

NOTICE

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

N JO 7210.949

Effective Date:
July 1, 2024

Cancellation Date:
February 20, 2025

SUBJ: Simultaneous Independent Approaches

- 1. Purpose of This Notice.** This notice implements changes to FAA Order JO 7210.3, paragraph 10-4-6, Simultaneous Independent Approaches, pertaining to a revised Flight Standards allowance for aircraft to conduct area navigation (RNAV) approaches to the published lateral navigation (LNAV) minima during an instrument landing system (ILS) or glide slope outage for up to 29 days when conducting simultaneous parallel instrument approaches.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all associated air traffic facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Procedures.** Amend the following paragraph as follows:

10-4-6. SIMULTANEOUS INDEPENDENT APPROACHES

Title through paragraph e2 - No Change.

- 3.** The ATC facility must notify arriving pilots that the glide slope is out of service and that the Chart Note stating "LNAV Procedure NA during simultaneous operations" is NOTAMed not applicable. This can be accomplished via the ATIS broadcast.
- 4.** When informed of a full ILS or glideslope outage, ATC facilities that conduct simultaneous approaches must include in a facility directive to notify the Flight Procedure NOTAM center at 405-954-8260 to issue a NOTAM for the RNAV (GPS) approach for the runway with the outage. The NOTAM informs users to disregard the LNAV procedure NA chart note. The facility must also inform the Flight Procedure NOTAM center to cancel the NOTAM when appropriate.
- 5.** Any other requirements specified in the local facility contingency plan for glide slope out procedures must be complied with before conducting simultaneous independent approach procedures.
- 6.** Controllers must be trained and provided annual refresher training concerning the application of these procedures.
- 7.** The ATC facility must record when the glide slope outage occurs and any adverse impact on the operation on FAA Form 7230-4, Daily Record of Facility Operation.

8. Any loss of separation or break out associated with operations under a contingency plan for glide slope out or RNAV approaches to LNAV minimums must be reported to the Director, Operational Policy and Implementation, AJT-2.

9. The facility must have radar coverage down to the decision altitude or minimum descent altitude, as applicable.

10. Approaches must be terminated to the runway without a glide slope or RNAV approach to LNAV minima whenever the reported visibility is below the straight-in localizer or RNAV approach to LNAV minimum for that runway.

11. Any required equipment for the approach with the glide slope out of service must be operational, such as DME or VORTAC.

No further changes to paragraph.

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

6. Background. In November 2023, the FAA received a consensus recommendation from the Performance Based Operations Aviation Rulemaking Committee (PARC) action team on use of RNAV (GPS) Procedure Non-Precision Lateral Navigation (LNAV) Minimums for Simultaneous Independent Parallel Instrument Approaches during ILS or glide slope outages. This PARC Action Team was established to deliver to the Flight Standards Service a recommendation to allow the use of RNAV (GPS) Procedure LNAV only minimums for Simultaneous Independent Parallel Instrument Approaches (SIPIA) during planned, or unplanned, ILS or glide slope outages.

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Air Traffic Organization