



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Aviation Safety

800 Independence Ave  
Washington, DC 20591

**DEC 04 2018**

Captain Mark Bradley  
Chairman  
Performance Based Operations  
Aviation Rulemaking Committee (PARC)  
Delta Airlines  
1030 Delta Boulevard  
Atlanta, GA 30354-1989

Dear Captain Bradley:

Thank you and the PARC for your Recommendation for Maximum Design Bank Angle and your Recommendation for Intermediate Segment Length.

Based on the study by the PARC, we will revise Federal Aviation Administration (FAA) Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, to authorize use of a maximum bank angle of 25.49 degrees for Radius-to-Fix turn construction including legs based on Required Navigation Performance (RNP) values of less than RNP 1. We will also allow an exception to the 15 Nautical Mile maximum intermediate segment length as recommended. See the enclosed action plans for further explanation of the proposed revisions.

The Flight Technologies and Procedures Division will work in cooperation with the FAA's Air Traffic Organization to integrate these revised standards into Instrument Flight Procedure development software and procedure amendment policies.

If you have any questions, please contact Mark Steinbicker, Manager, Flight Technologies and Procedures Division, at (202) 267-8790.

Sincerely,

Ali Bahrami  
Associate Administrator for Aviation Safety

**7-2-10. VISUAL APPROACHES**

- a. LC is responsible for separation between aircraft on visual approaches within DFW airspace.
- b. The arrival controller must transfer communications to LC no later than 5 NM from the runway threshold.
- c. The D10/DFW OS may approve simultaneous visual approaches to closely-spaced parallel runways for jet aircraft if it is an operational necessity, i.e. runway closure, weather, etc.

**EXAMPLE –**

*Aircraft simultaneously landing RWY 17R and RWY 17C.*

**7-2-11. GO-AROUNDS / MISSED APPROACHES****In the event of a go-around/missed approach:**

- a. If an aircraft executes a go-around/missed approach on one side of the airport, the LC working the go-around must provide visual, radar, or vertical separation between that aircraft and any departure(s) on the opposite side of the airport.
- b. If D10 initiates a go-around prior to the FAF, the aircraft will be instructed to fly the localizer, or a generally straight-ahead path, and maintain 3,000 feet. D10 must advise LC of the ACID and the phrase “go-around”. LC must be responsible for subsequent go-around/missed approach control instructions and coordination.
- c. LC must make every attempt to utilize the preferred go-around procedures contained in the D10/DFW LOA.

**NOTE 1 –**

*Aircraft should begin turn no sooner than runway threshold.*

**NOTE 2 –**

*RWY 31R go-around/missed approaches should start turn no sooner than midfield.*

- d. Runway 13R - LW2 must issue control instructions to ensure the aircraft remains west of the extend centerline of RWY18R or immediately coordinate control instructions with LW1 to ensure separation.
- e. Runway 31R - LE3 must issue control instructions to ensure the aircraft remains east of the extend centerline of RWY 35C or immediately coordinate control instructions with LE1 to ensure separation.
- f. Perform a handoff and/or point-out to the appropriate D10 position(s). Coordination must include:
  - 1. The phrase “go-around”.
  - 2. Aircraft call sign.

- d. RWY 13L jet departures: LE3 must coordinate with LE1.
- e. During Northwest Flow Operations, TMU will coordinate departure headings.
- f. RNAV aircraft departing the diagonal runways must be assigned:
  - 1. An altitude to maintain.
  - 2. A heading to fly, and,
  - 3. The appropriate DR frequency, if it is different from the published SID.

### 7-3-15. SPEED RESTRICTED DEPARTURES

LC must advise the appropriate DR or satellite controller if a departing aircraft flight progress strip indicates a max speed of 250 knots or less.

### 7-3-16. TRANSFER OF CONTROL

- a. Prior to LC instructing an aircraft to contact departure, LC must:
  - 1. Confirm the correct STARS auto-acquisition of departing aircraft. If aircraft does not correctly acquire, LC must perform a radar handoff to the appropriate departure controller within 3 NM of the runway end. The handoff must include position, aircraft identification, type, and standard instrument departure (SID) or, if landing within D10 airspace, destination airport, and any other pertinent information.

**NOTE –**

*Approval to enter the departure controller's airspace is based on release status of the aircraft (e.g. "automatic releases"). Any handoff performed under this section is to ensure correct data block acquisition only.*

- 2. Ensure the aircraft appears to be flying:
    - (a) The assigned heading, or
    - (b) The general direction of the assigned RNAV track.
- b. Transfer of communications constitutes transfer of control on departure aircraft.

### 7-3-17. NON-INTERSECTING CONVERGING RUNWAY OPERATIONS

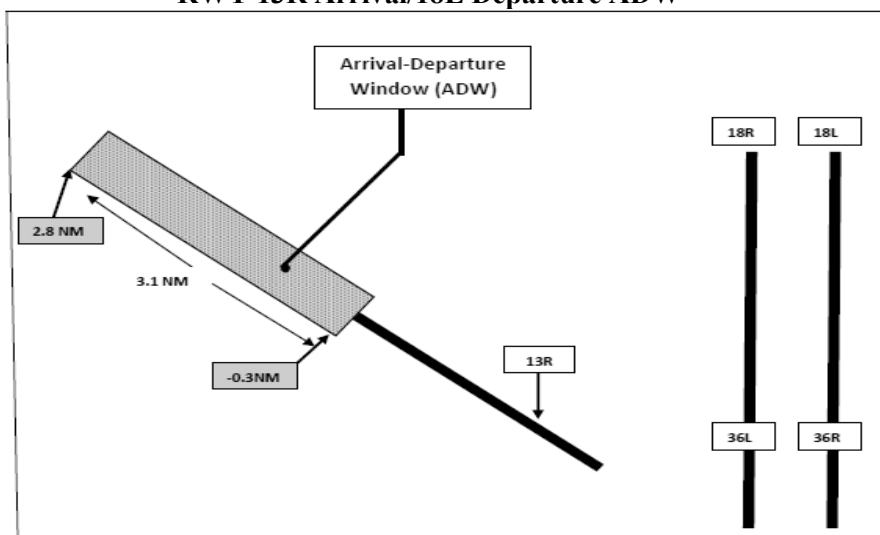
- a. If the ADW procedures contained herein are not utilized, or if an intersection departure is utilized, then intersecting runway separation between Runways 13R and Runways 18L/18R, and

between Runways 31R and Runways 35L/35C, must be applied in accordance with FAAO 7110.65, Air Traffic Control, Paragraph 3-9-9e.

b. When utilizing the ADW, apply the following procedures:

1. The RWY 13R/18L ADW starts 2.8 NM from the threshold and terminates -0.3 inside the threshold. (FIG 7-3-2)
2. An aircraft departing RWY 18L must commence takeoff roll prior to a RWY 13R arrival aircraft entering the ADW.
3. Aircraft are authorized to depart RWY 18L when the arriving aircraft to RWY 13R has passed the ADW (-0.3 inside the threshold).

**FIG. 7-3-2**  
**RWY 13R Arrival/18L Departure ADW**



c. Runway 13R Arrival/Runway 18R Departure.

1. The RWY 13R/18R ADW starts 3.1 NM from the threshold and terminates -0.2 inside the threshold. (FIG 7-3-3).
2. An aircraft departing RWY 18R must commence takeoff roll prior to a RWY 13R arrival aircraft entering the ADW.
3. Aircraft are authorized to depart RWY 18R when the arriving aircraft to RWY 13R has passed the ADW (-0.2 inside the threshold).