

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011 **TRACKING #:** 52- 3-8-3

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1. PARAGRAPH NUMBER AND TITLE:

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATIONS

2. BACKGROUND: Over time, many inquiries regarding the requirements, terminology, and proper application of the procedures contained in Federal Aviation Administration (FAA) Order 7110.65, Paragraph 3-8-3, Simultaneous Same Direction Operations (SSDO), have led to numerous, and often conflicting interpretations. Additionally, an assortment of waivers have been issued nationwide that did not prescribe consistent risk mitigation plans or standardized applications for SSDO. Most of these interpretations and waivers lacked connectivity to the correct source document that provides the basis for the requirements in paragraph 3-8-3. These combined factors have contributed to an inconsistent application of SSDO throughout the NAS.

In a memorandum from the Manager, Enroute/Terminal Operations and Procedures Branch, ATO-100, dated 2/15/99, the source document containing the approved standards for SSDO is Advisory Circular (AC) 150/5300-13. Specifically, chapter 3 of this document establishes airport design standards for runway safety areas (RSAs). RSAs enhance the safety for aircraft that undershoot, overrun, or veer off the runway. The Flight Standards Service has adopted the lateral RSA distances contained in the AC as the approved standard for conducting SSDO. Operations described in FAA JO 7110.65, paragraph 3-8-3, and Table 3-8-1 pertain to SSDO on parallel runways by two or more aircraft, and as such, the runway centerline distances in Table 3-8-1 are the sum of each parallel runway, or landing strips' respective lateral RSA dimensions. This cumulative centerline distance is intended to protect two aircraft operating on parallel runways, or landing strips, in the event each aircraft were to simultaneously veer off the runway toward the other runway or landing strip during landing or takeoff roll.

Previously, lateral RSA standards were greater than the current maximum of 500 feet (250 feet either side of runway centerline). This greater standard for each runway provided the basis for the current centerline distance minima. Although the maximum lateral dimension standard for an RSA prescribed in AC 150/5300-13 has been reduced to the current standard of 500 feet, the centerline distance minima in FAA JO 7110.65, paragraph 3-8-3 and Table 3-8-1 remained unchanged. Therefore, it is necessary to update Table 3-8-1 to reflect the current runway centerline distance minima.

In addition, terminology used to describe aircraft categories is no longer valid and is inconsistent with terms used to describe aircraft in both AC 150/5300-13 and elsewhere in FAA JO 7110.65. For example, the current term "twin engine propeller driven" as used in Table 3-8-1 lacks any specified weight, thereby unnecessarily grouping some small Category II aircraft with some large Category III aircraft. Likewise, the current terminology "All others" includes anything not captured by the term "single engine propeller driven" and "twin engine propeller driven" categories which mistakenly groups small helicopters with heavy aircraft. Both of these examples demonstrate a lack of connectivity with the stated purpose of the prescribed distance minima.

Criteria used in AC 150/5300-13 to determine the RSA dimensions is a combination of aircraft approach category and an aircraft's Airplane Design Group (ADG). There is no way to directly correlate the standards in the AC with the terminology used to describe aircraft categories in FAA JO 7110.65 which are based largely on weight. However, by cross-referencing ADG data and aircraft maximum certified takeoff weights in the AC with the aircraft category definitions provided in FAA JO 7110.65 (Category I, II, and III), it is possible to capture all applicable RSA dimensions in the AC for the applicable aircraft "categories" used by ATC and update the terminology used in Table 3-8-1 accordingly.

3. EXPLANATION OF CHANGE: The proposed change clarifies the specific aircraft category for simultaneous operation to which paragraph 3-8-3 minima is intended to apply. The changes also amend the

requirements for runway centerline distance minima to accurately reflect current airport design standards for an RSA. The requirement for 700-feet between runway centerlines for conducting SSDO involving a heavy jet/B757 will remain "status quo" in order to accommodate their higher ADG designation and corresponding characteristics. This change cancels and incorporates N JO 7110.529, Simultaneous Same Direction Operations, effective July 19, 2010.

4. CHANGE:

OLD

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATIONS

Authorize simultaneous, same direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

a and b

c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-1 (use the greater minimum if two categories are involved).

TBL 3-8-1
Same Direction Distance Minima

<u>Aircraft category</u>	<u>Minimum Distance (feet) between parallel</u>	
	<u>Runway centerlines</u>	<u>Edges of adjacent strips or runway and strip</u>
<u>Lightweight, single-engine, propeller driven</u>	300	200
<u>Twin-engine, propeller driven</u>	500	400
<u>All others</u>	700	600

NEW

3-8-3. SIMULTANEOUS SAME DIRECTION RUNWAY OPERATIONS

Authorize simultaneous same direction runway operations **between an aircraft on takeoff or landing roll along a runway/landing strip and another aircraft on takeoff or landing roll along a** parallel runway/landing strip **provided** the following conditions are met:

No change

c. The distance between the parallel runways and/or parallel landing strips is in accordance with those specified in TBL 3-8-1.

TBL 3-8-1
Same Direction Distance Minima

<u>Category of aircraft operating on each parallel runway or landing strip</u>	<u>Minimum Distance (feet) between:</u>	
	<u>Centerlines of parallel runways</u>	<u>Edges of a runway and parallel landing strip or edges of two parallel landing strips</u>
<u>Category I or Category II</u>	300	200
<u>If either aircraft is a Category III</u>	500	400
<u>If either aircraft is a heavy/B757</u>	700	600

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None


7. **GENOT/NOTICE:** N JO 7110.529, Simultaneous Same Direction Operations, effective July 19, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** HM 4/29/2010

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

SRMD. Proposed change meets full SMS requirements for safety risk assessment.

SRMDM. Proposed change is not safety related.


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ATO DCP FORM 3101-01 (11/06/09)

4-1-10
Date: