

CHANGE

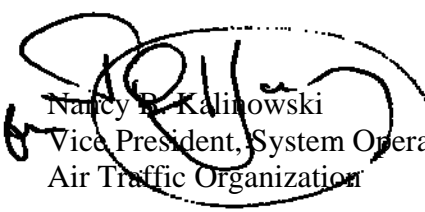
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

JO 7110.308
CHG 1

Effective Date:
January 6, 2010

SUBJ: 1.5-Nautical Mile Dependent Approaches to Parallel Runways Spaced Less Than
2,500 Feet Apart

- 1. Purpose of This Change.** This order specifies specific runway pairs and approach geometries authorized and defines the necessary procedures. Paragraph 6c of this order defines the procedures necessary to conduct the reduced separation approaches to the approved runway pairings for the five airports specified.
- 2. Audience.** This order applies to the Terminal Services organization and all associated air traffic control facilities.
- 3. Where Can I Find This Change?** This change 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 change to closely spaced parallel runway (CSPR) procedures will eliminate the requirement for the lead aircraft to be established and/or cleared for the instrument approach before the trailing aircraft is established and/or cleared for the instrument approach.
- 5. Distribution.** This order is distributed to the following Air Traffic Organization service units: En Route and Oceanic, Terminal, Safety, NextGen and Operations Planning, and System Operations Services; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
- 6. Background.** FAA Order JO 7110.308, dated November 5, 2008, authorizes the use of 1.5-nautical mile dependent staggered approaches to be conducted at the General Edward Lawrence Logan International (BOS), Cleveland-Hopkins International (CLE), Philadelphia International (PHL), Seattle-Tacoma International (SEA), and Lambert-St. Louis International (STL) Airports.
- 7. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 8. Page Control Chart.** See the page control chart attachment.


Nancy R. Kalinowski
Vice President, System Operations Services
Air Traffic Organization

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Date Signed

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PAGE CONTROL CHART

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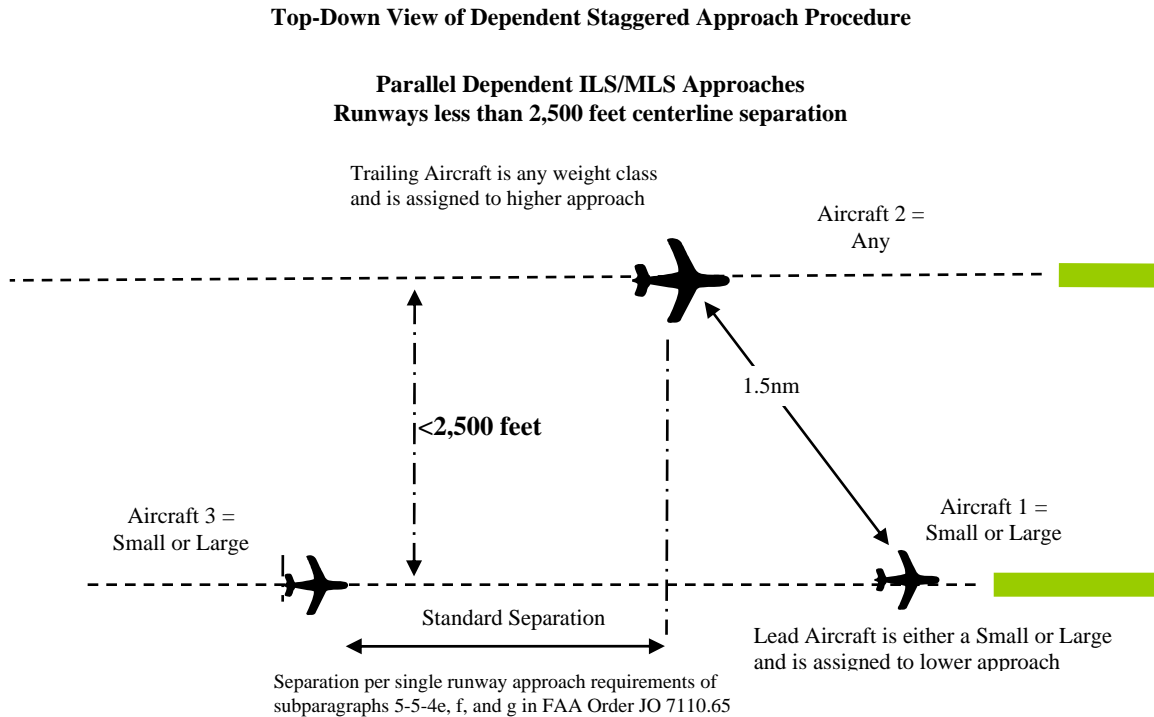
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(8) Disapprovals with proposed mitigations will be coordinated through ATO Safety Services, to Terminal Safety and Operations Support and System Operations Services, to the managing service area, and to the requesting facility for further consideration.

c. Procedures for Dependent Approaches to CSPRs.

(1) Figure 2 provides a graphical depiction of the definitions provided in paragraph 9 of this order. The lead aircraft is aircraft #1 and is assigned to the lower approach. The trailing aircraft is aircraft #2. The lead aircraft in the next pair of reduced separation is aircraft #3.

FIG 2



(2) Conditions for Use. Parallel dependent ILS approaches can be conducted at the airport/runway combinations listed in appendix A under the following conditions:

- (a) Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft until established on the localizer and cleared for the approach.
- (b) The lead aircraft of the dependent separation pair is a small or large aircraft and must be assigned the lower (lead in TBL-A-1) approach and must be established on the localizer.
- (c) Any aircraft type may participate as the trailing aircraft in the dependent pair.
- (d) The trailing aircraft of the dependent separation pair must be assigned the higher (trail in TBL-A-1) approach and must be established on the localizer.
- (e) The lead and trailing aircraft will be cleared for the approach before the loss of standard separation.
- (f) Provide a minimum of 1.5 miles radar separation diagonally with pairs of lead/trailing aircraft.
- (g) Provide standard separation between the trailing aircraft of one pair and the leader of the next pair based on FAA Order JO 7110.65, section 5, subparagraphs 5-5-4e and 5-5-4f.