

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 1

EFFECTIVE DATE: July 26, 2012

TRACKING #: 51- 5-9-8

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

1. PARAGRAPH NUMBER AND TITLE:

5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES - HIGH UPDATE RADAR

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 independent approaches. This change allows air traffic control personnel to conduct simultaneous independent and simultaneous close parallel approaches 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

5-9-8. SIMULTANEOUS INDEPENDENT
DUAL ILS/MLS APPROACHES – HIGH
UPDATE RADAR

TERMINAL

Add

a. Authorize simultaneous independent ILS, MLS, or ILS and MLS approaches to parallel dual runways with centerlines separated by at least 3,000 feet with one localizer offset by 2.5 degrees using a precision runway monitor system with a 1.0 second radar update system and when centerlines are separated by 3,400 to 4,300 feet when precision runway monitors are utilized with a radar update rate of 2.4 seconds or less; and

a1 thru a2 REFERENCE

b. The following conditions are required when applying the minimum separation on dual ILS/MLS courses allowed in subpara a:

b1

NEW

5-9-8. SIMULTANEOUS INDEPENDENT
CLOSE PARALLEL APPROACHES – HIGH
UPDATE RADAR

No change

Simultaneous close parallel approaches may only be conducted where instrument approach charts specifically authorize simultaneous approaches to adjacent runways.

a. Authorize simultaneous independent close parallel approaches to dual runways with centerlines separated by at least 3,000 feet with one final approach course offset by 2.5 degrees using a precision runway monitor system with a 1.0 second radar update system and when centerlines are separated by 3,400 to 4,300 feet when precision runway monitors are utilized with a radar update rate of 2.4 seconds or less; and

No change

b. The following conditions are required when applying the minimum separation on dual final approach courses allowed in subpara a:

No change

2. ILS, MLS, radar, and appropriate frequencies are operating normally.

3. Inform aircraft that closely spaced simultaneous ILS/MLS approaches are in use prior to aircraft departing an outer fix. This information may be provided through the ATIS.

b4

NOTE-
Not applicable to curved and segmented MLS approaches.

b5 thru c2

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

or

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

c3 thru c5

6. Do not apply the provisions of para 5-13-1, Monitor on PAR Equipment, for simultaneous ILS, MLS, or ILS and MLS approaches.

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 ILS, MLS, or ILS and MLS 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 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.

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

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

No change

Delete

No change

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

or

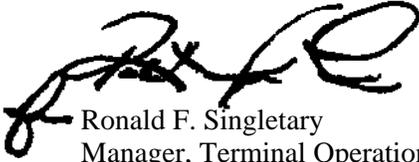
*TURN (left/right) AND RETURN TO THE **FINAL APPROACH COURSE.***

No change

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

d. Consideration should be given to known factors that may in any way affect the safety of the instrument approach phase of flight when **closely-spaced** simultaneous 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.

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 #:** 51-5-9-8

ICAO DIFFERENCE SARP/PANS

SPECIFIC US REGULATION AND REFERENCE	PANS ATM, ANNEX PROVISION	DESCRIPTION OF DIFFERENCE	REMARKS
FAA Order JO 7110.65T, Paragraph 5-9-8	PANS ATM Chapter 6 Paragraph 6.7.3.2	FAA standards for close parallel approaches down to 3,400' spacing are essentially the same, but ICAO doesn't include PRM SOIA. ICAO has not authorized RNAV close parallel approaches.	Change authorizes simultaneous independent close parallel approaches for any type of approach where specific authorization is annotated on the approach chart.

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

DETERMINATION OF DIFFERENCE: YES NO

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