

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3X

CHANGE: 1

EFFECTIVE DATE: July 26, 2012 **TRACKING #:** 31- 10-4-8

SPECIALIST/ROUTING: Eric Lautenschlager AJV-11 (202) 267-8403

1. PARAGRAPH NUMBER AND TITLE:

10-4-8. PRECISION RUNWAY MONITOR-SIMULTANEOUS OFFSET INSTRUMENT APPROACHES

2. BACKGROUND: ATCSCC involvement was to help identify demand of non PRM aircraft that may affect arrival rates at PRM airports. However, these reservation/arrival slot requests were usually received too far in advance of constraints, such as weather, for the facility or ATCSCC to identify any delay. Additionally, the number of non PRM aircraft has diminished due to advancement in aircraft and aircrew training.

3. EXPLANATION OF CHANGE: This change removes the requirement of pilots not qualified to accept PRM approaches to contact the FAA Command Center prior to departure. This change cancels and incorporates N JO 7210.792, Precision Runway Monitor-Simultaneous Offset Instrument Approaches, effective October 7, 2011.

4. CHANGE:

OLD

NEW

10-4-8. PRECISION RUNWAY MONITOR-SIMULTANEOUS OFFSET INSTRUMENT APPROACHES

10-4-8. PRECISION RUNWAY MONITOR-SIMULTANEOUS OFFSET INSTRUMENT APPROACHES

Title thru a

No change

b. Notification procedures for pilots unable to accept an ILS PRM or LDA PRM approach clearance have been established in accordance with Advisory Circular 90-98, Simultaneous Closely Spaced Parallel Operations Airports Using Precision Runway Monitor Systems.

b. Notification procedures for pilots unable to accept an ILS PRM or LDA PRM approach clearance **can be found on the Attention All Users Page (AAUP) of the Standard Instrument Approach Procedures (SIAP) for the specific airport PRM approach.**

No further changes to paragraph.

5. INDEX CHANGES: N/A

6. REFERENCE CHANGES: N/A

7. GRAPHICS: N/A

8. GENOT/NOTICE: N JO 7210.792, Precision Runway Monitor-Simultaneous Offset Instrument Approaches, effective October 7, 2011

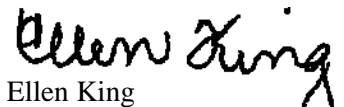
9. FORMATTING & PLAIN LANGUAGE REVIEW: HM 9/12/2011

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

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

SRMDM. Proposed change is not safety related.

11. ICAO DIFFERENCES: YES NO


Ellen King
Director, System Operations

Date: 9/13/11