

a. ATC procedures permit ILS/RNAV/GLS instrument approach operations to dual or triple parallel runway configurations. ILS/RNAV/GLS approaches to parallel runways are grouped into three classes: Simultaneous Dependent Approaches; Simultaneous Independent Approaches; and Simultaneous Close Parallel PRM Approaches. RNAV approach procedures that are approved for simultaneous operations require GPS as the sensor for position updating. VOR/DME, DME/DME and IRU RNAV updating is not authorized. The classification of a parallel runway approach procedure is dependent on adjacent parallel runway centerline separation, ATC procedures, and airport ATC final approach radar monitoring and communications capabilities. At some airports, one or more approach courses may be offset up to 3 degrees. ILS approaches with offset localizer configurations result in loss of Category II/III capabilities and an increase in decision altitude/height (50').

b. Depending on weather conditions, traffic volume, and the specific combination of runways being utilized for arrival operations, a runway may be used for different types of simultaneous operations, including closely spaced dependent or independent approaches. Pilots should ensure that they understand the type of operation that is being conducted, and ask ATC for clarification if necessary.

c. Parallel approach operations demand heightened pilot situational awareness. A thorough Approach Procedure Chart review should be conducted with, as a minimum, emphasis on the following approach chart information: name and number of the approach, localizer frequency, inbound localizer/azimuth course, glideslope/glidepath intercept altitude, glideslope crossing altitude at the final approach fix, decision height, missed approach instructions, special notes/procedures, and the assigned runway location/proximity to adjacent runways. Pilots are informed by ATC or through the ATIS that simultaneous approaches are in use.

d. The close proximity of adjacent aircraft conducting simultaneous independent approaches, especially simultaneous close parallel PRM ap-

proaches mandates strict pilot compliance with all ATC clearances. ATC assigned airspeeds, altitudes, and headings must be complied with in a timely manner. Autopilot coupled approaches require pilot knowledge of procedures necessary to comply with ATC instructions. Simultaneous independent approaches, particularly simultaneous close parallel PRM approaches necessitate precise approach course tracking to minimize final monitor controller intervention, and unwanted No Transgression Zone (NTZ) penetration. In the unlikely event of a breakout, ATC will not assign altitudes lower than the minimum vectoring altitude. Pilots should notify ATC immediately if there is a degradation of aircraft or navigation systems.

e. Strict radio discipline is mandatory during simultaneous independent and simultaneous close parallel PRM approach operations. This includes an alert listening watch and the avoidance of lengthy, unnecessary radio transmissions. Attention must be given to proper call sign usage to prevent the inadvertent execution of clearances intended for another aircraft. Use of abbreviated call signs must be avoided to preclude confusion of aircraft with similar sounding call signs. Pilots must be alert to unusually long periods of silence or any unusual background sounds in their radio receiver. A stuck microphone may block the issuance of ATC instructions on the tower frequency by the final monitor controller during simultaneous independent and simultaneous close parallel PRM approaches. In the case of PRM approaches, the use of a second frequency by the monitor controller mitigates the "stuck mike" or other blockage on the tower frequency.

REFERENCE—

AIM, Chapter 4, Section 2, Radio Communications Phraseology and Techniques, gives additional communications information.

f. Use of Traffic Collision Avoidance Systems (TCAS) provides an additional element of safety to parallel approach operations. Pilots should follow recommended TCAS operating procedures presented in approved flight manuals, original equipment manufacturer recommendations, professional newsletters, and FAA publications.