

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.65U

**CHANGE:** 1

**EFFECTIVE DATE:** July 26, 2012

**TRACKING #:** 51- 5-9-7

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

**1. PARAGRAPH NUMBER AND TITLE:**

5-9-7. SIMULTANEOUS INDEPENDENT ILS/MLS APPROACHES - DUAL & TRIPLE

**2. BACKGROUND:** This change incorporates data extrapolated from an SRMD 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.

**3. EXPLANATION OF CHANGE:** This change incorporates specially designed instrument approach procedures at airports currently conducting simultaneous independent approaches. This change allows air traffic control personnel to conduct simultaneous independent and simultaneous close parallel approaches to appropriately spaced runways where approach charts specifically authorize simultaneous operations with adjacent runways. This change deletes references to ILS/MLS approaches and changes localizer/azimuth course to final approach course. This change cancels and incorporates N JO 7110.574, Simultaneous Dependent and Independent Approaches, effective January 18, 2012.

**4. CHANGE:**

**OLD**

5-9-7. SIMULTANEOUS INDEPENDENT ILS/MLS APPROACHES - DUAL & TRIPLE

*TERMINAL*

a. Apply the following minimum separation when conducting simultaneous independent ILS, MLS, or ILS and MLS approaches:

a1 through a5

b. The following conditions are required when applying the minimum separation on adjacent dual or triple ILS/MLS courses allowed in subpara a:

Add

Add

b1

2. ILS, MLS, radar, and appropriate frequencies are operating normally.

**NEW**

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

*TERMINAL*

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

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)**

No change

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

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

b4

**NOTE-**

Not applicable to curved and segmented MLS approaches.

b5 thru c1

**PHRASEOLOGY-**

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

*or*

*TURN (left/right) AND RETURN TO THE LOCALIZER/AZIMUTH COURSE.*

c2 thru c4

5. Do not apply the provisions of para 5-13-1, Monitor on PAR Equipment, for simultaneous ILS, MLS, or ILS and MLS 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 ILS, MLS, or ILS and MLS 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. **INDEX CHANGES:** None

6. **REFERENCE CHANGES:** None

7. **GRAPHICS:** None

8. **GENOT/NOTICE:** N JO 7110.574, Simultaneous Dependent and Independent Approaches, effective January 18, 2012

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

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

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.

No change

Delete

No change

**PHRASEOLOGY-**

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

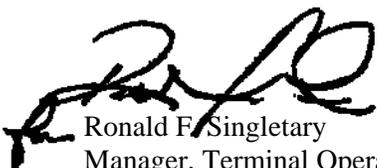
*or*

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

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.

  
Ronald F. Singletary  
Manager, Terminal Operations Group

12/12/11  
Date:

**ICAO DIFFERENCES IDENTIFICATION FORM**

**PDG SME:** John A. Dutton Jr.

**DATE:** January 3, 2011 **ATO DCP #:** 51-5-9-7

**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
FAA Order JO 7110.65T, Paragraph 5-9-7	PANS ATM Chapter 6 Paragraph 6.7.3.2	FAA standards and procedures for simultaneous independent operations are essentially the same except ICAO only specifically addresses duals (not triples), and ICAO has not included RNAV IAPs in combination with ILS.	Change authorizes simultaneous independent approaches for any type of approach where specific authorization is annotated on the approach chart.

**DIFFERENCE CATEGORY:** B – different in character or other means of compl

**DETERMINATION OF DIFFERENCE:** YES  NO

**VALIDATOR NAME:** John A. Dutton Jr.

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