SUBJ: Non-Intersecting Converging Runway Operations

1. Purpose of This Notice. This notice clarifies when non-intersecting converging runway operations must be conducted using the provisions of FAA JO 7110.65, paragraph 3-9-8, Intersecting Runway Separation.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services and associated air traffic control facilities, Mission Support, and System Operations.


4. Cancellation. This notice is cancelled with the publication of FAA Order JO 7110.65W, Basic.

5. Procedures.

   3–9–9. NON-INTERSECTING CONVERGING RUNWAY OPERATIONS
   e. If the extended centerline of a runway crosses a converging runway or the extended centerline of a converging runway at a distance of 1NM or less from either departure end, apply the provisions of paragraph 3-9-8, Intersecting Runway Separation, unless: The facility is using aids specified in a facility directive, (may include, but are not limited to, Arrival/Departure Window (ADW), ASDE-X Virtual Runway Intersection Point (VRIP), cut-off points or automation). (See FIG 3-9-15 and 3-9-16).

   REFERENCE:
   FAAO JO 7210.3, Para 10-3-14 Go Around/Missed Approach

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; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. During development of the Arrival Departure Windows (ADW) tool, it was discovered that there are configurations which FAA Order JO 7110.65, paragraph 3-9-9 could safely support independent operations, without an ADW.

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   6-1-15

   Date Signed