

NOTICE

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

N JO 7210.795

Effective Date:
November 26, 2011

Cancellation Date:
November 25, 2012

SUBJ: Simultaneous Approaches

- 1. Purpose of This Notice.** This notice amends procedures contained within Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operations and Administration, Paragraph 10-4-6, Simultaneous ILS/MLS Approaches.
- 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 Change.** This change incorporates specially designed instrument approach procedures at airports currently conducting simultaneous approaches to parallel runways. 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 course to final approach course.
- 5. Procedures.** Amend Paragraph 10-4-6, Simultaneous ILS/MLS Approaches, to read as follows:

10-4-6. SIMULTANEOUS APPROACHES (DEPENDENT/INDEPENDENT)

The concept for conducting simultaneous approaches with vertical navigation to runways with straight-in approaches is:

a. Specially-designed instrument approach procedures annotated with “simultaneous approaches authorized with Rwy XX” are authorized for simultaneous independent and dependent approaches.

b. Dependent approaches may be conducted when:

1. A minimum distance of 2,500 feet, but no more than 4,300 feet, exists between centerlines.

REFERENCE-

FAAO JO 7110.65, Para 5-9-6, *Dependent Approaches*, FIG 5-9-7

2. A distance more than 4,300 feet, but no more than 9,000 feet, exists between centerlines.

REFERENCE-

FAAO JO 7110.65, Para 5-9-6, *Dependent Approaches*, FIG 5-9-8

c. Independent approaches may be conducted when:

1. A minimum distance of 4,300 feet between centerlines is required when dual simultaneous approaches are used.

2. A minimum distance of 5,000 feet between centerlines is required for triple simultaneous approaches at airports with field elevation less than 1,000 feet MSL.

d. Other integral parts of the total Simultaneous Approach System are properly operating communication, navigation, and surveillance systems.

e. Facilities with an AOV approved contingency plan describing mitigations; operations without vertical guidance may continue for periods of 29 days or less.

f. Outages that last 30 days or more require an approved waiver. (See Appendix 5).

g. When simultaneous approaches are being conducted, the pilot is expected to inform approach control, prior to departing an outer fix, if the aircraft does not have the appropriate airborne equipment or they do not choose to conduct a simultaneous approach. Provide individual handling to such aircraft.

Re-letter subparagraphs c through d to h through i.

j. Missed approach procedures are established with climbs on diverging courses. To reduce the possibility of error, the missed approach procedure for a single runway operation should be revised, as necessary, to be compatible with that of a simultaneous approach operation.

k. The following minimum radar and communications equipment must be provided for monitoring simultaneous approaches:

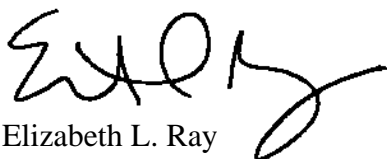
Subparagraph k1, no change.

2. Authorize simultaneous close parallel approaches to parallel dual runways with centerlines separated by 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 feet when precision runway monitors are utilized with a radar update rate of 2.4 seconds or less.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations; 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 an SRMD conducted by the Performance Based Navigation Integration Group, 3 separate Flight Standards (AFS) studies that authorize simultaneous RNAV approaches and one AFS study that validates parallel ILS and LOC approaches. 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.



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October 28, 2011
Date Signed