

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.805

Effective Date:
June 19, 2026

Cancellation Date:
December 24, 2026

SUBJ: Approaches to Multiple Runways

1. Purpose of This Notice. This notice revises paragraph 7-4-4 by adding a new requirement in subparagraph b1 to not permit fusion target symbols to not touch unless visual separation is utilized and ensure aircraft are established on their runway centerline or offset approach course. Subparagraph c1 is changed by re-formatting the paragraph for better readability, removing ambiguous language and making the provisions more explicit.

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

3. Where Can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.

4. Procedures. Amend the following paragraph as follows:

7-4-4. APPROACHES TO MULTIPLE RUNWAYS

Title through a – No Change

b. When conducting visual approaches to multiple runways ensure the following:

1. Do not permit the respective aircraft's primary radar targets/fusion target symbols to touch, unless visual separation is being applied and aircraft are established on their runway centerline or offset approach course.

2. When the aircraft flight paths intersect, ensure approved separation is maintained until visual separation is applied.

c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate:

1. Parallel runways separated by less than 2,500 feet, determine the preceding and succeeding aircraft, and issue an approach clearance to the succeeding aircraft if the following conditions are met:

(a) Approved separation must be provided until the preceding aircraft is established on its extended runway centerline or, if applicable, on an offset approach course.

(b) The succeeding aircraft reports having the preceding aircraft in sight and is instructed to maintain visual separation, in accordance with paragraph 7-2-1a2.

(c) Aircraft are not permitted to overtake each other on the adjacent extended centerline or offset approach course, except when tower applied visual separation is utilized in accordance with 7-2-1a1 and when inside tower delegated airspace or after passing a transfer of control point. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required.

No further changes to paragraph

5. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations, the Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. Recent events within the NAS have highlighted the need to identify and remove ambiguous legacy language to better strengthen this procedure and thus, improve the use of positive control in its application.

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