



Interim MATS Amendment

IMA V72_02

Title	Requirements and Procedures for Independent Parallel Approaches		
Valid from	2506301600	Valid to	2509031600
CRC	42942		
Replaces	Nil		
Background	The Manual of Standards Part 172 was recently updated to include requirements for the conduct of independent parallel approaches. MATS requires update to ensure alignment with these new rules		

What to do with this IMA	<ul style="list-style-type: none">• Using a highlighter, colour the clause number of every clause affected by this IMA.• Where a new clause is inserted draw a line across the page to show readers the insertion point.• When a clause is inserted or deleted, renumber subsequent clauses.• Put this IMA into the front cover sleeve.• Sign the IMA Check-off Table on the sleeve.• If this IMA is not effective immediately, the MATS Electronic Edition will be pending under the 'Other Documents' title on the MATS webpage.
Clause number	Action
11.1.5.1	Clause amended
11.1.5.1.1	Clause amended

11.1.5.1 Conditions - independent approaches

Conduct independent approaches to parallel runways at Brisbane and Sydney provided:

- a) approaches are any combination of:
 - i) a precision approach procedure; and
 - ii) an RNP AR APCH;

Note: The ATS surveillance system must meet the criteria detailed in PANS-ATM and contingency requirements detailed in local instructions.

- b) as early as practicable after first contact with the approach unit, aircraft are advised of:
 - i) the expected approach;
 - ii) the assigned runway (if not already assigned);

- iii) independent parallel approaches in progress;
- iv) information considered necessary to confirm correct runway selection; and
- v) any additional information considered necessary (e.g. finals monitoring in progress);

Note: *Advice that independent instrument approaches are in operation may be via the ATIS.*

- c) the final approach course or track is intercepted by use of:
 - i) vectoring; or
 - ii) a published arrival and approach procedure that intercepts with the IAF or IF;

See MATS [11.1.5.1.1 Vectoring to intercept the final approach course or track](#)

- d) the aircraft's descent to the intercept altitude of the appropriate glide path or vertical path for the selected instrument approach procedure is cleared soon enough to provide a period of level flight to dissipate excess aircraft speed;
- e) separation is maintained until aircraft are:
 - i) within the normal operating zone and established inbound on the final approach course or track; or
 - ii) established on an RNP AR APCH that will not infringe the NTZ;

Note: *Consider an aircraft established on an RNP AR APCH when it has passed both the IAF and a waypoint on the approach more than 3 NM from the adjacent approach procedure, both as depicted on the situation display.*

- f) an NTZ of at least 610m (2000 FT) is established equidistant between extended runway centre lines and must be displayed on the ATS surveillance system display used by the monitoring controller(s);
- g) approaches are monitored using an ATS surveillance system by either:
 - i) a separate controller for each runway; or
 - ii) a single controller for no more than two runways if determined by a safety assessment approved by the ATMSL and detailed in local instructions;
- h) the monitoring controller has frequency override capability for aerodrome control;
- i) the nominal tracks of the missed approach procedures diverge by at least 30 degrees; and
- j) when visual separation cannot be applied, ensure the nominal tracks of the departure procedure and the missed approach procedure diverge by at least 30 degrees as soon as practicable.

11.1.5.1.1 Vectoring to intercept the final approach course or track

When vectoring to intercept the final approach course or track:

- a) issue the final vector to:
 - i) enable the aircraft to intercept at an angle not greater than 30 degrees; and
 - ii) provide at least 1 NM straight flight prior to interception; and
 - b) advise the aircraft of:
 - i) its position relative to a fix on the final approach course or track;
 - ii) the altitude to be maintained until established on the final approach course or track, to the glide path or vertical path intercept point; and
 - iii) if required, clearance for the appropriate approach.
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