

CHANGE

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

JO 7110.308
CHG 3

Effective Date:
October 30, 2012

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

- 1. Purpose of This Change.** The change to this order specifies revised leader/follower-specific runway pairs and approach geometries authorized for Newark Liberty International (EWR) and adds specific runway pairs for San Francisco International Airport (SFO).
- 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. Distribution.** This order is distributed to the following Air Traffic Organization service units: En Route and Oceanic, Terminal, System Operations, and Mission Support; the Office of ATO Safety and Technical Training; NextGen and Operations Planning; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
- 5. 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. Newark Liberty International (EWR) and San Francisco International Airport (SFO) are implementing these approaches as well.
- 6. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 7. Page Control Chart.** See the page control chart attachment.



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

9/24/2012
Date Signed

10/30/12

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PAGE CONTROL CHART

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Appendix A. Authorized Runway Pairing

TBL-A-1

Specific Airports/Runway Geometries Approved
for 1.5 NM Diagonal Dependent Approaches

Airport	CSPR Pair (Lead/Trail)	Centerline Separation (in feet)	Glide Path Height Difference (7NM from lead a/c threshold)	Runway (Lead/Trail)	Navigation Type	Glide Slope Angle (degrees)
BOS	4R/4L	1500	128 ft	4R (lead)	ILS	3.0
				4L (trail)	ILS	3.1
CLE	6L/6R	1241	193 ft	6L (lead)	ILS	3.0
				6R (trail)	ILS	3.1
	24L/24R	1241	63 ft	24L (lead)	ILS	3.0
				24R (trail)	ILS	3.0
EWR	4L/4R	950	74 ft	4R (lead)	ILS	2.95
				4L (trail)	ILS	3.1
	22R/22L	950	74ft	22L (lead)	ILS	3.0
				22R (trail)	ILS	3.1
MEM	18C/18L	927	185 ft	18C (lead)	ILS	3.0
				18L (trail)	ILS	3.1
	36R/36C	927	74 ft	36R (lead)	ILS	3.0
				36C (trail)	ILS	3.1
PHL	9R/9L	1400	316 ft	9R (lead)	ILS	3.0
				9L (trail)	ILS	3.0
	27R/27L	1400	263 ft	27R (lead)	ILS	3.0
				27L (trail)	ILS	3.0
SEA	34C/34L	1700	49 ft	34C (lead)	ILS	3.0
				34L (trail)	ILS	3.0
	16C/16R	1700	0 ft	16C (lead)	ILS	3.0
				16R (trail)	ILS	3.0
	16L/16C	800	0 ft	16L (lead)	ILS	3.0
				16C (trail)	ILS	3.0
	34R/34C	800	130 ft	34R (lead)	ILS	2.75*
				34C (trail)	ILS	3.0
SFO	28L/28R	750	111 ft	28L (lead)	ILS	2.85
				28R (trail)	ILS	3.0
STL	30R/30L	1300	89 ft	30R (lead)	ILS	3.0
				30L (lead)	ILS	3.0
	12R/12L	1300	159 ft	12R (lead)	ILS	3.0
				12L (trail)	ILS	3.0

NOTE-

For those runway pairs which require a 3.1 degree glide slope to the trailing approach, this procedure is not to be conducted until the 3.1 degree approach is established.

*SEA 34R currently has a 2.75 degree glide slope. The risk analysis was conducted using a 3 degree glide slope and the procedure is authorized on SEA 34R at 2.75 and up to a 3.0 degree glide slope