

NOTICE

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

N JO 7210.848

Effective Date:
August 19, 2013

Cancellation Date:
February 5, 2014

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

- 1. Purpose of This Notice.** This notice provides the guidance required for facility air traffic managers to apply reduced runway centerline to runway centerline spacing during 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 Services, 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/ and on the air traffic publications web site at http://www.faa.gov/air_traffic/publications.
- 4. Procedures.** Add a new paragraph to Federal Aviation Administration (FAA) Order JO 7210.3, Paragraph 10-4-7, Simultaneous Independent Close Parallel Approaches – High Update Radar Not Required, to read as follows:

10-4-7. 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. In addition to subparagraphs a through c above, facility ATM's must ensure that operational personnel comply with the procedures specified in FAA Order JO 7110.65, paragraph 5-9-9d through 5-9-9f.

REFERENCE-

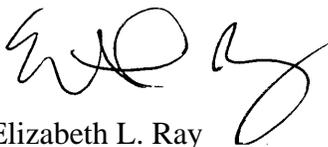
FAAO JO 7110.65, Para 5-9-9, Simultaneous Independent Close Parallel Approaches – High Update Radar Not Required

e. Facility managers must verify that adequate radar coverage exists to safely perform simultaneous approach operations to closely space runways.

Existing paragraphs 10-4-7 through 10-4-10, renumber as 10-4-8 through 10-4-11.

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 air traffic 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 AFS-400 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/GLS/LPV navigation systems only (vertical guidance required).



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June 13, 2013

Date Signed