

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

8260.3B
CHG 25

National Policy

Effective Date:
03/09/2012

SUBJ: United States Standard for Terminal Instrument Procedures (TERPS)

1. Purpose. Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), contains the criteria used to formulate, review, approve, and publish procedures for instrument flight operations to and from civil and military airports.

2. Who this change affects. The audience for this Order is the FAA organization responsible for instrument flight procedure (IFP) development. The secondary audience includes third party service providers, Air Traffic Organization (ATO) Service Area offices, Flight Standards headquarters and Regional office Divisions/Branches, and the applicable elements in the United States Army, Navy, Air Force, and Coast Guard (hereafter referred to as the U.S. Military or Military).

3. Where You Can Find This Order. You can find this order on the Federal Aviation Administration's (FAA) Web site at http://www.faa.gov/regulations_policies/orders_notices.

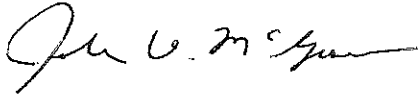
4. Explanation of changes.

a. Volume 3, Appendix 2. Updated paragraphs 1 and 2 for consistency with revisions to Air Traffic Directives based on study DOT-FAA-AFS-450-73, Comparative Evaluation of Lateral Flight Technical Error for Instrument Landing System and Localizer Only Approaches, which allows for the conditional use of localizer approach during a temporary glideslope outage.

5. Distribution. We will distribute this Order to Washington headquarters to the Group and Team level in the Air Traffic Organization (Safety, En Route and Oceanic Services, Terminal Services, System Operations Services, Technical Operations Services, and Mission Support Services), Offices of Airport Safety and Standards, and Offices of Air Traffic Oversight; to the branch level in Offices of Airport Safety and Standards; Flight Standards Service; to the Aeronautical Navigation Products Office (AeroNav Products, AJV-3), and to the Regulatory Standards Division (AMA-200), at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards and Airport Divisions; to all Flight Standards District Offices (FSDOs); to the Team level in the Air Traffic Organization Service Areas (En-Route and Oceanic, Terminal, and Technical Operations); special mailing list ZVN-826; and Special Military and Public Addressees.

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John M. Allen
Director, Flight Standards Service

Appendix 2

Simultaneous Independent Parallel Instrument Approaches [SIPIA] – Widely Spaced Runways

1. Overview. This appendix defines requirements for approaches used to support SIPIA operations to parallel runways where the runway centerlines are separated by 4,300 ft or more. See JO 7210.3, Facility Operation and Administration, and JO 7110.65, Air Traffic Control for operational and equipment requirements. See the Pilot/Controller Glossary for definition of a parallel runway. Requirements for other simultaneous parallel approach operations are defined in ATC directives or other Flight Standards criteria.

2. Radar monitoring/Instrument Approaches. SIPIA operations require

a. Radar, communications, and procedures as specified by the applicable ATC directives.

b. Approaches designed to support SIPIA operations with at least one line of vertically guided minima and which include all chart notes specified by Order 8260.19, Flight Procedures and Airspace. The following types of approaches support SIPIA operations:

(1) ILS. When localizer minimums are on the same chart, SIPIA operations may continue during a temporary glide slope outage. Continued use during outages exceeding 29 days requires AFS-400 approval.

(2) RNAV (GPS) with LPV and/or LNAV/VNAV minimums.

(3) RNAV (RNP).

3. Runway Spacing. The required spacing between runways/procedure final approach courses (FAC) for dual/triple widely spaced SIPIA operations is in accordance with Air Traffic Directives as established by FAA Flight Standards. Quadruple SIPIA operations are not covered by this directive and require a site-specific Flight Standards Flight Systems Laboratory (AFS-450) safety analysis.

4. Approach Procedures. Instrument approach procedures used for widely spaced SIPIA operations must comply with the applicable design standard(s), except as follows:

a. Missed approaches with radius-to-fix (RF) turns require AFS-400 approval.

b. Dual widely spaced SIPIA operations. Missed approach courses must have a combined divergence of at least 45 degrees.

c. Triple widely spaced SIPIA operations. The missed approach course for the center runway is a continuation of the FAC. The course for each 'outboard' runway must diverge at least 45 degrees from the center runway in opposite directions. At least one outside parallel shall have a turn height specified that is not greater than 500 ft above the TDZE/THLD elevation for that runway.

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d. Quadruple widely spaced SIPIA operations. Course divergence is as specified by AFS-450 safety analysis.

e. Where an alternate missed approach has been established for an approach authorized for use during widely spaced SIPIA operations, it must also comply with the preceding restrictions.

5. No Transgression Zone (NTZ) and Normal Operating Zones (NOZ) are established by ATC for each adjacent runway pair used during widely spaced SIPIA operations.

a. The NTZ is 2,000 ft wide equidistant between the approach courses for the runway pair. It begins at the farthest point in the adjacent runway pair where any aircraft established on the approach is permitted to lose vertical/lateral separation (point “S”). It ends 0.5 NM past the farthest departure end runway (DER) in the pair or where the missed approach tracks diverge, whichever occurs last (see figures A2-1 and A2-2).

Note: The NTZ dimensions are not affected by the point where ATC is permitted to discontinue radar monitoring.

b. The area remaining between the approach courses and the edge of the NTZ is the NOZ.

Figure A2-1. No Transgression and Normal Operating Zones (Dual Approach).

