

case turn of 30 degrees toward the adjacent final approach course, closing speeds of 135 feet per second could occur that constitute the need for quick reaction. A blunder has to be recognized by the monitor controller, and breakout instructions issued to the endangered aircraft. The pilot will not have any warning that a breakout is imminent because the blundering aircraft will be on another frequency. It is important that, when a pilot receives breakout instructions, the assumption is made that a blundering aircraft is about to (or has penetrated the NTZ) and is heading toward his/her approach course. The pilot must initiate a breakout as soon as safety allows. While conducting PRM approaches, pilots must maintain an increased sense of awareness in order to immediately react to an ATC (breakout) instruction and maneuver (as instructed by ATC) away from a blundering aircraft.

(b) Communications. Dual VHF communications procedures should be carefully followed. One of the assumptions made that permits the safe conduct of PRM approaches is that there will be no blocked communications.

(c) Hand-flown Breakouts. The use of the autopilot is encouraged while flying a PRM approach, but the autopilot must be disengaged in the rare event that a breakout is issued. Simulation studies of breakouts have shown that a hand-flown breakout can be initiated consistently faster than a breakout performed using the autopilot.

(d) TCAS. The ATC breakout instruction is the primary means of conflict resolution. TCAS, if installed, provides another form of conflict resolution in the unlikely event other separation standards would fail. TCAS is not required to conduct a closely spaced approach.

The TCAS provides only vertical resolution of aircraft conflicts, while the ATC breakout instruction provides both vertical and horizontal guidance for conflict resolutions. Pilots should always immediately follow the TCAS Resolution Advisory (RA), whenever it is received. Should a TCAS RA be received before, during, or after an ATC breakout instruction is issued, the pilot should follow the RA, even if it conflicts with the climb/descent portion of the breakout maneuver. If following an RA requires deviating from an ATC clearance, the pilot must advise ATC as soon as practical. While following an RA, it is extremely important that the pilot also comply with the turn portion of the ATC breakout instruction unless the pilot determines safety to be a factor. Adhering to these procedures assures the pilot that acceptable “breakout” separation margins will always be provided, even in the face of a normal procedural or system failure.

5-4-17. Simultaneous Converging Instrument Approaches

a. ATC may conduct instrument approaches simultaneously to converging runways; i.e., runways having an included angle from 15 to 100 degrees, at airports where a program has been specifically approved to do so.

b. The basic concept requires that dedicated, separate standard instrument approach procedures be developed for each converging runway included. These approaches can be identified by the letter “V” in the title; for example, “ILS V Rwy 17 (CONVERGING)”. Missed Approach Points must be at least 3 miles apart and missed approach procedures ensure that missed approach protected airspace does not overlap.

c. Other requirements are: radar availability, nonintersecting final approach courses, precision approach capability for each runway and, if runways intersect, controllers must be able to apply visual separation as well as intersecting runway separation criteria. Intersecting runways also require minimums of at least 700 foot ceilings and 2 miles visibility. Straight in approaches and landings must be made.

d. Whenever simultaneous converging approaches are in use, aircraft will be informed by the controller as soon as feasible after initial contact or via ATIS. Additionally, the radar controller will have direct communications capability with the tower controller where separation responsibility has not been delegated to the tower.

5-4-18. RNP AR (Authorization Required) Instrument Procedures

a. RNP AR procedures require authorization analogous to the special authorization required for Category II or III ILS procedures. All operators require specific authorization from the FAA to fly any RNP AR approach or departure procedure. The FAA issues RNP AR authorization via operations specification (OpSpec),