

# NOTICE

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

**N JO 7110.625**

**Effective Date:**  
August 19, 2013

**Cancellation Date:**  
February 6, 2014

**SUBJ:** Simultaneous Independent Close Parallel Approaches – High Update Radar Not Required

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- 1. Purpose of This Notice.** This notice addresses reducing the minimum runway centerline to runway centerline spacing required to conduct simultaneous independent close parallel approaches without the use of high update radar.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations, including the David J. Hurley Air Traffic Control System Command Center (ATCSCC); all terminal and en route air traffic field facilities, and Department of Defense facilities, where applicable.
- 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/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Procedures.** Add a new paragraph to FAA Order JO 7110.65 to read as follows:

**5-9-9. SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES – HIGH UPDATE  
RADAR NOT REQUIRED**

*TERMINAL*

**a.** Simultaneous close parallel approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to parallel runways.

**b.** Apply the following minimum separation when conducting simultaneous independent close parallel approaches:

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 courses.

**NOTE-**

*Communications transfer to the tower controller's frequency will be completed prior to losing vertical separation between aircraft.*

2. Parallel runway centerlines are separated by a minimum of 3,600 feet or more.
3. Provide the minimum applicable radar separation between aircraft on the same final approach course.

**REFERENCE-**

*FAAO JO 7110.65, Para 5-5-4, Minima*

c. A high-resolution color monitor with alert algorithms, such as the final monitor aid, must be used to monitor close parallel approaches.

d. The following conditions are required when applying the minimum separation on parallel final approach courses allowed in subparagraph a:

1. Straight-in landings will be made.
2. All appropriate communication, navigation, and surveillance systems are operating normally.
3. Inform aircraft that simultaneous closely-spaced approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.
4. Clear the aircraft to descend to the appropriate glideslope 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.

**NOTE-**

*Not applicable to curved and segmented approaches.*

5. A NTZ at least 2,000 feet wide is established an equal distance between extended runway final approach courses and must be depicted on the monitor display. The primary responsibility for navigation on the final approach course rests with the pilot. Control instructions and information are issued only to ensure separation between aircraft and to prevent aircraft from penetrating the NTZ.

6. Monitor all approaches regardless of weather. Monitor local control frequency to receive any aircraft transmission. Issue control instructions as necessary to ensure aircraft do not enter the NTZ.

**NOTE-**

1. *Separate monitor controllers, each with transmit/receive and override capability on the local control frequency, must ensure aircraft do not penetrate the depicted NTZ. Facility directives must define responsibility for providing the minimum applicable longitudinal separation between aircraft on the same final approach course.*

2. *The aircraft is considered the center of the primary radar return for that aircraft, or, if an FMA or other color final monitor aid is used, the center of the digitized target of that aircraft, for the purposes of ensuring an aircraft does not penetrate the NTZ. The provisions of para 5-5-2, Target Separation, also apply.*

e. The following procedures must be used by the final monitor controllers:

1. Instruct the aircraft to return to the correct final approach course when aircraft are observed to overshoot the turn-on or to continue on a track that will penetrate the NTZ.

**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.**

2. Instruct aircraft on the adjacent final approach course to alter course to avoid the deviating aircraft when an aircraft is observed penetrating or in the controller's judgment will penetrate the NTZ.

**PHRASEOLOGY-**

**TRAFFIC ALERT, (call sign), TURN (right/left) 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.
  - 5. Do not apply the provisions of para 5-13-1, Monitor on PAR Equipment, for simultaneous independent close parallel approaches.

f. 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 close parallel 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-**

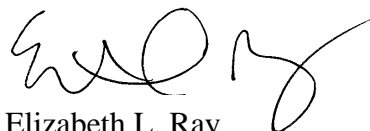
*FAAO JO 7110.65, Para 5-1-13, Radar Service Termination*

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

Existing paragraphs 5-9-9 through 5-9-10, renumber as 5-9-10 through 5-9-11.

**5. Distribution.** This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations, including the ATCSCC; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; all terminal and en route control field facilities, and Department of Defense facilities, where applicable.

**6. Background.** In an effort to increase National Airspace System (NAS) capacity, the Flight Standards Closely Spaced Parallel Operations (CSPO) team worked to reduce the current 4,300-foot runway centerline to runway centerline separation standard for dual simultaneous independent parallel instrument approaches (SIPIA). This effort used revised blunder assumptions, updated data collection and analysis techniques, modified Test Criteria Violation (TCV) volume, fast-time simulations, and human factors analysis. Additionally, the Traffic Alert and Collision Avoidance System (TCAS) was evaluated for potential influence on SIPIA operations. Final results indicate parallel runway separation of 3,600 feet and greater meet current safety standards without the use of high update rate surveillance. This spacing reduction study used the following: Airport Surveillance Radar (ASR-9), Standard Terminal Automation Replacement System (STARS) plus Final Monitor Aid (FMA) with visual and audible alerts, a display Aspect Ratio (AR) of 4:1 and ILS/LPV/GLS navigation systems only (vertical guidance required).



Elizabeth L. Ray  
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Air Traffic Organization

June 13, 2013  
Date Signed