

NOTICE

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

N JO 7110.730

Effective Date:
March 30, 2017

Cancellation Date:
October 12, 2017

SUBJ: Visual Approaches to Multiple Runways

- 1. Purpose of This Notice.** This notice specifies procedures that permit use of tower-applied visual separation in accordance with FAA JO 7110.65, paragraph 7-2-1, when aircraft are established on a straight-in final.
- 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 terminal 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. Background.** Use of visual separation in accordance with FAA JO 7110.65, paragraph 7-4-4, Approaches to Multiple Runways, has historically been limited to pilot-applied visual separation. An operational advantage may be gained by permitting use of tower-applied visual separation in accordance with paragraph 7-2-1 when aircraft are established on straight-in final.
- 5. Procedures.**

FAA JO 7110.65, paragraph 7-4-4, a through c, no change. Change paragraph 7-4-4 c. 1. to read as follows:

1. Parallel runways separated by less than 2,500 feet.

(a) Unless approved separation is provided by ATC, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway.

(b) When an aircraft reports another aircraft in sight on the adjacent final approach course and visual separation is applied, controllers must advise the succeeding aircraft to maintain visual separation.

(c) Tower-applied visual separation in accordance with para 7-2-1 a.1. may be applied when aircraft are established on the centerline of the runway of intended landing.

WAKE TURBULENCE APPLICATION

(d) Do not permit a heavy/B757 aircraft to overtake another aircraft. Do not permit a large aircraft to overtake a small aircraft.

REFERENCE-

FAA JO 7110.65, para 7-2-1, Visual Separation

No further changes to this paragraph

7. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Systems Operations Services; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; and the William J. Hughes Technical Center.

8. Safety Management System. A SRM Panel was convened on May 27, 2016, to evaluate the changes to FAA Order 7110.65, paragraph 7-4-4, APPROACHES TO MULTIPLE RUNWAYS. Currently, the paragraph allows for inconsistent interpretation regarding when controllers and pilots are permitted to use visual separation. As such, some facilities use tower or pilot-applied visual separation for approaches to closely spaced parallel runways and others do not. To address the inconsistent interpretation of this paragraph, AJV-82 has formulated new language to provide clarification regarding the application of visual separation, especially as it pertains to closely spaced parallel runways. The Panel issued a Safety Risk Management Document which was accepted August 15, 2016.

Original signed by Heather Hemdal

Heather Hemdal
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1-13-2017

Date Signed