

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7210.3X

**CHANGE:** 2

**EFFECTIVE DATE:** March 7, 2013      **TRACKING #:** 32- 10-3-13

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

**1. PARAGRAPH NUMBER AND TITLE:**

10-3-13. APPROACHES TO PARALLEL 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 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.

**3. EXPLANATION OF CHANGE:** This change requires facilities to include in their facility directives procedures to address aircraft speed when conducting approaches to parallel runways. This change cancels and incorporates N JO 7210.818, Approaches to Parallel Runways, effective September 28, 2012.

**4. CHANGE:**

**OLD**

Add

**NEW**

**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, consider, at a minimum, 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.**

No further changes to paragraph.

**5. INDEX CHANGES:** None

**6. REFERENCE CHANGES:** None

7. **GRAPHICS:** None
8. **GENOT/NOTICE:** N JO 7210.818, Approaches to Parallel 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 14, 2012

Date: