

NOTICE

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

N JO 7110.559

Effective Date:
July 29, 2011

Cancellation Date:
February 9, 2012

SUBJ: Simultaneous Independent Approaches to Widely-Spaced Parallel Runways Without Final Monitors

- 1. Purpose of This Notice.** This notice adds a new paragraph 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.** Currently, 11 waivers exist in the NAS which allow for widely-spaced parallel operations to exist without final monitors. There is a May 2009 SRMD which establishes the criteria for those waivers. In order to alleviate the necessity for future waivers, a new paragraph is being added to FAA Order JO 7110.65 which captures all of the requirements of the SRMD. Additionally, no mention is made to the types of approaches as: (1) the approach charts must allow for it, and (2) a January 2011 SRMD allows for parallel dependent and simultaneous independent GPS-RNAV/RNP and ILS approaches or any combination of the two.
- 5. Procedures.** Add the following paragraph to FAA Order JO 7110.65, to read as follows:

5-9-10. SIMULTANEOUS INDEPENDENT APPROACHES TO WIDELY-SPACED PARALLEL RUNWAYS WITHOUT FINAL MONITORS

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

TERMINAL

a. Apply the following minimum separation when conducting simultaneous independent approaches to runway centerlines that are separated by more than 9,000 feet with a field elevation at or below 5,000 feet MSL, or 9,200 feet between runway centerlines with a field elevation above 5,000 feet MSL:

1. Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft during turn-on to parallel final approach.
2. Provide the minimum applicable radar separation between aircraft on the same final approach course.

REFERENCE-
FAAO JO 7110.65, para 5-5-4, Minima.

b. The following conditions are required when applying the minimum separation on widely-spaced parallel courses allowed in subpara a:

1. Straight-in landings will be made.
2. The approach system, radar, and appropriate frequencies are operating normally.
3. Inform aircraft that simultaneous approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.
4. Clear an aircraft to descend to the appropriate glideslope/glidepath intercept altitude soon enough to provide a period of level flight to dissipate excess speed. Provide at least 1 mile of straight flight prior to the final approach course intercept.
5. Separate final and local controllers are required for each final. Aircraft on the final must be on the appropriate final controller frequency for that runway.
6. Transfer of communication and monitor responsibility to the tower controller's frequency must be specified in a facility directive and/or Letter of Agreement.

c. The following procedures must be used by the final approach controllers:

NOTE-

There is no requirement for the establishment of a NTZ.

1. Instruct the aircraft to return to the correct final approach course when that aircraft is observed to overshoot the turn-on or continue on a track which deviates from the final approach course in the direction of the adjacent approach course.

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.

2. Instruct aircraft on adjacent final approach course to alter course to avoid the deviating aircraft when an aircraft is observed, or in the controller's judgment, has deviated from the final approach course in the direction of the adjacent approach course.

PHRASEOLOGY-

TRAFFIC ALERT, (call sign), TURN (left/right) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)

3. Terminate radar monitoring when one of the following occurs:
 - (a) Visual separation is applied.
 - (b) The aircraft reports the approach lights or runway in sight.
 - (c) The aircraft is 1 mile or less from the runway threshold, if procedurally required, and contained in facility directives.
4. Do not inform the aircraft when radar monitoring is terminated.

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 approaches are being conducted to parallel runways. Factors include, but are not limited to, wind direction/velocity, wind-shear 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.

REFERENCE-

FAAO JO 7110.65, Para 5-1-13, Radar Service Termination.

FAAO JO 7110.65, Para 5-9-2, Final Approach Course Interception.

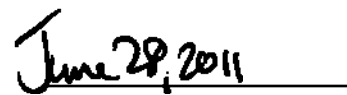
6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. Since 2000, 13 new runways have opened creating opportunities to accommodate increases in capacity. Some of these runways have been built as parallel accompaniments to existing runways with spacing between their centerlines greater than 9,200 feet and as far apart as more than 15,000 feet. To date, 11 of the 35 Operational Evolution Partnership (OEP) airports have at least one parallel runway pair configuration with centerline separation more than 9,000 feet. This ultimately contributes to the ability to handle capacity increases at those airports, which also requires appropriate staffing levels to accommodate the capacity. Relieving the requirement for final monitor controllers for conducting simultaneous independent parallel instrument approaches when runway centerlines are spaced more than 9,000 feet would prove to be a more efficient use of personnel with no compromise to safety.

Air traffic facilities will be able to operate more efficiently when conducting simultaneous independent approaches to airports that have these widely-spaced parallel runways without final monitors and an NTZ. When conducting these approaches today, dedicated arrival controllers are required for each ILS final approach course and are responsible for approach clearance and sequencing along with correcting blunders, overshoots, and compression on final. Currently, a final monitor controller is required to make any correction by overriding the local controller’s frequency which blocks any transmission in progress or planned by the local controller. While this procedure allows for necessary adjustments to the aircraft on final, it can interrupt what the local controller is doing. This causes inefficiencies in departure spacing and impacts time critical clearances such as those related to line up and wait or balked landing procedures. With this national change, the arrival/final controller responsible for final approach will be able to make adjustments (with full knowledge of their own speed assignments and initial spacing) for their aircraft independently of the local controller, resulting in a less distracting and more efficient operation.



Elizabeth L. Ray
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Date Signed