

NOTICE

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

N JO 7210.860

Effective Date:
January 15, 2014

Cancellation Date:
January 14, 2015

SUBJ: Converging Runway Operations

1. Purpose of This Notice. This notice amends Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, paragraphs 3-7-3, Display Map Data, and paragraph 10-3-14, Go-Around/Missed Approach.

This notice incorporates changes that will be applied at LAS, CLT, JFK, IAD, IAH, ORD, and BOS beginning January 15, 2014. Secondly, this change will apply to DFW, MSP, DEN, BWI, HNL, MEM, MIA, PHL, SLC, and TPA beginning April 2, 2014. Lastly, this change will apply to all additional affected airports beginning July 9, 2014.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated air traffic control 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 notice amends paragraph 3-7-3 and 10-3-14 for those facilities identified in the notice in accordance to the rollout dates listed above. This change will help facilities address Nonintersecting Converging Runway Operations.

5. Procedures. Amend paragraphs 3-7-3 and 10-3-14 to read as follows:

3-7-3. DISPLAY MAP DATA

Title thru p, no change.

q. Virtual intersection markings for nonintersecting converging runways if the flight paths intersect within 1 NM beyond the departure end of both runways.

No further changes to paragraph.

10-3-14. GO-AROUND/MISSED APPROACH

Title through a, no change.

b. Facility air traffic managers may develop procedural mitigations for nonintersecting converging runways when a 1 NM extension of the runway centerline crosses the centerline of the other runway or the 1 NM extensions of a runway cross the extension of another runway. Facility directives must:

1. Specify procedures to ensure that an arrival that executes a go-around does not conflict with a departure off the nonintersecting converging runway.

2. Define technological tools that could assist in the locally developed procedures.

3. Specify procedures to be used when conditions dictate that intersecting runway separation standards must be applied.

NOTE –

The locally developed procedure will ensure that the potential go around aircraft will not conflict with a departing aircraft that is departing the nonintersecting converging runways. All locally developed procedures will be approved by the Director of Operations, Headquarters. ATMs will determine what tools are needed in the development of local procedures. These may include, but are not limited to:

- (a) Arrival Departure Window (ADW)
- (b) ASDE-X Virtual Runway Intersection Point (VRIP)
- (c) Cutoff Points (CP) developed with the use of enhanced TARGETS.

REFERENCE -


FAAO 7110.65, Para 3-9-9, Non-Intersecting Converging Runway Operations.

c. The procedures must be evaluated on an annual basis to determine their effectiveness.

6. Distribution. This notice is distributed to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; 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.

7. Background. A Corrective Action Request was developed identifying airports where aircraft operating on nonintersecting converging runways were passing through the airborne intersection on the extended centerline of the runway within 14 seconds of each other. Additionally, on July 1, 2013, the National Transportation Safety Board issued Safety Recommendation A-13-024 identifying the same issue. The ATO tasked Air Traffic Managers at those facilities that have nonintersecting converging runways where the extended centerline of a runway crosses a converging runway or the extended centerline of a converging runway within 1 NM of either departure end to convene/complete a SRM panel to review these operations. The changes were created by a workgroup at the direction of the Office of Safety and Technical Training (AJI).

This notice incorporates changes to Display Map Data by adding virtual intersections to the list of available maps. Additionally, this notice incorporates changes to Go-Around/Missed Approach changes related to Nonintersecting Converging Runway Operations into FAA Order JO 7210.3.



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December 24, 2013
Date Signed