

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3W

CHANGE: 3

EFFECTIVE DATE: August 25, 2011

TRACKING #: 33- 10-4-8

SPECIALIST/ROUTING: Robert Law AJV-11 (202) 267-9326

1. PARAGRAPH NUMBER AND TITLE:

10-4-8. REDUCED SEPARATION ON FINAL

2. BACKGROUND: A need for an added level of oversight with regard to documentation of the reduced separation on final staff study is required in this directive.

3. EXPLANATION OF CHANGE: This change adds guidance that facilities must retain the staff study for reduced separation on final. This change cancels and incorporates NO JO 7210.765, Reduced Separation on Final, effective March 14, 2011.

4. CHANGE:

OLD

10-4-8. REDUCED SEPARATION ON FINAL

Separation between aircraft may be reduced to 2.5 NM in-trail separation on the final approach course within 10 NM_s of the runway provided an average Runway Occupancy Time (ROT) of 50 seconds or less is documented for each runway. ROT is the length of time required for an arriving aircraft to proceed from over the runway threshold to a point clear of the runway. The average ROT is calculated by using the average of the ROT of no less than 250 arrivals. The 250 arrivals need not be consecutive, but shall contain a representative sample of the types of aircraft that use the runway. Average ROT documentation shall be revalidated, within 30 days, if there is a significant change in runway/taxiway configuration, fleet mix, or other factors that may increase ROT. Revalidation need not be done for situations that are temporary in nature. Only the ROT for the affected runway(s) will need to be revalidated. The revalidation documentation shall contain the following information for each arrival:

NEW

10-4-8. REDUCED SEPARATION ON FINAL

Separation between aircraft may be reduced to 2.5 NM in-trail separation on the final approach course within 10 NM of the runway provided an average Runway Occupancy Time (ROT) of 50 seconds or less is documented for each runway. ROT is the length of time required for an arriving aircraft to proceed from over the runway threshold to a point clear of the runway. The average ROT is calculated by using the average of the ROT of no less than 250 arrivals. The 250 arrivals need not be consecutive but must contain a representative sample of the types of aircraft that use the runway. Average ROT documentation must be revalidated within 30 days if there is a significant change in runway/taxiway configuration, fleet mix, or other factors that may increase ROT. Revalidation need not be done for situations that are temporary in nature. Only the ROT for the affected runway(s) will need to be revalidated. All validation and revalidation documentation must be retained and contain the following information for each arrival:

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. GENOT/NOTICE: NO JO 7210.765, Reduced Separation on Final, effective March 14, 2011

8. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ **HM 12/17/2010**

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.

10. ICAO DIFFERENCES: YES ☐ NO ☒



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Date: **12-21-10**