

NOTICE

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

N JO 7110.593

Effective Date:
September 28, 2012

Cancellation Date:
March 7, 2013

SUBJ: Approaches to Multiple Runways

1. Purpose of This Notice. This change mandates that aircraft are assigned a heading to intercept the extended runway centerline at an angle not greater than 30 degrees when conducting approaches to runways separated by 4,300 feet or more. These changes are being made in reference to the adaptation of the Risk Analysis Process (RAP) tool from EUROCONTROL used to quantify the level of risk present for any air traffic incident.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.

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. Procedures. Amend FAA Order JO 7110.65 to read as follows:

7-4-4. APPROACHES TO MULTIPLE RUNWAYS

a. All aircraft must be informed that approaches are being conducted to parallel, intersecting, or converging runways. This may be accomplished through use of the ATIS.

Subparagraphs b through c2, no change.

(a) Standard separation is provided until the aircraft are established on a heading which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and each aircraft has been issued and one pilot has acknowledged receipt of the visual approach clearance, and the other pilot has acknowledged receipt of the visual or instrument approach clearance.

NOTE-

1. *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a "belly-up" configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.*

2. *Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.*

REFERENCE –

FAA Publication, *Pilot's Handbook of Aeronautical Knowledge, Chapter 15 "Effect of Wind."*

Subparagraphs 2(b) through 2(c), no change.

3. Parallel runways separated by 4,300 feet or more.

Subparagraphs 3(a) through 3(c), no change.

(d) Each aircraft must be assigned headings which will allow the aircraft to intercept the extended centerline of the runway at an angle not greater than 30 degrees.

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2. *Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.*

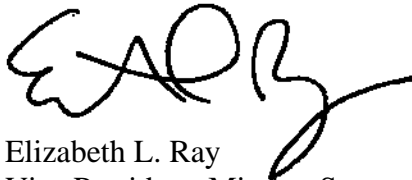
REFERENCE—

FAA Publication, *Pilot’s Handbook of Aeronautical Knowledge*, Chapter 15 “Effect of Wind”.

No further changes to paragraph

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

6. Background. In an effort to move towards proactive risk mitigation and the reduction of risk in the National Airspace System (NAS), the ATO adopted the RAP tool, developed by EUROCONTROL. The RAP tool 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 percent. These events are known as risk analysis events (RAE). 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 approach clearances were being issued to aircraft at questionable times, such as high and fast on the downwind or base leg, which resulted in an overshoot of the extended runway centerline. This caused a conflict with aircraft on approach to the other runway with both aircraft in a side-by-side belly-up situation.



Elizabeth L. Ray
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Air Traffic Organization

July 19, 2012

Date Signed