

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 1

EFFECTIVE DATE: July 26, 2012

TRACKING #: 51- 5-9-6

SPECIALIST/ROUTING: Robert Law AJT-2A3 (202) 385-8793

1. PARAGRAPH NUMBER AND TITLE:

5-9-6. PARALLEL DEPENDENT ILS/MLS APPROACHES

2. BACKGROUND: This change incorporates data extrapolated from an SRMD conducted by the Performance Based Navigation Integration Group and four separate Flight Standards (AFS) studies. These studies, in chronological order, are: DOT-FAA-AFS-440-29 (Phases 1A and 2A), dated April 2007; DOT-FAA-AFS-450-41 (Phases 1B and 2B), dated December 2008; DOT-FAA-AFS-450-56 (Phases 3 and 4), dated July 2010; and DOT-FAA-AFS-450-73, dated August 2011. The studies identified a Target Level of Safety (TLS) for the simultaneous parallel approaches listed above and it has been determined that the procedures, and mitigation strategies incorporated, exceed this TLS.

3. EXPLANATION OF CHANGE: This change incorporates specially designed instrument approach procedures at airports currently conducting simultaneous dependent approaches. This change allows air traffic control personnel to conduct simultaneous dependent to appropriately spaced runways where approach charts specifically authorize simultaneous operations with adjacent runways. This change deletes references to ILS/MLS approaches and changes localizer/azimuth course to final approach course. This change cancels and incorporates N JO 7110.574, Simultaneous Dependent and Independent Approaches, effective January 18, 2012.

4. CHANGE:

OLD

NEW

5-9-6. PARALLEL DEPENDENT ILS/MLS APPROACHES

5-9-6. SIMULTANEOUS DEPENDENT APPROACHES

TERMINAL

No change

a. Apply the following minimum separation when conducting parallel dependent ILS, MLS, or ILS and MLS approaches:

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

a1

No change

2. Provide a minimum of 1.5 miles radar separation diagonally between successive aircraft on adjacent localizer/azimuth courses when runway centerlines are at least 2,500 feet but no more than 4,300 feet apart.

2. Provide a minimum of 1.5 miles radar separation diagonally between successive aircraft on adjacent final approach courses when runway centerlines are at least 2,500 feet but no more than 4,300 feet apart.

FIG 5-9-7

Parallel Dependent ILS/MLS Approaches

FIG 5-9-7

Simultaneous Dependent Approaches

FIG

No change

EXAMPLE-

In FIG 5-9-7, Aircraft 2 is 1.5 miles from Aircraft 1, and Aircraft 3 is 1.5 miles or more from Aircraft 2. The resultant separation between Aircrafts 1 and 3 is at least 2.5 miles.

EXAMPLE-

*In FIG 5-9-7, Aircraft 2 is 1.5 miles from Aircraft 1, and Aircraft 3 is 1.5 miles or more from Aircraft 2. *The resultant separation between Aircraft 1 and 3 is at least 2.5 miles.*

3. Provide a minimum of 2 miles radar separation diagonally between successive aircraft

3. Provide a minimum of 2 miles radar separation diagonally between successive aircraft on

on adjacent localizer/azimuth courses where runway centerlines are more than 4,300 feet but no more than 9,000 feet apart.

FIG 5-9-8

Parallel Dependent ILS/MLS Approaches

FIG

EXAMPLE-

*In FIG 5-9-8, 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 Aircrafts 2 and 3 is at least 4.2 miles.*

a4

b. The following conditions are required when applying the minimum radar separation on adjacent localizer/azimuth courses allowed in subpara a:

Add

Add

adjacent **final approach** courses where runway centerlines are more than 4,300 feet but no more than 9,000 feet apart.

FIG 5-9-8

Simultaneous Dependent Approaches

No change

EXAMPLE-

*In FIG 5-9-8, 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.*

No change

b. The following conditions are required when applying the minimum radar separation on adjacent **final approach** courses allowed in subpara 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.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **REFERENCE CHANGES:** None

7. **GRAPHICS:** None

8. **GENOT/NOTICE:** N JO 7110.574, Simultaneous Dependent and Independent Approaches, effective January 18, 2012

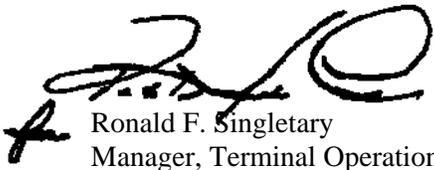
9. **FORMATTING & PLAIN LANGUAGE REVIEW:** HM 12/12/2011

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


Ronald F. Singletary
Manager, Terminal Operations Group

12/12/11
Date:

ICAO DIFFERENCES IDENTIFICATION FORM

PDG SME: John A. Dutton Jr.

DATE: January 3, 2011 **ATO DCP #:** 51-5-9-6

ICAO DIFFERENCE SARP/PANS

SPECIFIC US REGULATION AND REFERENCE	PANS ATM, ANNEX PROVISION	DESCRIPTION OF DIFFERENCE	REMARKS
FAA Order JO 7110.65T, Paragraph 5-9-6	PANS ATM Chapter 6 Paragraph 6.7.3.4	FAA dependent operations standards are somewhat less restrictive than ICAO with 2,500' vice 3,000' centerline spacing and 1.5NM vice 2NM staggered separation and RNAV IAPs are not authorized in combination with ILS.	Change allows any combination of RNAV (GPS/RNP) IAPs and ILS IAPs for dependent operations to appropriately spaced runways.

DIFFERENCE CATEGORY: B – different in character or other means of compl

DETERMINATION OF DIFFERENCE: YES NO

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