

TELEGRAPHIC MESSAGE

Federal Aviation Administration 800 Independence Avenue, SW Washington, DC 20591	PRECEDENCE: PRIORITY ACTION: PRIORITY	SECURITY CLASSIFICATION UNCLASSIFIED
ACCOUNTING CLASSIFICATION	DATE PREPARED: 5 August 2013	FILE:
FOR INFORMATION	CALL	
NAME PHIL FREED	PHONE NUMBER (202) 385-8777	TYPE OF MESSAGE _ SINGLE _ BOOK <u>X</u> MULTI ADDRESS

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: **KRWA NOUS2**

GENOT RWA 13/21

N JO 7210.850

FF ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM

EFFECTIVE: 08/07/2013

CANCELLATION: 02/05/2014

SUBJECT: CANCELLATION OF GENOT 7210.849 (GENOT RWA 13/19), & ISSUANCE OF GENOT 7210.850, SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES - HIGH UPDATE RADAR NOT REQUIRED.

GENOT 7210.849 (GNEOT RWA 13/19) CONTAINED AN INCORRECT PARAGRAPH REFERENCE. THE CORRECT PARAGRAPH FOR THIS OPERATION, AS SPECIFIED IN FAA N JO 7210.848 IS 10-4-7. NO OTHER CHANGES ARE REQUIRED TO THE ORIGINAL GENOT.

DURING ORIGINAL PROCESSING, THE FIELD ELEVATION REQUIREMENT TO CONDUCT SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES – HIGH UPDATE RADAR NOT REQUIRED WAS INADVERTENTLY OMITTED. THIS GENOT INCORPORATES THAT

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REQUIREMENT AS WELL AS SPECIFIES THAT THIS OPERATION IS LIMITED TO DUAL RUNWAY CONFIGURATION ONLY. PLEASE AMEND N JO 7210.848 TO READ AS FOLLOWS:

10-4-7. SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES – HIGH UPDATE RADAR NOT REQUIRED

TITLE THROUGH PARAGRAPH A, NO CHANGE.

B. APPLY THE FOLLOWING MINIMUM SEPARATION WHEN CONDUCTING DUAL SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES:

PARAGRAPH B1 THROUGH NOTE, NO CHANGE.

2. PARALLEL RUNWAY CENTERLINES ARE SEPARATED BY A MINIMUM OF 3,600 FEET OR MORE, AND THE AIRPORT ELEVATION IS LESS THAN 1,000 FEET MSL.

NO FURTHER CHANGES TO PARAGRAPH

QUESTIONS AND/OR CONCERNS SHOULD BE ADDRESSED TO ROBERT LAW, TERMINAL OPERATIONS, HEADQUARTERS, AT (202) 385-8793, OR THROUGH E-MAIL, AT ROBERT.LAW@FAA.GOV

ORIGINAL SIGNED BY : TONY MELLO

TONY A. MELLO

ACTING DIRECTOR, TERMINAL OPERATIONS, HEADQUARTERS

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