

# NOTICE

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

N JO 7110.693

**Effective Date:**  
August 17, 2015

**Cancellation Date:**  
May 26, 2016

**SUBJ:** Simultaneous Dependent and Independent Parallel Approach Operations

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**1. Purpose of This Notice.** The purpose of this notice is to implement new procedures for conducting simultaneous parallel approach operations. These changes account for new dependent separation standards, Runway Centerline Spacing (RCLS) standards, and the elimination of high update radar requirements previously articulated as a condition for conducting Precision Runway Monitor (PRM) procedures.

**2. Audience.** This notice applies to the Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated terminal air traffic control facilities.

**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. Background.** Concerning Dependent Operations, Flight Standards (AFS) recently generated a report that now permits the use of 1 NM radar separation diagonally when runway centerlines are separated by at least 2,500 feet but no more than 3,600 feet, and the legacy 1.5 NM radar separation diagonally will now be required when runway centerlines are separated by more than 3,600 feet but no more than 4,300 feet. The application of 1 NM or 1.5 NM diagonal minima ensures aircraft remain staggered on adjacent approaches. This reduces the risk of collision from aircraft inadvertently deviating from the final approach path. Concerning Independent Operations, between 2011 and 2014, AFS released three technical reports that form the framework for the majority of the changes contained in this Notice. The changes account for new runway centerline spacing (RCLS) distances when operating with dual parallel runways or triple parallel runways. Additionally, they account for the inclusion of offset approaches to further reduce the RCLS without the need for high update radars and allows for the removal of the simultaneous independent close parallel approaches without high update radar paragraph due to the duplicative content.

**5. Procedures.**

a. Amend the following paragraphs to read as follows:

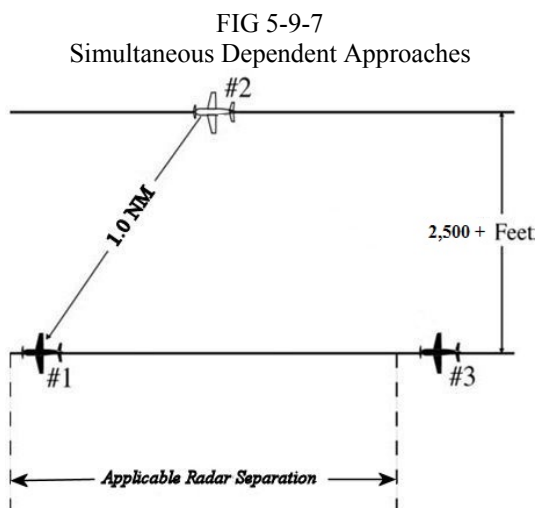
**5-9-6. SIMULTANEOUS DEPENDENT APPROACHES**

**TERMINAL**

a. Apply the following minimum separation when conducting simultaneous dependent approaches:

1. Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft during turn on.

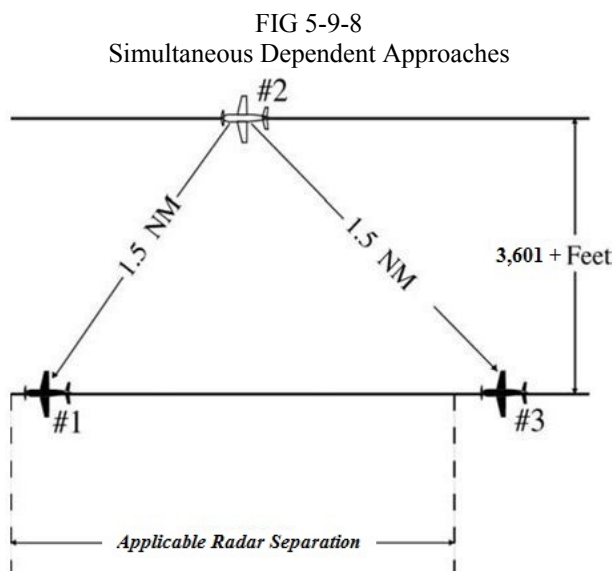
2. Provide a minimum of 1 mile radar separation diagonally between successive aircraft on adjacent final approach courses when runway centerlines are at least 2,500 feet but no more than 3,600 feet apart.



**EXAMPLE—**

In FIG 5-9-7, Aircraft 2 is 1.0 mile from Aircraft 1. Applicable radar separation must be maintained between Aircraft 1 and Aircraft 3.

3. Provide a minimum of 1.5 miles radar separation diagonally between successive aircraft on adjacent final approach courses when runway centerlines are more than 3,600 feet but no more than 4,300 feet apart.

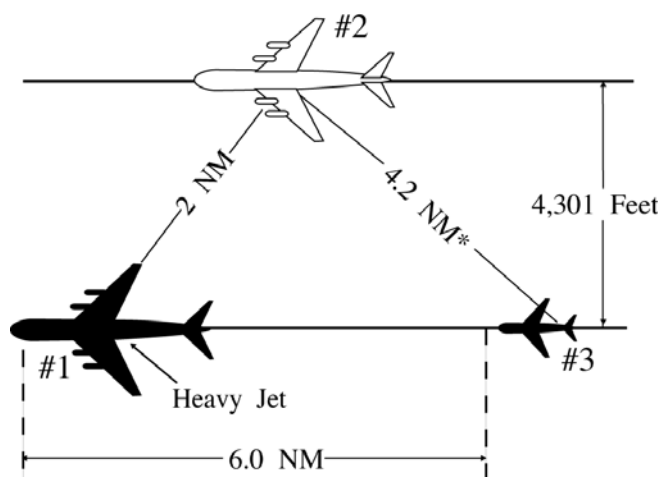


**EXAMPLE—**

In FIG 5-9-8, Aircraft 2 is 1.5 miles from Aircraft 1, and Aircraft 3 is 1.5 miles or more from Aircraft 2. Applicable radar separation must be maintained between aircraft on the same final.

4. Provide a minimum of 2 miles radar separation diagonally between successive aircraft on adjacent final approach courses where runway centerlines are more than 4,300 feet but no more than 9,000 feet apart.

Fig 5-9-9  
Simultaneous Dependent Approaches

**EXAMPLE—**

In FIG 5-9-9, Aircraft 2 is 2 miles from heavy Aircraft 1. Aircraft 3 is a small aircraft and is 6 miles from Aircraft 1.

\*The resultant separation between Aircraft 2 and 3 is at least 4.2 miles.

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

**REFERENCE—**

FAAO JO 7110.65, Section 5, Radar Separation, Para 5-5-4, Minima.

- b. The following conditions are required when applying the minimum radar separation on adjacent final approach courses allowed in subparagraph a:

**NOTE—**

1. Simultaneous dependent approaches involving an RNAV approach may only be conducted when (GPS) appears in the approach title or a chart note states that GPS is required.
2. Simultaneous dependent approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.

1. Apply this separation standard only after aircraft are established on the parallel final approach course.
2. Straight-in landings will be made.
3. Missed approach procedures do not conflict.
4. Aircraft are informed that approaches to both runways are in use. This information may be provided through the ATIS.
5. Approach control must have the interphone capability of communicating directly with the local controller at locations where separation responsibility has not been delegated to the tower.

**NOTE—**

The interphone capability is an integral part of this procedure when approach control has the sole separation responsibility.

**REFERENCE—**

FAAO JO 7110.65, Para 5-9-5, Approach Separation Responsibility.

FAAO JO 7210.3, Para 2-1-15, Authorization for Separation Services by Towers.

- c. Consideration should be given to known factors that may in any way affect the safety of the instrument approach phase of flight, such as surface wind direction and 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 5–9–2, Final Approach Course Interception.

**5-9-7. SIMULTANEOUS INDEPENDENT APPROACHES – DUAL & TRIPLE****TERMINAL**

a. Apply the following minimum separation when conducting simultaneous independent 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.

**NOTE—**

1. During triple parallel approaches, no two aircraft will be assigned the same altitude during turn-on. 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.

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

2. Dual parallel runway centerlines are at least 3,600 feet apart, or dual parallel runway centerlines are at least 3,000 feet apart with a 2.5° to 3.0° offset approach to either runway and the airport field elevation is 2,000 feet MSL or less.

**NOTE—**

Airport field elevation requirement does not apply to dual parallel runways that are 4,300 feet or more apart.

3. Triple parallel approaches may be conducted under one of the following conditions:

(a) Parallel runway centerlines are at least 3,900 feet apart and the airport field elevation is 2,000 feet MSL or less; or

(b) Parallel runway centerlines are at least 3,000 feet apart, a 2.5° to 3.0° offset approach to both outside runways, and the airport field elevation is 2,000 feet MSL or less; or

(c) Parallel runway centerlines are at least 3,000 feet apart, a single 2.5° to 3.0° offset approach to either outside runway while parallel approaches to the remaining two runways are separated by at least 3,900 feet, and the airport field elevation is 2,000 feet MSL or less.

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

b. A color digital display set to a 4 to 1 (4:1) aspect ratio (AR) with visual and aural alerts, such as the STARS final monitor aid (FMA), and a surveillance update rate at least 4.8 seconds must be used to monitor approaches where:

1. Dual parallel runway centerlines are at least 3,000 and no more than 4,300 feet apart.

2. Triple parallel runway centerlines are at least 3,000 but less than 5,000 feet apart and the airport field elevation is 2,000 feet MSL or less.

3. Triple parallel approaches to airports where the airport field elevation is more than 2,000 feet MSL require use of the FMA system and an approved FAA aeronautical study.

**NOTE—**

FMA is not required to monitor the NTZ for runway centerlines greater than 4,300 feet for dual runways, and 5,000 feet or greater for triple operations.

c. FUSION must be discontinued on the FMA displays and set to a single-sensor, when conducting final monitoring activities.

**REFERENCE—**

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

d. The following conditions must be met when conducting dual or triple simultaneous independent approaches:

**NOTE—**

*Simultaneous independent approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches.*

**REFERENCE—**

*FAAO JO 7210.3, Para 10-4-6, Simultaneous Approaches (Dependent/Independent)*

1. Straight-in landings will be made.

2. All appropriate communication, navigation, and surveillance systems are operating normally.

3. Inform aircraft that simultaneous independent approaches are in use, or when runway centerlines are less than 4,300 feet PRM approaches are in use, prior to aircraft departing an outer fix. This information may be provided through the ATIS.

**REFERENCE—**

*P/CG Term— Precision Runway Monitor (PRM) System.*

4. Clear the 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.

**NOTE—**

*Not applicable to approaches with RF legs.*

5. An 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, apply also.*

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 which 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 your judgment will penetrate the NTZ.

No further changes to this paragraph

**5-9-8. SIMULTANEOUS INDEPENDENT CLOSE PARALLEL APPROACHES - PRECISION RUNWAY MONITOR (PRM) APPROACHES****TERMINAL**

a. PRM approaches may only be conducted when charted in the approach title, and where instrument approach charts specifically authorize simultaneous approaches.

**REFERENCE–**

*P/CG Term– Precision Runway Monitor (PRM) System*

*P/CG Term–Simultaneous Close Parallel Approaches*

b. PRM approaches must be assigned when conducting instrument approaches to dual and triple parallel runways with runway centerlines separated by less than 4,300 feet.

c. Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft during turn-on to parallel or offset final approach.

**NOTE–**

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

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

**REFERENCE–**

*FAAO JO 7110.65, Para 5–5–4, Minima.*

e. The following conditions must be met when conducting dual and triple PRM approaches:

1. Straight-in landings will be made.

2. All appropriate communication, navigation, and surveillance systems are operating normally.

3. Inform aircraft that PRM 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/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.

**NOTE–**

*Not applicable to approaches with RF legs.*

5. An 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.

7. 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 the responsibility for providing the minimum applicable longitudinal separation between aircraft on the same final approach course.

**NOTE—**

*The aircraft is considered the center of the digitized target for the purposes of ensuring an aircraft does not penetrate the NTZ.*

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

1. Provide position information to an aircraft that is (left/right) of the depicted final approach course centerline, and in your judgment is continuing on a track that may penetrate the NTZ.

**PHRASEOLOGY—**

*(Aircraft call sign) I SHOW YOU (left/right) OF THE FINAL APPROACH COURSE.*

2. Instruct the aircraft to return immediately to the correct final approach course when aircraft are observed to overshoot the turn-on or continue on a track which 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.*

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

**NOTE—**

*An instruction that may include a descent to avoid the deviating aircraft should only be used when there is no other reasonable option available to the controller. In such a case, the descent must not put the aircraft below the MVA.*

**PHRASEOLOGY—**

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

4. 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.

5. Do not inform the aircraft when radar monitoring is terminated.

6. Do not apply the provisions of Paragraph 5-13-1, Monitor on PAR Equipment, for PRM approaches.

g. Consideration should be given to known factors that may in any way affect the safety of the instrument approach phase of flight when PRM approaches are being conducted to parallel runways. Factors include, but are not limited to, wind direction/velocity, windshear 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 the approach in use.

No further changes to this paragraph

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

**NEW 5-9-9. SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)– HIGH UPDATE RADAR**

TERMINAL

a. Simultaneous offset independent approaches **[SOIA]** may be conducted at FAA designated airports that have an authorization issued by the Director, Operations-Headquarters, AJT-2, in coordination with AFS with parallel runways that have centerlines separated by less than 3,000 feet with one final approach course offset by 2.5 to 3.0 degrees using a high update rate surveillance system with a 1.0-second radar update; and

1. Provide a minimum of 1,000 feet vertical or a minimum of 3 miles radar separation between aircraft during turn-on to final approaches.

**NOTE–**

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

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

3. Provide the minimum applicable radar separation between the trailing offset aircraft of a leading SOIA pair and the lead straight-in aircraft in the subsequent SOIA pair when the parallel runways have centerlines separated by less than 2,500 feet.

**REFERENCE–**

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

b. The following conditions are required when applying the minimum separation between lead straight-in and offset trailing approaches with glideslope courses or vertical navigation authorized in subparagraph a above:

1. Straight-in landings will be made.

2. All appropriate communication, navigation, and surveillance systems are operating normally.

3. Inform aircraft that PRM 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/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.

**NOTE–**

*Not applicable to approaches with RF legs.*



5. A No Transgression Zone (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 NTZ begins prior to the point where adjacent inbound aircraft first lose vertical separation and extends to a point coincident with the location of the offset approach MAP. 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.

7. 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 the responsibility for providing the minimum applicable longitudinal separation between aircraft on the same final approach course and the minimum applicable longitudinal separation between the trailing offset aircraft of a leading SOIA pair and the lead straight in aircraft in the subsequent SOIA pair when the parallel runways have centerlines separated by less than 2,500 feet.

**NOTE—**

*The aircraft is considered the center of the digitized target for that aircraft for the purposes of ensuring an aircraft does not penetrate the NTZ.*

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

1. Provide position information to an aircraft that is (left/right) of the depicted final approach course centerline, and in your judgment is continuing on a track that may penetrate the NTZ.

**PHRASEOLOGY—**

*(Aircraft call sign) I SHOW YOU (left/right) OF THE FINAL APPROACH COURSE.*

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

**PHRASEOLOGY—**

*YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO FINAL APPROACH COURSE.*

*Or*

*TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE.*

3. 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.

**NOTE—**

*An instruction that may include a descent to avoid the deviating aircraft should only be used when there is no other reasonable option available to the controller. In such a case, the descent must not put the aircraft below the MVA.*

**PHRASEOLOGY—**

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

4. Terminate radar monitoring when one of the following occurs:

(a) The lead straight in aircraft passes the end of the NTZ nearest the runway threshold.

(b) The trailing offset aircraft passes the end of the NTZ nearest the runway threshold and has reported the lead straight in aircraft in sight.

(c) The aircraft begins the visual segment of the approach.

5. Do not inform the aircraft when radar monitoring is terminated.

6. Do not apply the provisions of paragraph 5-13-1, Monitor on PAR Equipment, for simultaneous approaches.

d. Advise the pilot of the trailing offset aircraft of traffic on the adjacent lead straight-in approach course, if that traffic will be a factor in the visual segment of the approach. The provisions of Paragraphs 7-2-1, Visual Separation, subparagraph a2, concerning visual separation between aircraft being provided by the tower must not be applied to aircraft conducting SOIAs.

**NOTE—**

*Once advised, the pilot is authorized to continue past the offset approach MAP if all of the following conditions are met: The pilot has the straight-in approach traffic in sight and expects the traffic to remain in sight; the pilot advises ATC that the traffic is in sight; and the pilot has the runway environment in sight. Otherwise, it is the pilot's responsibility to execute a missed approach at the offset approach MAP.*

e. Ensure that the trailing offset aircraft is positioned to facilitate the flight crew's ability to see the lead straight in traffic from the nominal clear-of-clouds point to the offset approach MAP so that the flight crew can remain separated from that traffic visually from the offset approach MAP to the runway threshold.

**NOTE—**

*After accepting a clearance for an offset PRM approach, pilots must remain on the offset approach course until passing the offset approach MAP prior to alignment with the runway centerline. Between the offset approach MAP and the runway threshold, the pilot of the offset approach aircraft assumes visual separation responsibility from the aircraft on the straight-in approach, which means maneuvering the aircraft as necessary to avoid the straight in approach traffic until landing, and providing wake turbulence avoidance, if necessary.*

f. In the visual segment between the offset approach MAP and the runway threshold, if the pilot of the trailing offset aircraft loses visual contact with the lead straight-in traffic, the pilot must advise ATC as soon as practical and follow the published missed approach procedure. If necessary, issue alternate missed approach instructions.

g. Wake turbulence requirements between aircraft on adjacent final approach courses inside the offset approach MAP are as follows (standard in-trail wake separation must be applied between aircraft on the same approach course):

1. When runways are at least 2,500 feet apart, there are no wake turbulence requirements between aircraft on adjacent final approach courses.

2. For runways less than 2,500 feet apart, whenever the ceiling is greater than or equal to 500 feet above the MVA, wake vortex spacing between aircraft on adjacent final approach courses need not be applied.

3. For runways less than 2,500 feet apart, whenever the ceiling is less than 500 feet above the MVA, wake vortex spacing between aircraft on adjacent final approach courses, as described in para 5-5-4, Minima, must be applied unless acceptable mitigating techniques and operational procedures have been documented and verified by an AFS safety assessment and authorized by the Director, Operations-Headquarters, AJT-2. The wake turbulence mitigation techniques employed will be based on each airport's specific runway geometry and meteorological conditions and implemented through local facility directives.

No further changes to this paragraph

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

**TERMINAL**

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

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

**NOTE—**

*Not applicable to approaches with RF legs.*

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 to the tower controller's frequency must be specified in a facility directive and/or Letter of Agreement.

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

**NOTE—**

*There is no requirement for 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 THE FINAL APPROACH COURSE, or*

*TURN (left/right) AND RETURN TO THE FINAL APPROACH 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)*

e. 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 5-9-2, Final Approach Course Interception.*

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

Original s/ by Maurice Hoffman for Heather Hemdal

Heather Hemdal  
Director, Air Traffic Procedures  
Mission Support Services

July 27<sup>th</sup>, 2015

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Date Signed