

NOTICE

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

N JO 7110.652

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 7110.65, Air Traffic Control, paragraph 3-9-8, Intersecting Runway Separation; adds a new paragraph 3-9-9, Non-Intersecting Converging Runway Operations; and renumbers existing paragraphs 3-9-9 and 3-9-10 to 3-9-10 and 3-9-11 respectively.

This notice incorporates changes that will be applied at LAS, CLT, JFK, IAD, IAH, ORD, and BOS beginning January 15, 2014. It will apply to DFW, MSP, DEN, BWI, HNL, MEM, MIA, PHL, SLC, and TPA beginning April 2, 2014 and 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 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. Procedures. Amends paragraph 3-9-8, adds new paragraph 3-9-9, and renumbers paragraphs 3-9-9 and 3-9-10 as 3-9-10 and 3-9-11 to read as follows:

3-9-8. INTERSECTING RUNWAY OPERATIONS

Title through a, no change

b. Separate departing aircraft from another aircraft using an intersecting runway by ensuring that the departure does not begin takeoff roll until one of the following exists:

REFERENCE -
FAAO JO 7110.65, Para 2-1-21, Traffic Advisories.

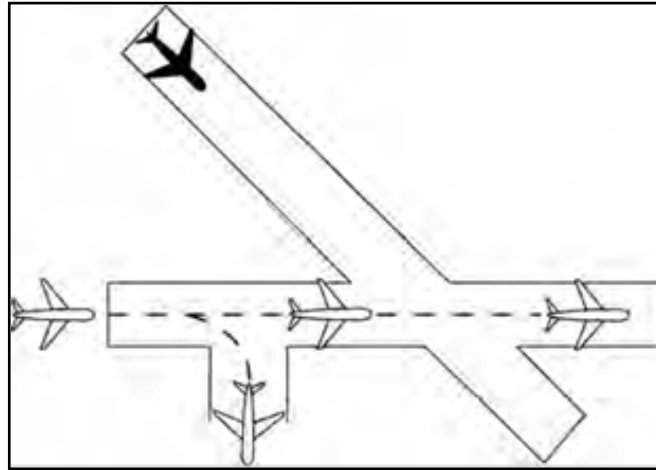
1. The preceding aircraft has departed and passed the intersection or is turning to avert any conflict. (See FIG 3-9-5).

FIG 3-9-5, no change

2. A preceding arriving aircraft is clear of the landing runway, completed the landing roll and will hold short of the intersection, or has passed the intersection. (See FIG 3-9-6).

REFERENCE -
P/CG Term – Clear of Runway

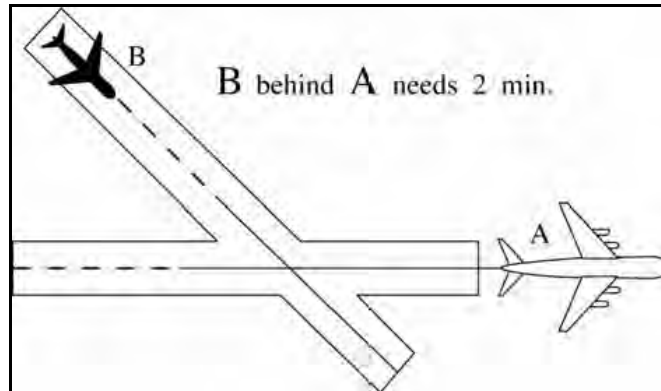
FIG 3-9-6
Intersecting Runway Separation



Wake Turbulence Application through b3 NOTE, no change.

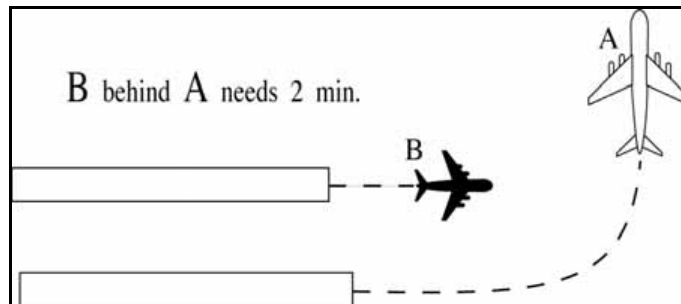
- (a) Intersecting runways if projected flight paths will cross. (See FIG 3-9-7).

FIG 3-9-7
Intersecting Runways



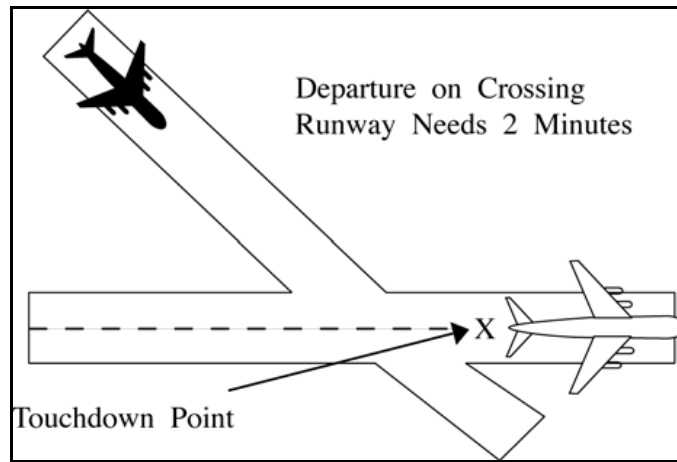
- (b) A parallel runway separated by 2,500 feet or more if projected flight paths will cross. (See FIG-3-9-8).

FIG 3-9-8
Parallel Runway



4. Separate IFR/VFR aircraft departing behind a landing heavy jet/B757 on an intersecting runway if the departure will fly through the airborne path of the arrival- 2 minutes. (See FIG 3-9-9).

FIG 3-9-9
Departure on Intersecting Runway



No further changes to paragraph.

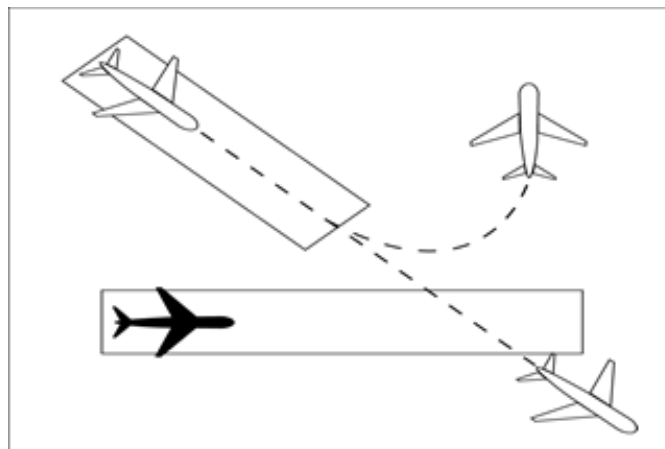
3-9-9. NON-INTERSECTING CONVERGING RUNWAY OPERATIONS

- a. Separate departing aircraft from an aircraft using a nonintersecting runway when the flight paths intersect by ensuring that the departure does not begin takeoff roll until one of the following exists:

REFERENCE-
FAAO JO 7110.65, Para 2-1-21, Traffic Advisories.

1. The preceding aircraft has departed and crossed the departure runway, or is turning to avert any conflict. (See FIG 3-9-10).

FIG 3-9-10
Intersecting Runway Separation



2. A preceding arriving aircraft has completed the landing roll and will hold short of the projected intersection, passed the projected intersection, or has crossed over the departure runway (See FIG 3-9-11 and FIG 3-9-12).

FIG 3-9-11
Intersecting Runway Separation

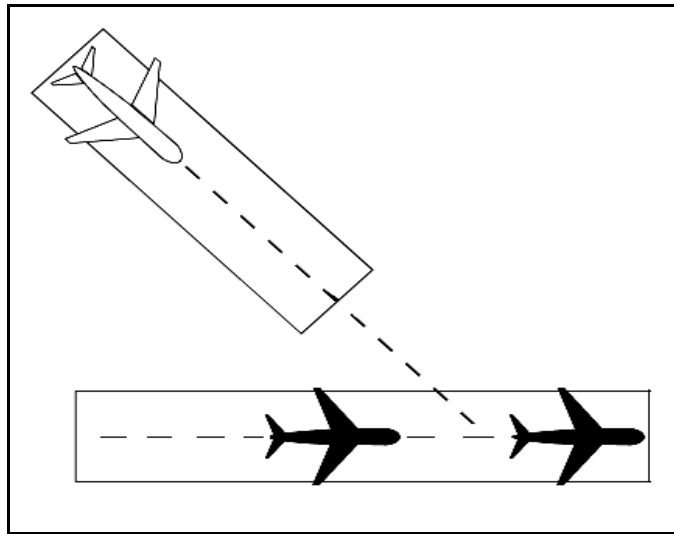
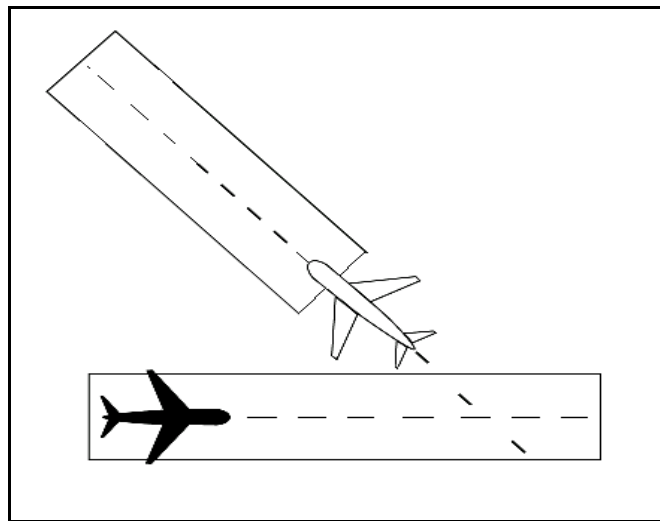


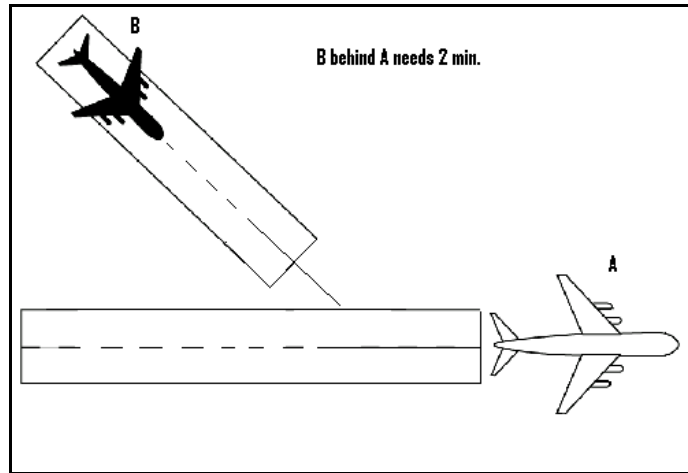
FIG 3-9-12
Intersecting Runway Separation



WAKE TURBULENCE APPLICATION

b. Separate IFR/VFR aircraft taking off behind a heavy jet/B757 departure by *2 minutes* when departing a crossing runway if projected flight paths will cross. (See FIG 3-9-13).

FIG 3-9-13
Intersecting Runway Separation

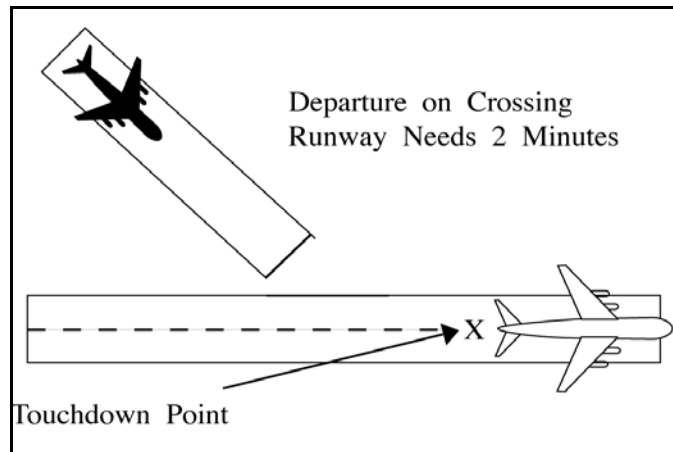


NOTE-

Takeoff clearance to the following aircraft should not be issued until 2 minutes after the heavy jet/B757 begins takeoff roll.

- c. Separate IFR/VFR aircraft departing behind a landing heavy jet/B757 on a crossing runway if the departure will fly through the airborne path of the arrival- 2 minutes. (See FIG 3-9-14).

FIG 3-9-14
Intersecting Runway Separation



- d. Air traffic controllers must not approve pilot requests to deviate from the required wake turbulence time interval if the preceding aircraft is a heavy jet/B757.

REFERENCE-

FAAO JO 7110.65, Para 5-8-3, Successive or Simultaneous Departures.
FAAO JO 7110.65, Para 5-8-5, Departures and Arrivals on Parallel or Nonintersecting Diverging Runways.

- e. If the extended centerline of a runway crosses a converging runway or the extended centerline of a converging runway within 1NM of either departure end, apply the provisions of paragraph 3-9-8, Intersecting Runway Separation. (See FIG 3-9-15).

REFERENCE -

FAAO JO 7210.3, Para 10-3-14, Go-Around/Missed Approach.

FIG 3-9-15
Intersecting Runway Separation

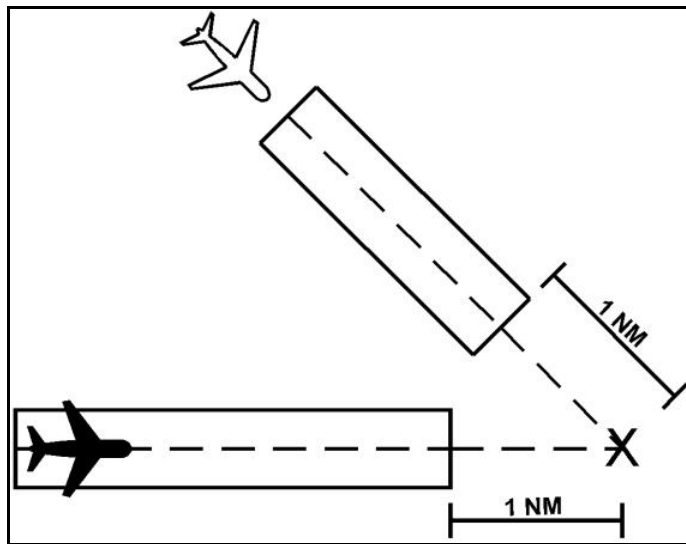
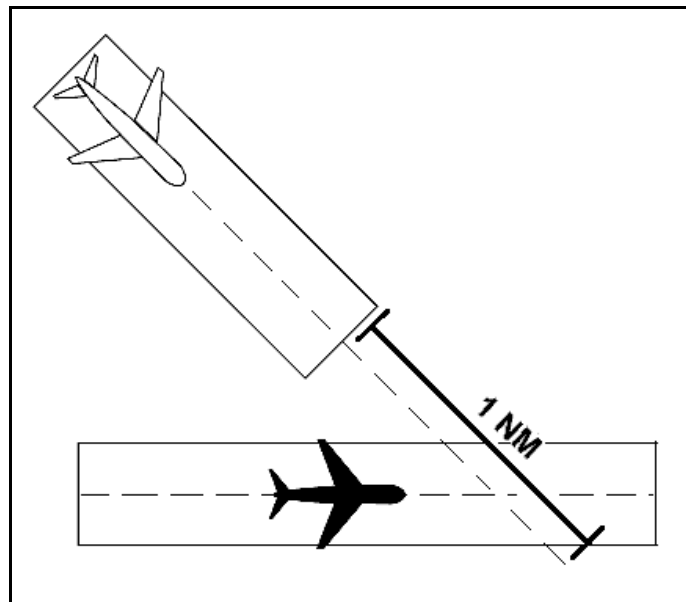


FIG 3-9-16
Intersecting Runway Separation

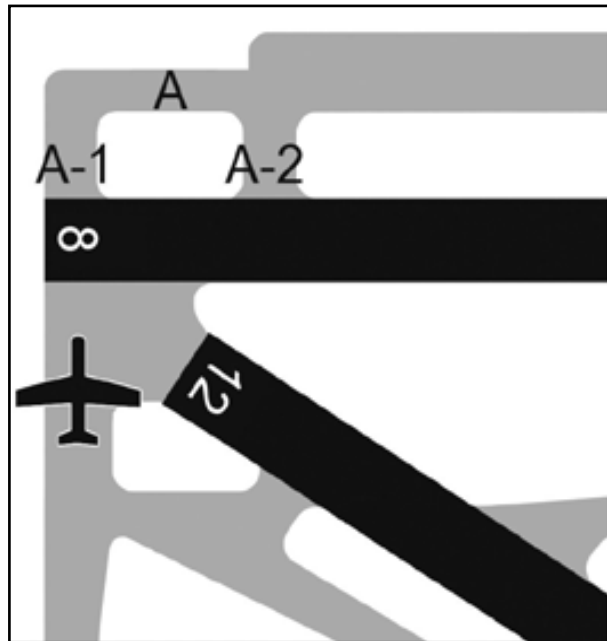


No further changes to paragraph.

3-9-10. TAKEOFF CLEARANCE

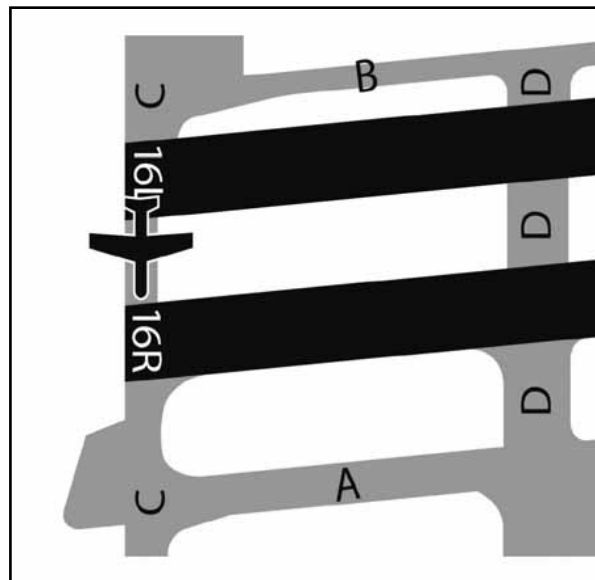
Title through d, no change.

FIG 3-9-17
Runway/Taxiway Proximity



Paragraph e, no change.

FIG 3-9-18
Runway/Taxiway Proximity



No further changes to paragraph.

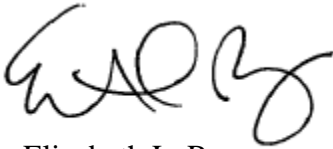
3-9-11. CANCELLATION OF TAKEOFF CLEARANCE

No further changes to paragraph.

5. Distribution. This notice is distributed to the following 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, the Mike Monroney Aeronautical Center; and air traffic control facilities.

6. 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 change incorporates Nonintersecting Converging Runway Operations into FAA Order JO 7110.65. The separation minima may be determined through applicable portions of FAA Order JO 7110.65, paragraph 3-9-8, Intersecting Runway Separation, and 3-9-9, Nonintersecting Converging Runway Operations.



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

December 24, 2013
Date Signed