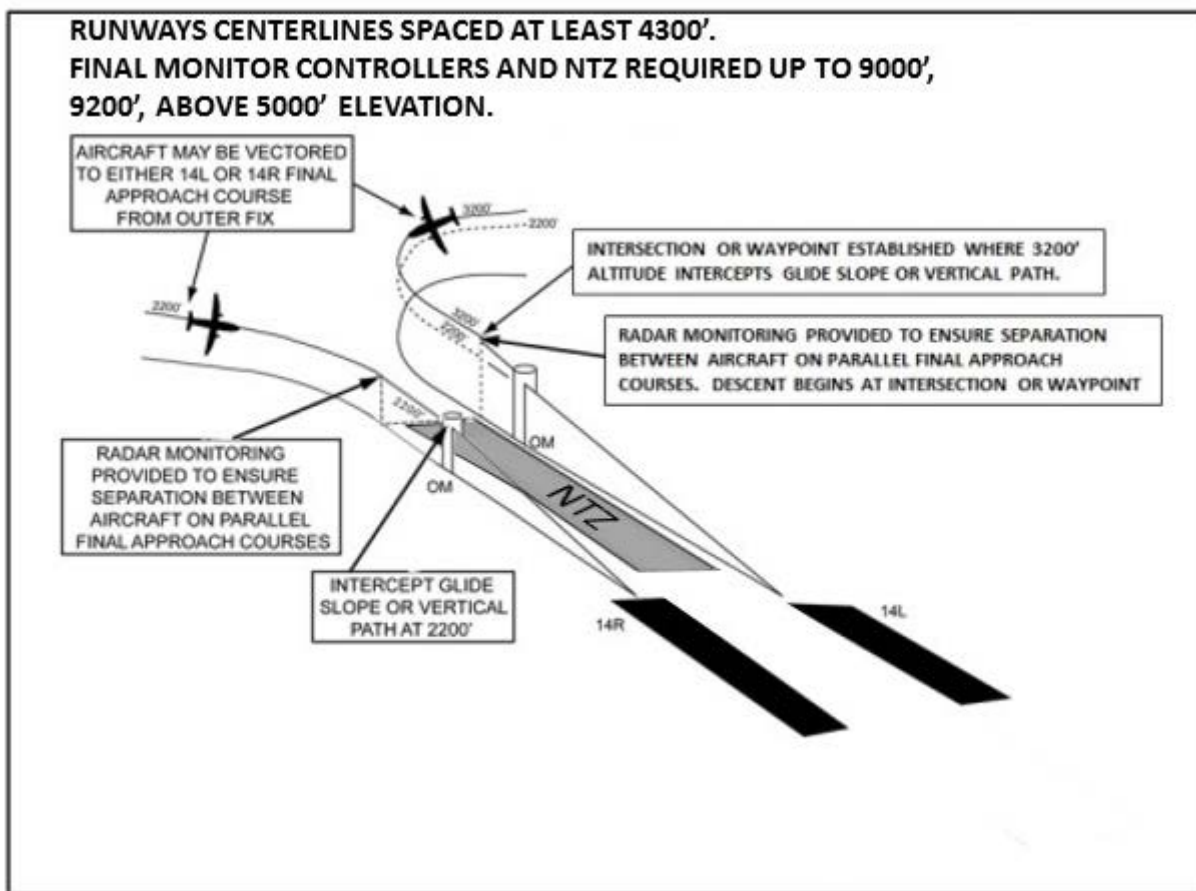


5-4-15. Simultaneous Independent ILS/RNAV/GLS Approaches

FIG 5-4-22
Simultaneous Independent ILS/RNAV/GLS Approaches



a. System. An approach system permitting simultaneous approaches to parallel runways with centerlines separated by at least 4,300 feet. Separation between 4,300 and 9,000 feet (9,200' for airports above 5,000') utilizing NTZ final monitor controllers. Simultaneous independent approaches require NTZ radar monitoring to ensure separation between aircraft on the adjacent parallel approach course. Aircraft position is tracked by final monitor controllers who will issue instructions to aircraft observed deviating from the assigned final approach course. Staggered radar separation procedures are not utilized. Integral parts of a total system are radar, communications, ATC procedures, and ILS or other required airborne equipment. A chart note identifies that the approach is authorized for simultaneous use.

When simultaneous operations are in use, it will be advertised on the ATIS. When advised that simulta-

neous approaches are in use, pilots must advise approach control immediately of malfunctioning or inoperative receivers, or if a simultaneous approach is not desired. Although non-precision minimums may be published, pilots must only use those procedures specifically authorized by chart note. For example, the chart note "LNAV NA during simultaneous operations," requires vertical guidance. When given a choice, pilots should always fly a precision approach whenever possible.

NOTE-

ATC does not use the word *independent* or *parallel* when advertising these operations on the ATIS.

EXAMPLE-

Simultaneous ILS Runway 24 left and ILS Runway 24 right approaches in use.

b. Radar Services. These services are provided for each simultaneous independent approach.