DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65U

CHANGE: Basic

EFFECTIVE DATE: February 9, 2012 **TRACKING #: 5B- 5-9-10**

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1. PARAGRAPH NUMBER AND TITLE:

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

2. BACKGROUND: Currently, 11 waivers exist in the NAS which allow for widely spaced parallel operations to exist without final monitors. There is a May 2009 SRMD which establishes the criteria for those waivers. In order to alleviate the necessity for future waivers, a new paragraph is being added to FAA Order JO 7110.65 which captures all of the requirements of the SRMD. Additionally, no mention is made to the types of approaches as: (1) the approach charts must allow for it, and (2) a January 2011 SRMD allows for parallel dependent and simultaneous independent GPS-RNAV/RNP and ILS approaches or any combination of the two. FAA Order JO 7210.3 is being updated to reflect this change as well.

3. EXPLANATION OF CHANGE: Adds new paragraph to FAA Order JO 7110.65 allowing simultaneous independent approaches to widely spaced parallel runways separated by 9,000 feet or more - without monitors. This change cancels and incorporates N JO 7110.559, Simultaneous Independent Approaches to Widely-Spaced Parallel Runways Without Final Monitors, effective July 29, 2011.

4. CHANGE:

OLD	NEW
Add	**5-9-10. SIMULTANEOUS INDEPENDENT APPROACHES TO WIDELY-SPACED PARALLEL RUNWAYS WITHOUT FINAL MONITORS**
Add	**Simultaneous independent approaches to widely-spaced parallel runways may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.**
Add	***TERMINAL***
Add	**a. 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:**
Add	**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.**
Add	**2. Provide the minimum applicable radar separation between aircraft on the same final approach course.**
Add	***REFERENCE-*** ***FAAO JO 7110.65, para 5-5-4, Minima.***

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

Add **1. Straight-in landings will be made.**

Add **2. The approach system, radar, and appropriate frequencies are operating normally.**

Add **3. Inform aircraft that simultaneous approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.**

Add **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.**

Add **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.**

Add **6. Transfer of communication and monitor responsibility to the tower controller's frequency must be specified in a facility directive and/or Letter of Agreement.**

Add **c. The following procedures must be used by the final approach controllers:**

Add ***NOTE-***
There is no requirement for the establishment of a NTZ.

Add **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.**

Add ***PHRASEOLOGY-***
YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO LOCALIZER/AZIMUTH COURSE,

Add ***or***

Add ***TURN (left/right) AND RETURN TO THE LOCALIZER/AZIMUTH COURSE.***

Add **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.
Add	***PHRASEOLOGY-*** ***TRAFFIC ALERT, (call sign), TURN (left/right) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)***
Add	**3. Terminate radar monitoring when one of the following occurs:**
Add	**(a) Visual separation is applied.**
Add	**(b) The aircraft reports the approach lights or runway in sight.**
Add	**(c) The aircraft is 1 mile or less from the runway threshold, if procedurally required, and contained in facility directives.**
Add	**4. Do not inform the aircraft when radar monitoring is terminated.**
Add	**d. 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.**
Add	***REFERENCE-*** ***FAAO JO 7110.65, Para 5-1-13, Radar Service Termination.*** ***FAAO JO 7110.65, Para 5-9-2, Final Approach Course Interception.***

No further changes to paragraph.

5. INDEX CHANGES: None

6. REFERENCE CHANGES: None

7. GRAPHICS: None

8. GENOT/NOTICE: N JO 7110.559, Simultaneous Independent Approaches to Widely-Spaced Parallel Runways Without Final Monitors, effective July 29, 2011

9. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ **HM 2/15/2011**

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

☒ **SRMD**. Proposed change meets full SMS requirements for safety risk assessment.

☐ **SRMDM**. Proposed change is not safety related.

11. ICAO DIFFERENCES: YES ☐ **NO** ☒

Doug Marek
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4-1-2011
Date: