

NOTICE

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

N JO 7110.529

Effective Date:
July 19, 2010

Cancellation Date:
March 10, 2011

SUBJ: Simultaneous Same Direction Operations (SSDO)

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Paragraph 3-8-3, Simultaneous Same Direction Operations, by amending the maximum lateral dimension standard for a runway safety area (RSA) with data prescribed in Advisory Circular (AC) 150/5300-13, Airport Design.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control (ATC) facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Explanation of Policy Change.** This change clarifies the specific aircraft categories for simultaneous operations to which paragraph 3-8-3 minima applies. The change also amends the requirements for runway centerline distance minima to accurately reflect current airport design standards for an RSA. The requirement for 700 feet between runway centerlines to conduct SSDO involving a heavy jet/B757 will remain "status quo" to accommodate their respective higher airplane design group (ADG) designation and corresponding characteristics.
- 5. Procedures.** Change paragraph 3-8-3 to read as follows:

3-8-3. SIMULTANEOUS SAME DIRECTION RUNWAY OPERATIONS

Authorize simultaneous same direction runway operations between an aircraft on takeoff or landing roll along a runway/landing strip and another aircraft on takeoff or landing roll along a parallel runway/landing strip provided the following conditions are met:

Subparagraphs a through b, no change.

c. The distance between the parallel runways and/or parallel landing strips is in accordance with those specified in TBL 3-8-1.

TBL 3-8-1
Same Direction Distance Minima

Category of aircraft operating on each parallel runway or landing strip	Minimum Distance (feet) between:	
	Centerlines of parallel runways	Edges of a runway and parallel landing strip or edges of two parallel landing strips
Category I or Category II	300	200
If either aircraft is a Category III	500	400
If either aircraft is a heavy/B757	700	600

6. Distribution. This notice is distributed to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services; the ATO Office of Safety; Office of the Service Center; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; Mike Monroney Aeronautical Center; and all air route traffic control centers.

7. Background. Many inquiries regarding the requirements, terminology, and proper application of the procedures contained in FAA Order JO 7110.65, Paragraph 3-8-3, Simultaneous Same Direction Operations, have led to numerous, and often conflicting, interpretations. Additionally, an assortment of waivers have been issued nationwide that did not prescribe consistent risk mitigation plans or standardized applications for SSDO. Most of these interpretations and waivers lacked connectivity to the correct source document that provides the basis for the requirements in paragraph 3-8-3. These combined factors have contributed to an inconsistent application of SSDO throughout the National Airspace System.

In addition, terminology used to describe aircraft categories is no longer valid and is inconsistent with terms used to describe aircraft in AC 150/5300-13 and in FAA Order JO 7110.65. For example, the current term "twin engine propeller driven," as used in Table 3-8-1, lacks any specified weight, thereby unnecessarily grouping some small Category II aircraft with some large Category III aircraft. Likewise, the current terminology "all others" includes anything not captured by the term "single engine propeller driven" and "twin engine propeller driven" categories which mistakenly groups small helicopters with heavy aircraft. Both of these examples demonstrate a lack of connectivity with the stated purpose of the prescribed distance minima.

Criteria used in AC 150/5300-13 to determine the RSA dimensions is a combination of aircraft approach category and the ADG. There is no way to directly correlate the standards in the AC with the terminology used to describe aircraft categories in FAA Order JO 7110.65 which are based largely on weight. However, by cross-referencing ADG data and aircraft maximum certificated takeoff weights in the AC with the aircraft category definitions for Category I, II, and III provided in FAA Order JO 7110.65, it is possible to capture all applicable RSA dimensions in the AC for the applicable aircraft "categories" used by ATC and update the terminology used in Table 3-8-1 accordingly.



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5-10-10

Date Signed