NOTICE

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

N JO 7210.821

Effective Date:
September 10, 2012

Cancellation Date:
March 7, 2013

SUBJ: Simultaneous Independent Approaches

1. Purpose of This Notice. This notice amends procedures contained within Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operations and Administration, Paragraph 10-4-6, Simultaneous Dependent and Independent Approaches.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.

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. Explanation of Change. This change eliminates the requirement to establish a contingency plan for simultaneous dependent approaches. Additionally, the requirements to establish a contingency plan for all independent approaches have been streamlined. Requirements/procedures already identified in FAA Order JO 7110.65, paragraphs 5-9-6, 5-9-7, and 5-9-8 have been removed from this paragraph to prevent duplication of information.

5. Procedures. Amend Paragraph 10-4-6, Simultaneous Approaches (Dependent/Independent), to read as follows:

10-4-6. SIMULTANEOUS INDEPENDENT APPROACHES

a. Independent approaches may be conducted when:

1. Dual parallel runway centerlines are at least 4,300 feet apart.

2. Triple parallel centerlines are at least 5,000 feet apart and the airport field elevation is less than 1,000 feet MSL.

b. Specially-designed instrument approach procedures annotated with "simultaneous approaches authorized with Rwy XX" are authorized for simultaneous independent approaches.

c. Equipment required to maintain communication, navigation, and surveillance systems is operational with the glide slope exception as noted below.

d. During glide slope outages, facilities may continue to conduct simultaneous independent approaches without vertical guidance, for a period of no more than 29 days provided the following requirements are identified in an Air Traffic Safety Oversight Service (AOV) approved contingency plan. At a minimum, the following special provisions, conditions, and limitations must be identified in the plan, if applicable, along with any other facility-specific requirements:

1. An LOA with the ATCT (or facility directive for a combined facility) must contain a description of the procedures, requirements, and any limitations as specified in the facility contingency plan for glide slope out of service procedures.

2. The ATC facility must notify Technical Operations personnel of the glide slope outage.

REFERENCE-
FAAO JO 7210.3, Para 3-5-2, System Component Malfunctions

3. The ATC facility must notify arriving pilots that the glide slope is out of service. This can be accomplished via the ATIS broadcast.

4. Any other requirements specified in the local facility contingency plan for glide slope out procedures must be complied with before conducting simultaneous independent approach procedures.

5. Controllers must be trained and provided annual refresher training concerning the application of these procedures.

6. The ATC facility must record when the glide slope outage occurs and any adverse impact on the operation on FAA Form 7230-4, Daily Record of Facility Operation.

7. Any loss of separation or break out associated with operations under a contingency plan for glide slope out must be reported to the Director, Terminal Operations, Headquarters.

8. The facility must have radar coverage down to the decision altitude (DA) or minimum descent altitude (MDA), as applicable.

9. Approaches must be terminated to the runway without a glide slope whenever the reported visibility is below the straight-in localizer minimum for that runway.

10. Any required equipment for the approach with the glide slope out of service must be operational, such as DME or VORTAC.

e. Simultaneous independent approaches with the glide slope unusable must be discontinued after 29 days unless a waiver has been submitted to and approved by FAA HQ (See Appendix 4).

f. When simultaneous approaches are being conducted, the pilot is expected to inform approach control, prior to departing an outer fix, if the aircraft does not have the appropriate airborne equipment or they do not choose to conduct a simultaneous approach. Provide individual handling to such aircraft.

6. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service (AOV); the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. The use of simultaneous independent approaches is an important procedural method for airports to handle a high volume of arrival traffic while avoiding extensive delays. Current requirements stipulate that all components of the instrument landing system (ILS), including the glide slope, must be functioning to conduct simultaneous independent approaches.

When a glide slope outage occurs, it can have a significant impact on the airport acceptance rate. Options to work around a glide slope outage could include a single runway arrival operation, or dual simultaneous independent approaches at airports where triple simultaneous independent approach operations are conducted. These options have the potential to reduce the aircraft arrival rate capacity by one-third to one-half. An additional option is to use runways that are not the preferred runways for wind direction. This option could present issues with long landing rolls, longer runway occupancy times, and tail wind on final. The last option is to use a runway designed as a departure runway for arrivals. This often introduces new risks associated with increased runway crossings and lack of high speed taxiways.

FAA Flight Standards recently provided a ruling to Terminal Operations, Headquarters, that dependent approaches do not require a contingency plan as there is no terminal instrument procedures criteria associated with the development of the approach profile. This change only affects facilities that conduct

dependent approaches. Those facilities that still conduct independent approaches must have an glide slope out contingency plan approved by Terminal Operations, Headquarters; the Office of ATO Safety and Technical Training; and AOV prior to conducting ILS (glide slope unusable) operations that includes a detailed plan how the facility will mitigate the loss of the glide slope to their respective runway pairing.

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Air Traffic Organization

August 2, 2012
Date Signed