

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3X

CHANGE: Basic

EFFECTIVE DATE: February 9, 2012 **TRACKING #:** 3B- 10-4-7

SPECIALIST/ROUTING: Robert Law AJT-24 (202) 385-8793

1. PARAGRAPH NUMBER AND TITLE:

10-4-7. SIMULTANEOUS WIDELY-SPACED PARALLEL OPERATIONS

2. BACKGROUND: A new paragraph is being added to FAA Order JO 7110.65 which captures all of the requirements of a May 2009 SRMD allowing for simultaneous widely-spaced parallel operations without final monitors. Additionally, a January 2011 SRMD allows for parallel dependent and simultaneous independent GPS-RNAV/RNP and ILS approaches or any combination of the two. FAA Order JO 7110.65 is being updated to reflect this change as well.

3. EXPLANATION OF CHANGE: Paragraph 10-4-7, Simultaneous Widely-Spaced Parallel Operations, is being added to reflect changes to FAA Order JO 7110.65 regarding widely-spaced parallel and RNAV approaches. Lastly, existing paragraphs 10-4-7 through 10-4-9 are being renumbered accordingly with this change. This change cancels and incorporates N JO 7210.780, Simultaneous Widely-Spaced Parallel Operations, effective July 29, 2011.

4. CHANGE:

OLD

Add

Add

Add

Add

Add

NEW

10-4-7. SIMULTANEOUS WIDELY-SPACED PARALLEL OPERATIONS

The concept for conducting simultaneous independent approaches to widely-spaced parallel runways without final monitors is:

a. Specially-designed instrument approach procedures annotated with “Simultaneous Approaches Authorized with Rwy XX” are authorized for simultaneous independent approaches to widely-spaced parallel runways.

1. A separate approach system is required for each parallel runway. A minimum distance of more than 9,000 feet between centerlines is required when dual approaches are used at field elevations at or below 5,000 feet MSL, or 9,200 feet between runway centerlines is required with a field elevation above 5,000 feet MSL. Other integral parts of the total Simultaneous Approach System include radar, communications, ATC procedures, and appropriate airborne equipment.

2. When simultaneous approaches are being conducted, the pilot is expected to inform approach control prior to departing an outer fix if the aircraft does not have the appropriate airborne equipment or they do not choose to conduct a simultaneous approach. Provide

individual handling to such aircraft.

Add

3. Closely monitor weather activity that could impact the final approach course. Weather conditions in the vicinity of either final approach course may dictate a change of the approach in use. (See subpara10-1-6b Note, Selecting Active Runways).

Add

4. All turn-ons and final approaches are monitored by radar. Since the primary responsibility for navigation rests with the pilot, instructions from the controller are limited to those necessary to ensure separation between aircraft. Information and instructions are issued as necessary to contain the aircraft on the final approach course. Aircraft which are observed deviating from the assigned final approach course are instructed to alter course left or right, as appropriate, to return to the desired course. Unless altitude separation is assured between aircraft, immediate action must be taken by the controller monitoring the adjacent parallel approach course to require the aircraft in potential conflict to alter its flight path to avoid the deviating aircraft.

Add

5. Missed approach procedures are established with climbs on diverging courses. To reduce the possibility of error, the missed approach procedure for a single runway operation should be revised, as necessary, to be identical with that of a simultaneous approach operation.

Add

b. The following minimum radar and communications equipment must be provided for monitoring simultaneous approaches:

Add

1. One separate airport surveillance radar display of a model currently certified for ATC functions.

Add

2. Establish separate radar and local control positions for each final approach course.

Add

3. Facility directives must define the position responsible for providing the minimum applicable longitudinal separation between aircraft on the same final approach course.

Add

c. Record on the facility log, the time the operation begins and ends.

Add

d. Where possible, establish standard breakout procedures for each simultaneous operation. If traffic patterns and airspace permit, the standard breakout altitude should be the same as the missed approach altitude.

Add

e. If there is an aircraft deviation requiring

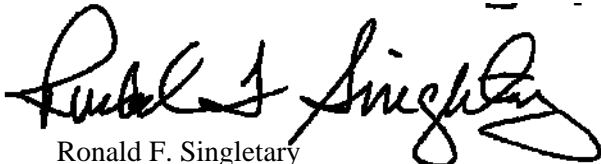
the utilization of breakout procedures, or if there is a loss of separation, specifically a compression on final error, forward a copy of that QAR to the Terminal Procedures Group via email at 9-ATOT-HQ-Safety-Risk-Management. This requirement must be written into each facility SOP.

10-4-7 through 10-4-9

Renumber 10-4-8 through 10-4-10

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **REFERENCE CHANGES:** None
7. **GRAPHICS:** None
8. **GENOT/NOTICE:** N JO 7210.780, Simultaneous Widely-Spaced Parallel Operations, effective July 29, 2011
9. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 2/15/2011
10. **SAFETY RISK MANAGEMENT:** (Check appropriate box).
 - ☒ SRMD. Proposed change meets full SMS requirements for safety risk assessment.
 - ☐ SRMDM. Proposed change does not introduce new safety risks into the NAS.
11. **ICAO DIFFERENCES:** YES ☐ NO ☒



Ronald F. Singletary
Manager, Terminal Operations Group

4/8/11

Date:

ICAO DIFFERENCES IDENTIFICATION FORM

PDG SME:

DATE:

ATO DCP #:

ICAO DIFFERENCE SARP/PANS**SPECIFIC US
REGULATION AND
REFERENCE****PANS ATM, ANNEX
PROVISION****DESCRIPTION OF
DIFFERENCE****REMARKS****DIFFERENCE CATEGORY:****DETERMINATION OF DIFFERENCE: YES ☐ NO ☐****VALIDATOR NAME:****VALIDATOR PHONE: () -**