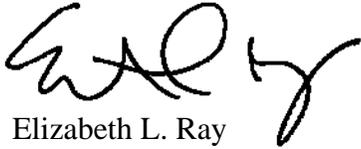
1. Airspace constraints.
2. Field elevation.
3. Fleet mix.
4. Airport layout.
5. Traffic flow(s).
6. Local weather.

c. When speed requirements are implemented, those requirements must be contained in a facility directive.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; 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.

6. Background. In an effort to move towards proactive risk mitigation and the reduction of risk in the National Airspace System (NAS), the ATO adopted the RAP tool, developed by EUROCONTROL. The RAP tool is used to quantify the level of risk present for any air traffic incident. RAP is a post-event investigation analysis process and is applied to events involving loss of separation with a measure

of compliance of less than 66 percent. These events are known as risk analysis events (RAE). The RAP is a Safety Management System process that assesses the risk of an RAE. A review of several RAEs in the NAS indicated that aircraft blunders and/or overshoots of the final approach course continue to plague the air traffic system. These situations resulted in conflicts with aircraft on approach to the other runway with one or both of the aircraft in a side-by-side belly-up situation.



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July 19, 2012
Date Signed