

NOTICE

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

N JO 7210.780

Effective Date:
July 29, 2011

Cancellation Date:
February 9, 2012

SUBJ: Simultaneous Widely-Spaced Parallel Operations

- 1. Purpose of This Notice.** This notice adds a new paragraph to Federal Aviation Administration (FAA) Order JO 7210.3. This change reflects procedural changes being made in FAA Order 7110.65.
- 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.** Add the following paragraph to FAA Order JO 7210.3, to read as follows:

10-4-7. SIMULTANEOUS WIDELY-SPACED PARALLEL OPERATIONS

The concept for conducting simultaneous independent approaches to widely-spaced parallel runways without final monitors is:

a. Specially designed instrument approach procedures annotated with “Simultaneous Approaches Authorized with Rwy XX” are authorized for simultaneous independent approaches to widely-spaced parallel runways.

1. A separate approach system is required for each parallel runway. A minimum distance of more than 9,000 feet between centerlines is required when dual approaches are used at field elevations at or below 5,000 feet MSL, or 9,200 feet between runway centerlines is required with a field elevation above 5,000 feet MSL. Other integral parts of the total Simultaneous Approach System include radar, communications, ATC procedures, and appropriate airborne equipment.
2. When simultaneous approaches are being conducted, the pilot is expected to inform approach control prior to departing an outer fix if the aircraft does not have the appropriate airborne equipment or they do not choose to conduct a simultaneous approach. Provide individual handling to such aircraft.
3. Closely monitor weather activity that could impact the final approach course. Weather conditions in the vicinity of either final approach course may dictate a change of the approach in use. (See subpara 10-1-6b Note, Selecting Active Runways).
4. All turn-ons and final approaches are monitored by radar. Since the primary responsibility for navigation rests with the pilot, instructions from the controller are limited to those necessary to ensure separation between aircraft. Information and instructions are issued as necessary to contain the aircraft on the final approach course. Aircraft which are observed deviating from the assigned final approach course are instructed to alter course left or right, as appropriate, to return to the desired course. Unless altitude separation is assured between aircraft, immediate action must be taken by the controller monitoring the

adjacent parallel approach course to require the aircraft in potential conflict to alter its flight path to avoid the deviating aircraft.

5. Missed approach procedures are established with climbs on diverging courses. To reduce the possibility of error, the missed approach procedure for a single runway operation should be revised, as necessary, to be identical with that of a simultaneous approach operation.

b. The following minimum radar and communications equipment must be provided for monitoring simultaneous approaches:

1. One separate airport surveillance radar display of a model currently certified for ATC functions.
2. Establish separate radar and local control positions for each final approach course.
3. Facility directives must define the position responsible for providing the minimum applicable longitudinal separation between aircraft on the same final approach course.

c. Record on the facility log, the time the operation begins and ends.

d. Where possible, establish standard breakout procedures for each simultaneous operation. If traffic patterns and airspace permit, the standard breakout altitude should be the same as the missed approach altitude.

e. If there is an aircraft deviation requiring the utilization of breakout procedures or if there is a loss of separation, specifically a compression on final error, forward a copy of that QAR to the Terminal Procedures Group via email at 9-ATOT-HQ-Safety-Risk-Management. This requirement must be written into each facility SOP.

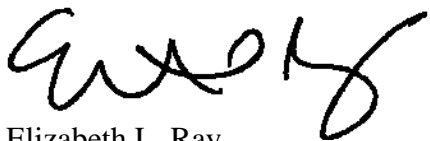
Renumber existing paragraph 10-4-7 through 10-4-9 to 10-4-8 through 10-4-10.

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

6. Background. Since 2000, 13 new runways have opened creating opportunities to accommodate increases in capacity. Some of these runways have been built as parallel accompaniments to existing runways with spacing between their centerlines greater than 9,200 feet and as far apart as more than 15,000 feet. To date, 11 of the 35 Operational Evolution Partnership (OEP) airports have at least one parallel runway pair configuration with centerline separation more than 9,200 feet. This ultimately contributes to the ability to handle capacity increases at those airports, which also requires appropriate staffing levels to accommodate the capacity. Relieving the requirement for final monitor controllers for conducting simultaneous independent parallel instrument approaches when runway centerlines are spaced more than 9,000 feet would prove to be a more efficient use of personnel with no compromise to safety.

Air traffic facilities will be able to operate more efficiently when conducting simultaneous independent approaches to airports that have these widely-spaced parallel runways without final monitors and an NTZ. When conducting these approaches today, dedicated arrival controllers are required for each ILS final approach course and are responsible for approach clearance and sequencing along with correcting blunders, overshoots, and compression on final. Currently, a final monitor controller is required to make any correction by overriding the local controller's frequency which blocks any transmission in progress or planned by the local controller. While this procedure allows for necessary adjustments to the aircraft on final, it can interrupt what the local controller is doing. This causes inefficiencies in departure spacing and impacts time critical clearances such as those related to line up and wait or balked landing procedures. With this national change, the arrival/final controller responsible for final approach will be

able to make adjustments (with full knowledge of their own speed assignments and initial spacing) for their aircraft independently of the local controller, resulting in a less distracting and more efficient operation.

A handwritten signature in black ink, appearing to read 'Elizabeth L. Ray'.

Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

June 28, 2011

Date Signed