



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

**Subject: Change 1 to Simultaneous
Closely Spaced Parallel Operations
at Airports Using Precision Runway
Monitor (PRM) Systems**

Date: October 6, 2003

AC No: 90-98

Initiated by: ATP-100

Change: 1

1. PURPOSE. This change amends Advisory Circular (AC) No: 90-98, Simultaneous Closely Spaced Parallel Operations Airports Using Precision Runway Monitor Systems, dated February 28, 2003.

a. The purpose of this AC is to notify pilots and operators about the establishment of specific air traffic procedures to conduct flight operations into airports identified for simultaneous closely-spaced parallel approaches using PRM systems.

b. The Federal Aviation Administration (FAA) is continuing efforts to expand the use of PRM systems at specific airport locations across the country.

(1) Current PRM operations locations are:

MSP - Minneapolis-St. Paul International Airport

PHL - Philadelphia International Airport

(2) Future PRM operations locations are listed below:

Note: All airports being considered for PRM operations depending on the results of site capability, system efficiency, economic studies, and funding availability.

STL - Lambert St. Louis International Airport

SFO - San Francisco International Airport

ATL - Hartsfield Atlanta International Airport

JFK - John F. Kennedy International Airport

CLE - Cleveland Hopkins International Airport

The installation of equipment and the implementation of PRM procedures allow simultaneous closely-spaced operations to be conducted at airports where parallel runways are separated by less than 4,300 feet.

PRM offers opportunity for increased arrival operations efficiency at airports and is important to the economic growth of the National Airspace System (NAS). However, to realize the full benefits of using PRM, all pilots flying into airports offering PRM services must be able to accept an Instrument Landing System (ILS)-PRM or Localizer Directional Aid (LDA)-PRM approach clearance. During the last 5 years of PRM operations at MSP, aircraft unable to accept an ILS-PRM clearance have caused significant reductions in the number of aircraft arrivals during PRM operations. Therefore, the FAA is establishing specific air traffic procedures to offer priority services to all aircraft accepting ILS-PRM or LDA-PRM clearances at airports, when PRM operations are being conducted.

2. BACKGROUND. In 1991, the FAA finalized development of criteria for implementation of PRM procedures and identified training requirements for air traffic controllers and aircrews prior to the start of PRM operations at airports. MSP was the first airport to receive approval to conduct closely-spaced parallel approach operations, using PRM equipment and specialized procedures. However, for the past several years, ILS-PRM approach operations conducted at MSP were impacted by efforts to accommodate nonparticipating aircraft requesting services during PRM arrival operations. FAA benefits analysis forecast even more adverse operations impact to the NAS as PRM systems are expanded, should action not be taken to address nonparticipants.

3. GUIDANCE. To facilitate maximum benefit of PRM systems, the FAA established the following guidance for arrival operations into a PRM airport.

Whereas each pilot in command shall:

- a. Become familiar with all available information concerning the flight before beginning the flight.
- b. When given, comply with an air traffic control (ATC) clearance or instruction.
- c. Pilots who are unable to conduct a PRM approach must call the David J. Hurley Air Traffic Control System Command Center (ATCSCC) prior to departure to receive a precoordinated arrival time. The precoordinated arrival time is good only for the day issued.

When weather conditions and service demands dictate, ATC will conduct PRM operations at approved locations to ensure maximum system efficiency and service. Priority handling is to be given to all aircraft able to accept clearances to conduct ILS-PRM and LDA-PRM approaches. Users can ensure priority service consideration by completing all necessary requirements to conduct PRM approaches prior to departure and by accepting a PRM approach clearance when offered. When PRM operations are in progress, ATC may, except for safety of flight, divert aircraft that have not precoordinated their arrival and are not able to participate in PRM operations, to a non-PRM alternate airport. Aircraft that experience in-flight equipment or operational problems, and are thereby unexpectedly unable to accept a PRM approach clearance, will be afforded appropriate arrival services as operational conditions permit. The FAA encourages all operators, when flight planning, to avoid designating a PRM airport as an alternate airport unless the operator/pilot has completed all requirements for acceptance of a PRM approach clearance. However, the FAA recognizes, particularly in the case of international operations, that there are other factors such as customs requirements or reciprocal agreements that may limit the availability to certain operators of suitable alternate airports. Additionally, the FAA believes that circumstances that would result in the need of an international operator to divert to its alternate airport would be an extremely rare occurrence, perhaps involving safety of flight issues. Accordingly, the FAA would, under those circumstances, provide appropriate arrival services as operational conditions permit.

4. PROCEDURES. ATC will publish the effective hours when PRM operations are being conducted. Pilots who are unable to accept a PRM approach clearance must contact the **ATCSCC directly at 1-800-333-4286** (prior to departure) to obtain a precoordinated arrival time. The effective hours for each airport will be published in the United States (U.S.) Terminal Procedures publication on the page entitled “Attention All Users of ILS Precision Runway Monitor,” or by NOTAM. All users intending to arrive at a PRM airport during PRM operations, and not accept an ILS-PRM or LDA-PRM approach clearance, must contact the ATCSCC.

Pilots who arrive at a PRM airport not able to accept a PRM approach clearance, and did not contact the ATCSCC prior to departure, should expect an ATC directed divert to a non-PRM airport. Pilots who are unable to accept a PRM approach clearance should flight plan accordingly for an ATC directed divert to their alternate airport.

5. USER REQUIREMENTS. To avoid possible divert, undue delay to alternate airport, or inadvertent impact on airport operations, pilots must be able to accept an ILS-PRM or LDA-PRM approach clearance at airports where PRM operations are being conducted. To accept a PRM approach clearance, pilots must review and be familiar with the information found in the U.S. Terminal Procedures Publication, and be able to comply with published procedures on the page entitled “Attention All Users of ILS Precision Runway Monitor,” for the specific PRM airport. For more information about user requirements to participate in PRM operations, refer to the following:

a. For general aviation (Code of Federal Regulations [CFR] Part 91) operators, the PRM section of the Aeronautical Information Manual, or read the instruction for PRM users found at <http://www.faa.gov/AVR/AFS/PRMtraining/>.

b. For commercial operations (CFR Parts 121, 135, and 129), as authorized in the company FAA approved operations specifications, see <http://www.faa.gov/AVR/AFS/PRMtraining/>.

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