Appendix C

**Monitoring Report for Operations Conducted Under FAA Order JO 7110.308**

This checklist is designed to assist the air traffic facilities identified in this order complete their one year monitoring report. This checklist (and the information provided) will assist the Air Traffic Procedures Directorate in meeting the monitoring requirements associated with the governing SRMD. A fillable version of this report can be downloaded and filled out at this form [link](http://www.faa.gov/documentLibrary/media/Order/7110_308AppendixC.docx) hosted at this [publications page](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1031509). Please forward this report by email to: 9-AJV-8-HQ-Correspondence@faa.gov. If you have difficulties downloading the form, you may request the form from the same address.

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| Section 1: Background Information |
| Facility | Facility name |
| RunwayConfiguration(s) | Runway pairing |
|  | Runway pairing |
| How often are CSPR operations, as defined in this order, utilized at your facility? |[ ]  Daily or almost daily (more than 3 times a week) |
|  |[ ]  Often (several times a month) |
|  |[ ]  Seldom (a few times a month) |
|  |[ ]  Rarely (a few times a year) |
| What is the biggest determining factor for the utilization of this procedure at your facility? |[ ]  Weather or other seasonal factors |
|  |[ ]  Runway availability |
|  |[ ]  Noise or other environmental factors |
|  |[ ]  Other |
| Section 2: Monitoring Activities Associated with Relevant Hazards |
| When compared to other arrival flows (the SMS term is system state), has your facility experienced an increase in reported wake encounters on the final approach segment as a result of the utilization of CSPR? |[ ]  No |
|  |[ ]  Yes (please provide an assessment in section 3, of the degree to which your facility noted this increase in reported wake encounters and the causal factors to which you attribute that increase) |
| When compared to other arrival flows, has your facility experienced an increase in the number of go-arounds on the final approach segment? |[ ]  No |
|  |[ ]  Yes (please provide an assessment in section 3, of the degree to which your facility noted this increase in go-arounds and the causal factors to which you attribute that increase) |
| Mandatory Occurrence Reports (MORs)How many MORs associated with the loss of one mile diagonal separation did your facility have during the course of this past year? | Enter MORs data here |
| Section 3: Facility Observations, Opportunities for improvement, and Sharing of Lessons Learned |
| The SMS is the framework that the ATO uses to measure and help ensure the safety of its operations. In an evolving NAS, it is necessary to continuously seek improvement in ATO processes and policies that support ATO safety efforts and, by extension, support the SMS. Please share with us any information that you deem helpful regarding the implementation and operation of CSPR as defined in this order. |
| Additional comments. |