DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #: 52- 7-4-4**

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1. PARAGRAPH NUMBER AND TITLE:

7-4-4. APPROACHES TO MULTIPLE RUNWAYS

2. BACKGROUND: In an effort to move towards proactive risk mitigation and the reduction of risk in the NAS, the Air Traffic Organization (ATO) adopted the Risk Analysis Process (RAP) from EUROCONTROL. The RAP tool, developed by EUROCONTROL, 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 a loss of separation with a measure of compliance of less than 66%. These events are known as Risk Analysis Events (RAEs). The RAP is a Safety Management System (SMS) process that assesses the risk of an RAE. A review of several RAEs in the NAS indicted that approach clearances were being issued to aircraft at questionable times, such as high and fast on the downwind or base leg, which resulted in an overshoot of the extended runway centerline. This caused a conflict with aircraft on approach to the other runway with both aircraft in a side-by-side belly-up situation.

3. EXPLANATION OF CHANGE: This change makes editorial corrections and mandates that aircraft are assigned a heading to intercept the extended runway centerline at an angle not greater than 30 degrees when conducting approaches to runways separated by 4,300 feet or more. This change cancels and incorporates N JO 7110.593, Approaches to Multiple Runways, effective September 28, 2012.

4. CHANGE:

OLD	**NEW**
7-4-4. APPROACHES TO MULTIPLE RUNWAYS	7-4-4. APPROACHES TO MULTIPLE RUNWAYS
a.All aircraft must be informed that approaches are being conducted to parallel/intersecting/converging runways. This may be accomplished through use of the ATIS.	a. All aircraft must be informed that approaches are being conducted to parallel**,** intersecting**, or** converging runways. This may be accomplished through use of the ATIS.
b through c2	No change
(a) Standard separation is provided until the aircraft are established on a heading which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and each aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.	(a) Standard separation is provided until the aircraft are established on a heading which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and each aircraft has been issued and **one** pilot has acknowledged receipt of the visual approach clearance**, and the other pilot has acknowledged receipt of the visual or instrument approach clearance.**
NOTE− *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the final, and preclude side-by-side operations with one or both aircraft in a "belly-up" configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn to the final are factors to be considered by the controller when vectoring aircraft to parallel runways.*	***NOTE−*** **1.** *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the **extended centerline of the runway** and preclude side-by-side operations with one or both aircraft in a "belly-up" configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.*
Add	**2.** ***Variances between heading assigned to intercept the***

	extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.
Add	***REFERENCE –*** ***FAA Publication, Pilot's Handbook of Aeronautical Knowledge, Chapter 15 "Effect of Wind."***
c2(b) through c3(c)	No change
Add	**(d) Each aircraft must be assigned headings which will allow the aircraft to intercept the extended centerline of the runway at an angle not greater than 30 degrees.**
Add	***NOTE–*** ***1. The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a "belly-up" configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.***
Add	***2. Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.***
Add	***REFERENCE –*** ***FAA Publication, Pilot's Handbook of Aeronautical Knowledge, Chapter 15 "Effect of Wind.***

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **REFERENCE CHANGES:** None
7. **GRAPHICS:** None
8. **GENOT/NOTICE:** N JO 7110.593, Approaches to Multiple Runways, 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** ☐

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June 15, 2012
Date: