

NOTICE

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

N JO 7110.748

Effective Date:
May 7, 2018

Cancellation Date:
September 13, 2018

SUBJ: Simultaneous Independent Approaches - Dual & Triple; and Simultaneous Independent Approaches to Widely-Spaced Parallel Runways Without Final Monitors

- 1. Purpose of This Notice.** The purpose of this notice is to define abbreviations associated with Established on RNP (EoR), incorporate EoR procedures into simultaneous independent dual and triple operations, and to incorporate Track-to Fix (TF) legs into widely-spaced parallel operations.
- 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, The Mike Monroney Aeronautical Center, The William J. Hughes Technical Center, and all air traffic field 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. Explanation of Change.** This change incorporates EoR into simultaneous independent approaches, for both dual and triple operations. This change also incorporates TF legs into the existing widely-spaced criteria.
- 5. Procedures:** Amend FAA Order JO 7110.65 as follows:

1-2-6. ABBREVIATIONS (add, as appropriate, in alphabetical order)

EoR Established on RNP

RF..... Radius-to-Fix

TF..... Track-to-Fix

No further changes to paragraph.

5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES- DUAL & TRIPLE

Title through a., no change.

- 1.** Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft:

(a) during turn-on to parallel final approach, or

(b) until aircraft are established on a published segment of an approach authorized for Established on RNP (EoR) operations.

NOTE –

Aircraft are considered EoR on an initial or intermediate segment of an instrument approach authorized for EoR operations after the approach clearance has been issued, read back by the pilot and the aircraft is observed on the published procedure (lateral and vertical path, and within any procedure specified speed restriction), and is conducting a simultaneous independent parallel approach with an authorized simultaneous instrument approach to a parallel runway.

REFERENCE-

FAA Order JO 7210.3, Para 10-4-6, Simultaneous Independent Approaches

P/CG Term – Required Navigation Performance (RNP)

P/CG Term – Established on RNP Concept

a2 through a3(c), no change.

(d) Parallel approaches to airports where the airport field elevation is more than 2,000 feet MSL require the use of the final monitor aid (FMA) system and an approved FAA aeronautical study.

4. Provide the minimum applicable radar separation between aircraft on the same final approach course.

NOTE-

Except when conducting an EoR operation, no two aircraft will be assigned the same altitude during turn-on to final. All three aircraft will be assigned altitudes which differ by a minimum of 1,000 feet. Example: 3,000, 4,000, 5,000; 7,000, 8,000, 9,000.

b through c6, no change.

7. Communications transfer to the tower controller's frequency must be completed prior to losing 1,000 feet vertical or 3 miles radar separation between aircraft.

No further changes to the paragraph.

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

Title through b1(a), no change.

(b) conducting EoR operations, until aircraft are established on a published segment of an approach authorized for EoR operations.

NOTE –

Aircraft are considered EoR on an initial or intermediate segment of an instrument approach authorized for EoR operations after the approach clearance has been issued, read back by the pilot and the aircraft is observed on the published procedure (lateral and vertical path, and within any procedure specified speed restriction), and is conducting

a simultaneous independent parallel approach with an authorized simultaneous instrument approach to a parallel runway.

REFERENCE-

FAA Order JO 7210.3, Para 10-4-7, Simultaneous Widely-Spaced Parallel Operations

P/CG Term – Required Navigation Performance (RNP)

P/CG Term – Established on RNP Concept

No further changes.

6. Background. The use of Required Navigation Performance (RNP) approach transitions to have aircraft join the final approach course is becoming increasingly common throughout the National Airspace System. Established on RNP (EoR) operations with RF legs are approved to widely-spaced parallel runways (more than 9,000 feet centerline spacing) without monitors. A Safety Risk Management Panel completed the required safety risk analyses for conducting RF/Track-to-Fix (TF) EoR operations to dual parallel runways with centerline spacing of 3,600 feet or greater, triple parallel runways with centerline 3,900 feet or greater, and adding TF legs to the widely-spaced runway criteria. Based on the safety risk analyses, EoR can be incorporated into simultaneous instrument approaches to parallel runways during dual and triple operations.

7. Distribution. This notice is distributed to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, The Mike Monroney Aeronautical Center, The William J. Hughes Technical Center, and all air traffic field facilities.

8. Related Publications. FAA Order JO 7210.3, paragraphs 10-4-6 and 10-4-7; and FAA Order JO 7110.65, Pilot/Controller Glossary – Section E. Notices to these orders will be published concurrently with this notice.

Original signed by *Sharon Kurywchak*

Sharon Kurywchak
Director (A), Air Traffic Procedures
Air Traffic Organization

4/5/2018

Date Signed