

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3X

CHANGE: 1

EFFECTIVE DATE: July 26, 2012 **TRACKING #:** 31- APP4- -

SPECIALIST/ROUTING: Robert Law AJT-2A3 (202) 385-8793

1. PARAGRAPH NUMBER AND TITLE:

APPENDIX 4. GLIDE SLOPE OUTAGE WAIVER REQUEST

2. BACKGROUND: Forty-three airports currently conduct simultaneous approaches to parallel runways. The use of simultaneous approaches is an important procedural method for airports to handle a high volume of arrival traffic without extensive delays. Current requirements stipulate that all components of the ILS, including the glide slope, must be functioning to use those simultaneous approaches.

When a glide slope outage occurs, it can have a significant impact on the airport acceptance rate. Options to work around an outage of a glide slope could include a single runway arrival operation, or dual simultaneous approaches at airports where triple approach operations are conducted. These options reduce arrival capacity by one-third to one-half. Another option is to utilize runways that are not the preferred runways for wind direction. This option could present issues with long landing rolls, longer runway occupancy times, and tail wind on final. The last option is to use a runway designed as a departure runway for arrivals. This often introduces new risks associated with increased runway crossings and lack of high speed taxiways.

3. EXPLANATION OF CHANGE: An SRM panel convened on December 8-9, 2011, and created a checklist that facilities must complete and submit along with their glideslope outage contingency plan. This checklist requires approval from Terminal Safety and Operations Support, ATO-Safety, the Air Traffic Safety Oversight Service (AOV), and FAA Flight Standards (AFS-400) prior to conducting ILS (glideslope unusable) operations. This change cancels and incorporates N JO 7210.802, Simultaneous Dependent and Independent Approaches, effective January 18, 2012.

4. CHANGE:

OLD
Add

NEW
**Appendix 4. GLIDE SLOPE OUTAGE
WAIVER REQUEST**

New Form (see attached)

No further changes to paragraph.

5. INDEX CHANGES: None

6. REFERENCE CHANGES: None

7. GRAPHICS: None

8. GENOT/NOTICE: N JO 7210.802, Simultaneous Dependent and Independent Approaches, effective January 18, 2012

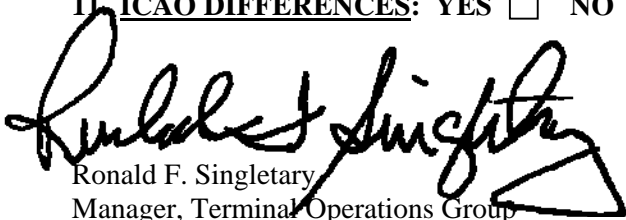
9. FORMATTING & PLAIN LANGUAGE REVIEW: HM 12/20/2011

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

1/6/12
Date:

Appendix 4. Glide Slope Outage Waiver Request

| Simultaneous ILS With Glide Slope Out Waiver for Operations After 29 Days | |
|--|--|
| Submit via Email to: | |
| AJT-2A3 | 9-AJT-2-HQ-TerminalSafetyAndOperationsSupport@faa.gov |
| AJS-5 | 9-AWA-AJS-COR@faa.gov |
| AOV-120 | 9-AWA-AVS-AOV-COR@faa.gov |
| AFS-400 | 'AFS-460-IFPV@faa.gov |
| Section 1 | |
| Facility Identification: | |
| Runway (##) Glide Slope OTS: | |
| Simultaneous Approaches Impacted: | |
| Section 2 | |
| Effective Paragraph(s): | <input type="checkbox"/> FAA Order JO 7110.65, 5-9-6 <input type="checkbox"/> FAA Order JO 7110.65, 5-9-7 |
| Section 3 | |
| Initial Outage Date: | |
| Reason Glide Slope is OTS: | |
| Expected Restoration Date: | |
| Reason outage will be longer than 29 days: | |
| Section 4 | |
| Facility Safety Monitoring: | |
| Facility Manager must include a narrative of any issues or problems that have been encountered. This narrative must identify any new safety requirements/mitigations that the facility implements. | |
| Section 5 | |
| Impact if Waiver is Not Granted: | |
| Facility Manager must include a narrative of the operational impact if continuation of this procedure is not approved. | |
| Section 6 | |
| Attach a copy of the facility Contingency Plan for Unplanned Glide Slope Out Procedures. | |