

BRIEFING GUIDE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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1. PARAGRAPH NUMBER AND TITLE: 1-2-1. WORD MEANINGS

2. BACKGROUND: FAA Order JO 7110.65, Air Traffic Control, paragraph 1-2-1, specifies state aircraft commander responsibilities and requirements for flight operations in accordance with the options of “due regard” or “operational.” Subparagraph 1(c)(2) provides an option for the state aircraft commander to operate “within radar surveillance and radio communications of a surface radar facility.” The use of the specific term “radar” precludes the option to operate within other viable surveillance systems.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>1-2-1. WORD MEANINGS</p> <p style="text-align: center;">Title through n</p> <p>o. Flight operations in accordance with the options of “due regard” or “operational” have the following requirements:</p> <p style="padding-left: 20px;">1. Obligates the authorized state aircraft commander to:</p> <p style="padding-left: 40px;">o1(a) through o1(b)</p> <p style="padding-left: 20px;">(c) Operate under at least one of the following conditions:</p> <p style="padding-left: 40px;">(1) In visual meteorological conditions (VMC); or</p> <p style="padding-left: 40px;">(2) Within <u>radar</u> surveillance and <u>radio</u> communications <u>of a surface radar facility</u>; or</p> <p style="padding-left: 40px;">o1(a)(3) through o1(b)(4)</p> <p>2. An understanding between the pilot and controller regarding the intent of the pilot and the status of the flight should be reached before the aircraft leaves ATC frequency.</p> <p><i>NOTE-</i></p> <p>1. A pilot’s use of the phrase “Going Tactical” does not indicate “Due Regard.”</p> <p>2. The above conditions provide for a level of safety equivalent to that normally given by International Civil Aviation Organization (ICAO) ATC agencies and fulfills U.S. Government obligations under Article 3 of the Chicago Convention of 1944 (<u>Reference (d)</u>), which stipulates there must be “due regard for the safety of navigation of civil aircraft” when flight is not being conducted under ICAO flight procedures.</p> <p style="text-align: center;">Add</p>	<p>1-2-1. WORD MEANINGS</p> <p>No Change</p> <p>No Change</p> <p>No Change</p> <p>No Change</p> <p>No Change</p> <p>No Change</p> <p>(2) Within <u>an area that is covered by an ATC</u> surveillance <u>source</u> and <u>in</u> communications <u>with ATC, or within surveillance source service volume and radio communications range of a facility, Department of Homeland Security or DoD unit capable of providing the pilot assistance to operate with due regard to other aircraft</u>; or</p> <p>No Change</p> <p>No Change</p> <p>No Change</p> <p>2. The above conditions provide for a level of safety equivalent to that normally given by International Civil Aviation Organization (ICAO) ATC agencies and fulfills U.S. Government obligations under Article 3, <u>paragraph d</u>, of the Chicago Convention of 1944, which stipulates there must be “due regard for the safety of navigation of civil aircraft” when flight is not being conducted under ICAO flight procedures.</p> <p><i>REFERENCE-</i> <u>DoD Instruction (DODI) 4540.1, Enclosure 3, Para 3c(1)(c).</u> <u>DoD Flight Information Publication (FLIP), Section 8-6c(1).</u></p>

1. PARAGRAPH NUMBER AND TITLE: 2-1-29. RVSM OPERATIONS

2. BACKGROUND: While guidance regarding controller responsibilities for aircraft operating in or transitioning through Reduced Vertical Separation Minimum (RVSM) airspace is provided in this paragraph, the actual parameters of the airspace are absent. Further research identifies that a definition of the altitudes that comprise RVSM airspace is not present anywhere in FAA Order JO 7110.65. To avoid confusion when applying the guidance found in this paragraph, ATO Safety and Technical Training has requested the addition of the definition of RVSM airspace, based on those found in FAA Order JO 7210.3, paragraph 6-9-1, and Advisory Circular (AC) 91-85B, Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum (RVSM) Airspace.

3. CHANGE:

OLD

2-1-29. RVSM OPERATIONS
 Controller responsibilities must include but not be limited to the following:

NEW

2-1-29. RVSM OPERATIONS
RVSM operations are conducted in RVSM airspace that is defined as any airspace between FL 290 and FL 410 inclusive, where eligible aircraft are separated vertically by 1,000 feet.
 Controller responsibilities must include but not be limited to the following:

1. PARAGRAPH NUMBER AND TITLE: 2-6-2. PIREP SOLICITATION AND DISSEMINATION

2. BACKGROUND: There are conflicting requirements in FAA Order JO 7110.65, Air Traffic Control, and FAA Order JO 7110.10, Flight Services, as to when braking action reports trigger the need for controllers to solicit pilots reports (PIREPs). The requirement to begin soliciting PIREPs for braking action reports in JO 7110.65 states “braking action reports” and does not specify a particular value or criteria, while the requirement in JO 7110.10 states “braking action reports less than good.” Since the value to trigger the solicitation of braking action reports is “less than good,” JO 7110.65 will be amended to coincide with JO 7110.10.

3. CHANGE:

OLD

2-6-2. PIREP SOLICITATION AND DISSEMINATION
 Title through a6
 7. Braking action reports.
 8. Volcanic ash clouds.
 9. Detection of sulfur gases (SO2 or H2S), associated with volcanic activity, in the cabin.
NOTE-
 1. *The smell of sulfur gases in the cockpit may indicate volcanic activity that has not yet been detected or reported and/or possible entry into an ash-bearing cloud. SO2 is identifiable as the sharp, acrid odor of a freshly struck match. H2S has the odor of rotten eggs.*

NEW

2-6-2. PIREP SOLICITATION AND DISSEMINATION
 No Change
 7. Braking action reports **less than good.**
 No Change
 No Change
 No Change

2. Pilots may forward PIREPs regarding volcanic activity using the format described in the Volcanic Activity Reporting Form (VAR) as depicted in the AIM, Appendix 2.

No Change

REFERENCE-
 FAA Order JO 7110.10, Para 8-2-5, Soliciting PIREPs.

Delete

1. PARAGRAPH NUMBER AND TITLE:

3-1-5. VEHICLES/EQUIPMENT/PERSONNEL NEAR/ON RUNWAY

2. BACKGROUND: The Runway Safety Group, AJI-1400, has identified numerous events where vehicles/equipment/personnel were operating in the runway safety area (RSA) while aircraft were using the runway for takeoffs/landings. FAA Order JO 7210.3, Facility Operation and Administration, authorizes operations within an RSA during aircraft operations. This authorization is contingent upon the establishment of a letter of agreement (LOA) between the airport operator, ATC, and the FAA Technical Operations office supporting the airport defining the specific activities permitted in the RSA during aircraft operations.

3. CHANGE:

OLD

NEW

3-1-5. VEHICLES/EQUIPMENT/PERSONNEL NEAR/ON RUNWAYS

3-1-5. VEHICLES/EQUIPMENT/PERSONNEL NEAR/ON RUNWAYS

a. Vehicles, equipment, and personnel in direct communications with the control tower may be authorized to operate up to the edge of an active runway surface when necessary. Provide advisories as specified in paragraph 3-1-6, Traffic Information, and paragraph 3-7-5, Precision Approach Critical Area, as appropriate.

a. **When established in a letter of agreement (LOA),** vehicles, equipment, and personnel in **two-way** communications with **ATC** may be authorized to operate **in the runway safety area (RSA)** up to the edge of **the** runway surface, **which includes when aircraft are arriving, departing, or taxiing along the runway.**

PHRASEOLOGY-
 PROCEED AS REQUESTED; (and if necessary, additional instructions or information).

No Change

Add

REFERENCE-
 FAA Order JO 7210.3, Para 4-3-1, Letters of Agreement.

Add

NOTE-
DoD-only airfields—See Service Manual and/or local operating procedures for guidance on aerodrome operations and LOA requirements.

1. PARAGRAPH NUMBER AND TITLE:

3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS

2. BACKGROUND: The COVID-19 pandemic continues to result in frequent closures of airport traffic control towers (ATCTs). These closures require FAA to accurately communicate the resulting status of airspace class and air traffic services to flight operators. Air traffic control personnel and flight operators have identified a number of safety concerns arising from miscommunications surrounding ATCT closures, specifically involving the status of Class Delta airspace. A Collaborative Decision Making (CDM) subteam was tasked with identifying and proposing resolutions to these safety issues. The use of the term “Class D services” has been identified as a

recurring source of misinterpretation by pilots who have understood it to mean that Class D airspace is no longer in effect, or to question what specific air traffic services remain available. The term “Class D services” is not defined for flight operators in any FAA order or publication. The term does not appear in either the Aeronautical Information Publication (AIP) or the Aeronautical Information Manual (AIM). It is not defined in FAA JO Order 7110.65, Air Traffic Control. The correct term, which is defined in the AIP, AIM and FAA JO Order 7110.65, is “airport traffic control service.”

3. CHANGE:

OLD

3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS

Pilots are required to establish two-way radio communications before entering the Class D airspace. If the controller responds to a radio call with, “(a/c call sign) standby,” radio communications have been established and the pilot can enter the Class D airspace. If workload or traffic conditions prevent immediate provision of Class D services, inform the pilot to remain outside the Class D airspace until conditions permit the services to be provided.

PHRASEOLOGY-

(A/c call sign) REMAIN OUTSIDE DELTA AIRSPACE AND STANDBY.

REFERENCE-

FAA Order JO 7110.65, Para 7-2-1, Visual Separation.

NEW

3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS

Pilots are required to establish two-way radio communications before entering the Class D airspace. If the controller responds to a radio call with, “(a/c call sign) standby,” radio communications have been established and the pilot can enter the Class D airspace. If workload or traffic conditions prevent immediate provision of airport traffic control services, inform the pilot to remain outside the Class D airspace until conditions permit the services to be provided.

No Change

No Change

1. PARAGRAPH NUMBER AND TITLE: 3-5-1. SELECTION

2. BACKGROUND: Aircraft arrival and departure operations generally use the runway(s) most nearly aligned with the wind direction when the wind velocity is 5 knots or more. Other considerations such as runway length, available approach aids, noise abatement, delay/capacity considerations, and other factors may influence the selection of active runways.

National Transportation Safety Board (NTSB) Recommendation A-10-109 included recommendations concerning runway selection criteria that proactively considers current and developing wind conditions, including gusts. In addition, this change is responsive to safety issues identified in Air Traffic Safety Action Program (ATSAP) Corrective Action Request (CAR) 2012-009 Runway Configurations – Tailwind/Crosswind Operations.

3. CHANGE:

OLD

3-5-1. SELECTION

a. Except where a “runway use” program is in effect, use the runway most nearly aligned with the wind when 5 knots or more or the “calm wind” runway when less than 5 knots (set tetrahedron accordingly) unless use of another runway:

NEW

3-5-1. SELECTION

a. The ATCT supervisor/controller-in-charge (CIC) determines which runway/s are designated RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY.

NOTE-

1. If a pilot prefers to use a runway different from that specified, the pilot is expected to advise ATC.

Delete

2. At airports where a “runway use” program is established, ATC will assign runways deemed to have the least noise impact. If in the interest of safety a runway different from that specified is preferred, the pilot is expected to advise ATC accordingly. ATC will honor such requests and advise pilots when the requested runway is noise sensitive.

Delete

REFERENCE-

FAA Order 8400.9, National Safety and Operational Criteria for Runway Use Programs.

Delete

1. Will be operationally advantageous, or

Delete

2. Is requested by the pilot.

Delete

b. When conducting aircraft operations on other than the advertised active runway, state the runway in use.

b. Assign the runway/s most nearly aligned with the wind when 5 knots or more, or the “calm wind” runway when less than 5 knots unless:

Add

1. Use of another runway is operationally advantageous.

Add

2. A Runway Use Program is in effect.

Add

c. Tailwind and crosswind considerations take precedence over delay/capacity considerations, and noise abatement operations/procedures/agreements.

Add

d. If a pilot prefers to use a runway different from that specified, the pilot is expected to advise ATC. ATC may honor such requests as soon as is operationally practicable. ATC will advise pilots when the requested runway is noise-sensitive.

1. PARAGRAPH NUMBER AND TITLE: 3-7-5. PRECISION APPROACH CRITICAL AREA

2. BACKGROUND: In May 2015, the Central Event Review Committee (ERC) submitted a corrective action request (CAR) due to ATSAP reports that indicated a lack in understanding, direction, and inconsistent application of the rules contained within JO 7110.65, paragraph 3-7-5, Precision Approach Critical Area. FAA Order JO 7110.65 was updated in November 2016 to clarify the application. The ERC requested additional review of the provisions to ensure the expected safety benefits articulated in the original CAR are achieved.

3. CHANGE:**OLD****3-7-5. PRECISION APPROACH CRITICAL AREA**

a. ILS critical area dimensions are described in FAA Order 6750.16, Siting Criteria for Instrument Landing Systems. Aircraft and vehicle access to the ILS critical area must be controlled to ensure the integrity of ILS course signals whenever the official weather observation is a ceiling of less than 800 feet or visibility less than 2 miles. Do not authorize vehicles/aircraft to operate in or over the critical area, except as specified in subparagraph a1, whenever an arriving aircraft is inside the ILS outer marker (OM) or the fix used in lieu of the OM unless the arriving aircraft has reported the runway in sight or is circling to land on another runway.

PHRASEOLOGY-

HOLD SHORT OF (runway) ILS CRITICAL AREA.

NOTE-

All available weather sources METARs/SPECI/PIREPs/Controller observations are reported ceilings and/or visibilities and must be disseminated as described in FAA Order JO 7110.65 and FAA Order JO 7210.3.

REFERENCE-

*FAA Order JO 7110.65, Para 2-6-2 PIREP Solicitation and Dissemination.
FAA Order JO 7210.3, Para 2-9-2, Receipt and Dissemination of Weather Observations.
FAA Order JO 7210.3, Para 10-3-1, SIGMENT and PIREP Handling.
FAA Order JO 7900.5, Para 6.4d, Equipment for Sky Condition.*

NEW**3-7-5. PRECISION APPROACH CRITICAL AREA**

a. Aircraft and vehicle access to the ILS critical area must be controlled to ensure the integrity of ILS course signals whenever the official weather observation is a ceiling of less than 800 feet or visibility less than 2 miles. **Unless the arriving aircraft has reported the runway in sight or is circling to land to another runway, do not authorize vehicles/aircraft to operate in or over the critical area, except as specified in subparagraph a1, whenever an arriving aircraft is inside the ILS outer marker (OM) or the fix used in lieu of the OM.**

No Change

NOTE-

When available weather sources such as METARs/SPECI/PIREPs/controller observations indicate weather conditions are changing from VFR to IFR and are deteriorating, actions are expected to be taken to update the official weather observation.

REFERENCE-

*FAA Order JO 7110.65, Para 2-6-2, PIREP Solicitation and Dissemination.
FAA Order JO 7110.65, Para 2-6-3, Reporting Weather Conditions.
FAA Order JO 7110.65, Para 2-6-5, Disseminating Official Weather Information.
FAA Order JO 7210.3, Para 2-9-2, Receipt and Dissemination of Weather Observations.
FAA Order JO 7210.3, Para 10-3-1, SIGMET and PIREP Handling.
FAA Order JO 7900.5, Para 6.4d, Equipment for Sky Condition.
FAA Order 6750.16, Siting Criteria for Instrument Landing Systems.*

1. PARAGRAPH NUMBER AND TITLE:**5-8-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES**

2. BACKGROUND: In October of 2019, Flight Standards (FS) completed a safety case at the request of the NextGen Office concerning Closely Spaced Parallel Operations (CSPO) with simultaneous departure operations on runways separated by less than 2,500 feet. Prior studies regarding simultaneous departures only considered operations where runway centerlines are separated by 2,500 feet or more. This study identified conditions that meet the Air Traffic Organization (ATO) target level of safety of 1×10^{-9} . The study identified cases where simultaneous departures could be accommodated on runways with centerlines separated by at least 700 feet and less than 2,500 feet, provided release distance stagger between the departures were from 1,000 feet to 4,000 feet apart depending upon when courses diverged.

3. CHANGE:

OLD
5-8-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES

Title through **b** REFERENCE

c. When both aircraft are flying an RNAV SID:

1. Between successive departures from the same runway— *1 mile* if courses diverge by 10 degrees or more immediately after departure. (See FIG 5-8-1.)

NOTE-

This procedure does not apply when wake turbulence separation is required.

Add

NEW
5-8-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES

No Change

No Change

No Change

No Change

2. Between simultaneous departures from parallel runways/helicopter takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 700 feet and less than 2,500 feet, courses diverge by 15 degrees or more, and departures are released in accordance with the release distance stagger stated in TBL 5-8-1 below.

OLD

Add

Add

NEW

TBL 5-8-1

Departure Release Distances

<u>Distance to Divergence (Measured from the further DER)</u>	<u>Minimum Centerline Separation</u>	<u>Release Distance Stagger</u>
<u>Immediately</u>	<u>700</u>	<u>1000 feet</u>
<u>No later than 5 NM</u>	<u>1020</u>	<u>2000 feet</u>
<u>No later than 8 NM</u>	<u>1130</u>	<u>3000 feet</u>
<u>No later than 11 NM</u>	<u>1360</u>	<u>4000 feet</u>

Add

NOTE-

This procedure does not apply when wake turbulence separation is required.

OLD

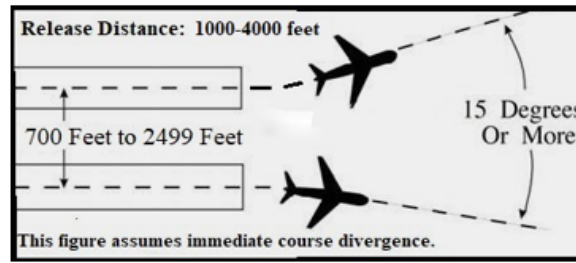
Add

Add

NEW

FIG 5-8-4

Simultaneous Dependent Departures



2. Between simultaneous departures from parallel runways/helicopter takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 2,500 feet and courses diverge by 10 degrees or more immediately after departure. (See FIG 5-8-4, and FIG 5-8-5.)

NOTE-

RNAV SIDs specific to this paragraph are those SIDs constructed with a specific lateral path that begins at the DER.

FIG 5-8-4 through FIG 5-8-5

d. Between aircraft departing from diverging runways:

1. Nonintersecting runways. Authorize simultaneous takeoffs if runways diverge by 15 degrees or more. (See FIG 5-8-6.)

FIG 5-8-6

2. Intersecting runways and/or helicopter takeoff courses which diverge by 15 degrees or more. Authorize takeoff of a succeeding aircraft when the preceding aircraft has passed the point of runway and/or takeoff course intersection. When applicable, apply the procedure in paragraph 3-9-5, Anticipating Separation. (See FIG 5-8-7 and FIG 5-8-8.)

FIG 5-8-7 through FIG 5-8-14

3. Between simultaneous departures from parallel runways/helicopter takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 2,500 feet and courses diverge by 10 degrees or more immediately after departure. (See FIG 5-8-5, and FIG 5-8-6.)

No Change

Renumber as **FIG 5-8-5 through FIG 5-8-6**

No Change

1. Nonintersecting runways. Authorize simultaneous takeoffs if runways diverge by 15 degrees or more. (See FIG 5-8-7.)

Renumber as **FIG 5-8-7**

2. Intersecting runways and/or helicopter takeoff courses which diverge by 15 degrees or more. Authorize takeoff of a succeeding aircraft when the preceding aircraft has passed the point of runway and/or takeoff course intersection. When applicable, apply the procedure in paragraph 3-9-5, Anticipating Separation. (See FIG 5-8-8 and FIG 5-8-9.)

Renumber as **FIG 5-8-8 through FIG 5-8-15**

1. PARAGRAPH NUMBER AND TITLE: 7-4-1. VISUAL APPROACH

2. BACKGROUND: On August 7, 2020, AJV-P, Mission Support Services, Policy Directorate, signed an interpretation response to paragraph 7-4-1, Visual Approach, at the request of the Western Service Center Operations Support Group (OSG). Western OSG requested AJV-P to provide an interpretation of pilot and controller responsibilities when conducting a go-around after having completed a visual approach, the aircraft is not instructed to enter the airport traffic pattern, and when the overlying instrument flight rules (IFR) facility is not able to apply the provisions of paragraph 5-6-3, Vectors Below Minimum Altitude.

3. CHANGE:

OLD

7-4-1. VISUAL APPROACH

A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually and clear of clouds to the airport of intended landing. A visual approach is not a standard instrument approach procedure and has no missed approach segment. An aircraft unable to complete a landing from a visual approach must be handled as any go-around and appropriate IFR separation must be provided until the aircraft lands or the pilot cancels their IFR flight plan.

a. At airports with an operating control tower, aircraft executing a go-around may be instructed to enter the traffic pattern for landing and an altitude assignment is not required. The pilot is expected to climb to pattern altitude and is required to maintain terrain and obstruction clearance. ATC must maintain applicable separation from other aircraft.

Add

Add

Add

NEW

7-4-1. VISUAL APPROACH

No Change

a. At airports with an operating control tower, aircraft executing a go-around may be **directed** to:

1. Enter the traffic pattern for landing. An altitude assignment is not required. The pilot is expected to climb to pattern altitude and is responsible to maintain terrain and obstruction avoidance. ATC must provide approved separation or visual separation from other IFR aircraft, or

2. Proceed as otherwise instructed by ATC. The pilot is expected to comply with assigned instructions, and responsible to maintain terrain and obstruction avoidance until reaching an ATC assigned altitude. ATC is responsible to provide instructions to the pilot to facilitate a climb to the minimum altitude for instrument operations. ATC must provide approved separation or visual separation from other IFR aircraft.

NOTE-

The pilot is responsible for their own terrain and obstruction avoidance during a go-around after conducting a visual approach. The facility can assign headings towards the lowest terrain and obstructions.

b. At airports without an operating control tower, aircraft executing a go-around are expected to complete a landing as soon as possible or contact ATC for further clearance. ATC must maintain separation from other IFR aircraft.

b. At airports without an operating control tower, aircraft executing a go-around are expected to complete a landing as soon as possible or contact ATC for further clearance. ATC must maintain **approved** separation from other IFR aircraft.

No Change

REFERENCE-

- FAA Order JO 7110.65, Para 2-1-4, Operational Priority.*
- FAA Order JO 7110.65, Para 2-1-20, Wake Turbulence Cautionary Advisories.*
- FAA Order JO 7110.65, Para 3-10-2, Forwarding Approach Information by Nonapproach Control Facilities.*
- FAA Order JO 7110.65, Para 7-2-1, Visual Separation.*
- FAA Order JO 7110.65, Para 7-4-4, Approaches to Multiple Runways.*
- FAA Order JO 7210.3, Para 10-3-15, Go-around/Missed Approach.*
- P/CG Term - Go-around. AIM, Para 5-4-23, Visual Approach.*

1. PARAGRAPH NUMBER AND TITLE: 7-4-4. APPROACHES TO MULTIPLE RUNWAYS

2. BACKGROUND: In June 2021, changes were published to subparagraph 7-4-4c2 accounting for a 2018 interpretation response. Since these changes were published, it became clear the provisions associated with subparagraph c3 were not aligned with the formatting and layout of subparagraph c2; this effort makes readability easier and more concise.

3. CHANGE:

OLD

7-4-4. APPROACHES TO MULTIPLE RUNWAYS

Title through c

1. Parallel runways separated by less than 2,500 feet. Unless approved separation is **maintained**, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway. When an aircraft reports another aircraft in sight on the adjacent **final approach course** and visual separation is applied, controllers must advise the succeeding aircraft to maintain visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required.

c2 through c2(b)

(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a) **or** (b) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent **final approach course**.

c2(d) through c3

NEW

7-4-4. APPROACHES TO MULTIPLE RUNWAYS

No Change

1. Parallel runways separated by less than 2,500 feet. Unless approved separation is **provided**, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway. When an aircraft reports another aircraft in sight on the adjacent **extended runway centerline** and visual separation is applied, controllers must advise the succeeding aircraft to maintain visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required.

No Change

(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), **or** (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent **extended runway centerline**.

No Change

(a) When the flight paths do not intersect, visual approaches may be conducted simultaneously provided that approved separation is maintained until one of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.

Add

Add

(b) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subparagraph (a) are met.

(c) Provided the flight paths do not intersect, when the provisions of subparagraphs (a) and (b) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent final approach course.

(d) Each aircraft must either be assigned a heading or established on a direct course to a fix or cleared on an RNAV/instrument approach procedure which will allow the aircraft to intercept the extended centerline of the runway at an angle not greater than 30 degrees.

NOTE-

1. *The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.*

2. *The 30-degree intercept angle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway.*

(a) When aircraft are approaching from opposite base legs, or one aircraft is turning to final and another aircraft is established on the extended centerline for the adjacent runway, approved separation is provided until the aircraft are:

(1) Assigned a heading or established on a direct course to a fix or cleared on an RNAV/instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,

(2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.

(b) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the nearer runway, approved separation is maintained or pilot-applied visual separation is provided by the succeeding aircraft until intercepting the farther adjacent runway extended centerline.

(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), or (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent **extended runway centerline**.

(d) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the farther runway, the succeeding aircraft must be assigned a heading that will intercept the extended centerline of the nearer runway at an angle not greater than 30 degrees. Approved separation must be maintained or pilot-applied visual separation must be provided by the succeeding aircraft until it is established on the extended centerline of the nearer runway.

No Change

No Change

3. *Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.*

No Change

4. *Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph.*

No Change

Add

(e) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met.

1. PARAGRAPH NUMBER AND TITLE:

7-7-3. SEPARATION

7-7-7. TRSA DEPARTURE INFORMATION

2. BACKGROUND: A review of FAA Order JO 7110.65, Air Traffic Control, paragraph 7-7-3, Separation, and paragraph 7-7-7, TRSA Departure Information, has identified wording pertaining to visual flight rules (VFR) aircraft that may lead to misinterpretation. The non-specific reference in paragraph 7-7-3 to “separating VFR aircraft from VFR/IFR aircraft” and the wording structure of subparagraph 7-7-7c, “VFR participating aircraft,” has generated confusion regarding the exact intent of the guidance provided. Additionally, paragraph 7-7-7 does not align with similar wording found in the Aeronautical Information Manual and the Pilot/Controller Glossary.

3. CHANGE:

OLD

7-7-3. SEPARATION

Separate VFR aircraft from VFR/IFR aircraft by any one of the following:

OLD

7-7-7. TRSA DEPARTURE INFORMATION

Title through b

c. Inform VFR participating aircraft when leaving the TRSA.

PHRASEOLOGY-
LEAVING THE (name) TRSA,

and as appropriate,

RESUME OWN NAVIGATION, REMAIN THIS FREQUENCY FOR TRAFFIC ADVISORIES, RADAR SERVICE TERMINATED, SQUAWK ONE TWO ZERO ZERO.

NEW

7-7-3. SEPARATION

Separate **participating** VFR aircraft from IFR aircraft **and other participating VFR aircraft** by any one of the following:

NEW

7-7-7. TRSA DEPARTURE INFORMATION

No Change

c. Inform participating **VFR** aircraft when leaving the TRSA.

No Change

1. PARAGRAPH NUMBER AND TITLE: 9-3-2. SEPARATION MINIMA

2. BACKGROUND: FAA Order JO 7110.65, paragraph 9-3-2, defines the requirements to separate nonparticipating aircraft from active special use airspace, Air Traffic Control assigned airspace (ATCAAs), and stationary Altitude Reservations (ALTRVs). Additionally, it stipulates exceptions can be made and points to FAA Order JO 7210.3 for further clarification. In clarifying this requirement, FAA Order JO 7210.3, paragraph 2-1-18, provides additional explanation and examples of possible separation reductions.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<p>9-3-2. SEPARATION MINIMA</p> <p style="text-align: center;">Title through b</p> <p>1. Some prohibited/restricted/warning areas are established for security reasons or to contain hazardous activities <u>not involving aircraft operations</u>. Where facility management has identified these areas as outlined in FAA Order JO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.</p>	<p>9-3-2. SEPARATION MINIMA</p> <p style="text-align: center;">No Change</p> <p>1. Some prohibited/restricted/warning areas are established for security reasons or to contain hazardous activities <u>and do not require radar separation of 3 miles (FL 600 and above – 6 miles) from the special use airspace</u>. Where facility management has identified these areas as outlined in FAA Order JO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.</p>
