



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

**Subject: Simultaneous Closely Spaced
Parallel Operations Airports Using
Precision Runway Monitor Systems
(PRM)**

**Date: 2/28/03
Initiated By: AFS-5**

**AC No: 90-98
Change:**

1. PURPOSE.

- a. The purpose of this advisory circular (AC) is to notify pilots and operators about the establishment of specific Air Traffic procedures to conduct flight operations into airports identified for Simultaneous Closely Spaced Parallel Approaches using Precision Runway Monitor Systems (PRM).
- b. The Federal Aviation Administration is continuing efforts to expand the use of PRM systems at specific airport locations across the country.

- Current PRM operations locations are:

MSP - Minneapolis-St. Paul International Airport
PHL - Philadelphia International Airport

- Future PRM operations locations are (note: all airports being considered for PRM operations depending on the results of site capability, system efficiency, economic studies, and funding availability):

STL – Lambert St. Louis International Airport
SFO – San Francisco International Airport
ATL – Hartsfield Atlanta International Airport
JFK – New York John F. Kennedy International Airport
CLE – Cleveland Hopkins International Airport

The installation of equipment and the implementation of PRM procedures allow simultaneous closely spaced operations to be conducted at airports where parallel runways are separated by less than 4,300 feet.

PRM offers opportunity for increased arrival operations efficiency at airports and is important to the economic growth of the national airspace system.

However, to realize the full benefits of using PRM, all pilots flying into airports offering PRM services must be able to accept an ILS-PRM or LDA-PRM approach clearance. During the last 5 years of PRM operations at Minneapolis, MN, aircraft unable to accept an ILS-PRM clearance caused significant reductions in the number of aircraft arrivals during PRM operations. Therefore, the FAA is establishing specific air traffic procedures to offer priority services to all aircraft accepting ILS-PRM or LDA-PRM clearances at airports, when PRM operations are being conducted.

2. BACKGROUND.

In 1991, the FAA finalized development of criteria for implementation of PRM procedures and identified training requirements for air traffic controllers and aircrews prior to the start of PRM operations at airports. Minneapolis, MN was the first airport to receive approval to conduct closely spaced parallel approach operations, using PRM equipment and specialized procedures. However, for the past several years' ILS-PRM approach operations conducted at Minneapolis were impacted by efforts to accommodate non-participating aircraft requesting services during PRM arrival operations. FAA benefits analysis forecast even more adverse operations impact to the national airspace system as PRM systems are expanded, should action not be taken to address non-participants.

3. GUIDANCE.

To facilitate maximum benefit of PRM systems, the FAA established the following for arrival operations into a PRM airport:

Where as each pilot in command shall:

- (a) before beginning a flight become familiar with all available information concerning that flight, and,
- (b) when given, comply with an ATC clearance or instruction.
- (c) Pilots who are unable to conduct a PRM approach must call the FAA Air Traffic Control System Center (ATCSCC), prior to departure, to receive a pre-coordinated arrival time. This pre-coordinated arrival time is good only for the day issued.

When weather conditions and service demands dictate, air traffic control will conduct PRM operations at approved locations to ensure maximum system efficiency and service. Priority handling is to be given to all aircraft able to accept clearances to conduct ILS-PRM and LDA/PRM approaches. Users can ensure priority service consideration at airports conducting PRM operations by accepting a PRM approach clearance when offered. When PRM operations are in progress, air traffic control may, except for safety of flight, divert aircraft not able to participate in PRM operations, to a non-PRM alternate airport.

4. PROCEDURES.

FAA Air Traffic Control will publish the effective hours, when PRM operations are being conducted. Pilots who are unable to accept a PRM approach clearance must contact the **FAA ATCSCC directly at 1-800-333-4286** (prior to departure) to obtain a pre-coordinated arrival time. The effective hours for each airport will be published in the U.S. Terminal Procedures publication on the page entitled "Attention All Users of ILS Precision Runway Monitor", or by NOTAM. All users intending to arrive at a PRM airport during PRM operations, and not accept an ILS-PRM or LDA-PRM approach clearance must contact the **FAA ATCSCC**.

Pilots who arrive at a PRM airport not able to accept a PRM approach clearance, and did not contact ATC prior to departure should expect an ATC directed divert to a non-PRM airport. Pilots who are unable to accept a PRM approach clearance should flight plan accordingly for an ATC directed divert to their alternate airport.

5. USER REQUIREMENTS.

To avoid possible divert, undue delay to alternate airport, and inadvertent impact on airport operations, pilots must be able to accept an ILS-PRM or LDA-PRM approach clearance at airports where PRM operations are being conducted. To accept a PRM approach clearance pilots must review and be familiar with the information found in the U.S. Terminal Procedures Publication, and be able to comply with published procedures on the page entitled: "Attention to All Users of ILS Precision Runway Monitor (PRM), for the specific PRM airport. For more information about user requirements to participate in PRM operations, refer to:

- (a) For General Aviation (Part 91) Operators the PRM section of the Aeronautical Information Manual, or read the instruction for PRM users as found at:
<http://www.faa.gov/AVR/AFS/PRMtraining/>
- (b) For Commercial Operations (Part 121, 135, and 129) as authorized in the company FAA approved operations specifications, see <http://www.faa.gov/AVR/AFS/PRMtraining/>

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