

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.574

Effective Date:
January 18, 2012

Cancellation Date:
July 26, 2012

SUBJ: Simultaneous Dependent and Independent Approaches

1. Purpose of This Notice. This notice amends procedures pertaining to simultaneous dependent and independent approaches contained within Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.

4. Explanation of Changes. Paragraph 5-9-6 allows air traffic controllers to conduct simultaneous dependent approaches to appropriately-spaced parallel runways. This change does not modify any existing separation standards but merely includes those area navigation (RNAV) approaches which require global positioning system (GPS) or required navigation performance (RNP) within the procedural framework currently authorized for instrument landing system (ILS)/microwave landing system (MLS). Navigation by distance measuring equipment (DME)/DME solution (RNP-0.3) is not authorized in lieu of GPS.

Paragraph 5-9-7 incorporates specially-designed instrument approach procedures at airports currently conducting simultaneous independent approaches—dual & triple, where approach charts specifically authorize simultaneous operations with adjacent runways.

Paragraph 5-9-8 authorizes simultaneous independent close parallel approaches utilizing high update radar.

5. Procedures. Amend the following paragraphs to read as follows:

5-9-6. SIMULTANEOUS DEPENDENT APPROACHES

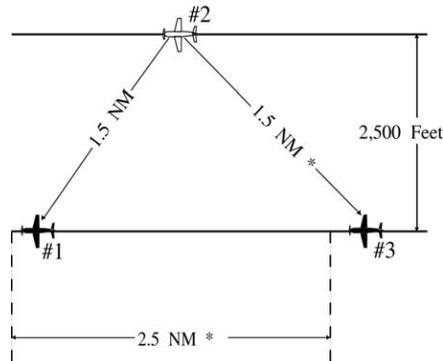
TERMINAL

- a. Apply the following minimum separation when conducting simultaneous dependent approaches:

Subparagraph a1, no change.

- 2. Provide a minimum of 1.5 miles radar separation diagonally between successive aircraft on adjacent final approach courses when runway centerlines are at least 2,500 feet but no more than 4,300 feet apart.

FIG 5-9-7
Simultaneous Dependent Approaches

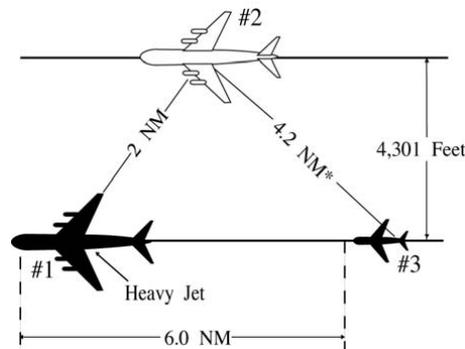


EXAMPLE-

In FIG 5-9-7, Aircraft 2 is 1.5 miles from Aircraft 1, and Aircraft 3 is 1.5 miles or more from Aircraft 2. *The resultant separation between Aircraft 1 and 3 is at least 2.5 miles.

3. Provide a minimum of 2 miles radar separation diagonally between successive aircraft on adjacent final approach courses where runway centerlines are more than 4,300 feet but no more than 9,000 feet apart.

FIG 5-9-8
Simultaneous Dependent Approaches



EXAMPLE-

In FIG 5-9-8, Aircraft 2 is 2 miles from heavy Aircraft 1. Aircraft 3 is a small aircraft and is 6 miles from Aircraft 1. *The resultant separation between Aircraft 2 and 3 is at least 4.2 miles.

Subparagraph a4, no change.

b. The following conditions are required when applying the minimum radar separation on adjacent final approach courses allowed in subparagraph a:

NOTE-

1. Simultaneous dependent approaches involving an RNAV approach may only be conducted when (GPS) appears in the approach title or a chart note states that GPS is required.
2. Simultaneous dependent approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.

No further changes to paragraph.

5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES – DUAL & TRIPLE

TERMINAL

a. Apply the following minimum separation when conducting simultaneous independent approaches:

Subparagraphs a1 through a5, no change.

b. The following conditions are required when applying the minimum separation on adjacent dual or triple final approach courses allowed in subparagraph a:

NOTE-

Simultaneous independent approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.

REFERENCE-

FAAO JO 7210.3, Para 10-4-6, Simultaneous Approaches (Dependent/Independent)

Subparagraph b1, no change.

2. All appropriate communication, navigation, and surveillance systems are operating normally.
3. Inform aircraft that simultaneous independent approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.

Subparagraph b4, no change.

Delete NOTE.

Subparagraphs b5 through c1, no change.

PHRASEOLOGY-

YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO THE FINAL APPROACH COURSE,

or

TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE.

Subparagraphs c2 through c4, no change.

5. Do not apply the provisions of Paragraph 5-13-1, Monitor on PAR Equipment, for simultaneous independent approaches.

d. Consideration should be given to known factors that may in any way affect the safety of the instrument approach phase of flight when simultaneous independent approaches are being conducted to parallel runways. Factors include, but are not limited to, wind direction/velocity, windshear alerts/reports, severe weather activity, etc. Closely monitor weather activity that could impact the final approach course. Weather conditions in the vicinity of the final approach course may dictate a change of approach in use.

No further changes to paragraph.

5-9-8. SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES – HIGH UPDATE RADAR

TERMINAL

Simultaneous close parallel approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.

a. Authorize simultaneous independent close parallel approaches to dual runways with centerlines separated by at least 3,000 feet with one final approach course offset by 2.5 degrees using a precision runway monitor system with a 1.0 second radar update system and when centerlines are separated by 3,400 to 4,300 feet when precision runway monitors are utilized with a radar update rate of 2.4 seconds or less; and

Subparagraphs a1 through a2, no change.

b. The following conditions are required when applying the minimum separation on dual final approach courses allowed in subparagraph a:

Subparagraph b1, no change.

2. All appropriate communication, navigation, and surveillance systems are operating normally.

3. Inform aircraft that closely-spaced simultaneous approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.

Subparagraph b4, no change.

Delete NOTE.

Subparagraphs b5 through c2, no change.

PHRASEOLOGY-

YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO THE FINAL APPROACH COURSE.

or

TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE.

Subparagraphs c3 through c5, no change.

6. Do not apply the provisions of Paragraph 5-13-1, Monitor on PAR Equipment, for closely-spaced simultaneous approaches.

d. Consideration should be given to known factors that may in any way affect the safety of the instrument approach phase of flight when closely-spaced simultaneous approaches are being conducted to parallel runways. Factors include, but are not limited to, wind direction/velocity, windshear alerts/reports, severe weather activity, etc. Closely monitor weather activity that could impact the final approach course. Weather conditions in the vicinity of the final approach course may dictate a change of the approach in use.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. This change incorporates data extrapolated from a safety risk management document conducted by the Performance Based Navigation Integration Group and four separate Flight Standards (AFS) studies. These studies, in chronological order, are: DOT-FAA-AFS-440-29 (Phases 1A and 2A), dated April 2007; DOT-FAA-AFS-450-41 (Phases 1B and 2B), dated December 2008; DOT-FAA-AFS-450-56 (Phases 3 and 4), dated July 2010; and DOT-FAA-AFS-450-73, dated August 2011. The studies identified a target level of safety (TLS) for the simultaneous parallel approaches listed above, and it has been determined that the procedures and mitigation strategies incorporated exceed this TLS.



Elizabeth L. Ray
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Air Traffic Organization

12/16/11

Date Signed