

## Independent Parallel Approaches (Finals Monitoring) User Instructions Brisbane

The following instructions apply when aircraft are advised by ATIS or ATC that "INDEPENDENT PARALLEL APPROACHES IN PROGRESS".

### RNP AR APPROACHES

RNP-AR approaches permit reduced separation between aircraft conducting Independent Parallel Approaches. When cleared for an RNP-AR Approach, the aircraft is considered 'established' on the approach procedure once it is on the defined lateral and vertical path and past the IAF for the procedure.

If unable to comply with the ATC clearance or conduct the cleared approach, as soon as possible advise the controller and comply with subsequent ATC instructions.

### ILS APPROACHES

**LOW-SIDE APPROACH START ALTITUDES:** Expect to reach the procedure initial approach altitude below the normal descent profile.

- **RWY 01R** - expect to reach **3000'** AT VATRO.
- **RWY 19R** - expect to reach **3000'** AT ATRAX.

**HIGH-SIDE APPROACH:** Do not descend below assigned altitude till established on the glide path.

### OPERATIONAL REQUIREMENTS

**AUTOPILOT COUPLED APPROACHES:** It is recommended that approaches (ILS and RNP AR) are flown with the aircraft autopilot coupled.

**TCAS SELECTION:** Pilots should leave TCAS in RA mode.

**'FINALS FREQUENCY':** Aircraft will be transferred to the FINALS frequency prior to becoming established on final. i.e. 'Contact FINALS on.....'

The FINALS controller will monitor approaches and issue course correction and break-out instructions if necessary.

**DEVIATIONS:** When an aircraft deviates from their final approach course towards the No Transgression Zone (NTZ), FINALS will issue the following instruction:

***"(callsign) YOU ARE DEVIATING FROM YOUR FINAL APPROACH COURSE TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO YOUR CLEARED APPROACH."***

Acknowledge deviation advice as soon as practicable.

### BREAK-OUT INSTRUCTIONS

**BREAK-OUT:** If FINALS determines that an aircraft has or will penetrate the NTZ and avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

***"BREAK-OUT ALERT, (callsign) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits), CLIMB (or DESCEND) TO (altitude)"***

**HAND FLY A BREAK-OUT:** When issued with BREAK-OUT instruction, time is critical. Break-out procedures MUST BE HAND FLOWN. In exceptional circumstances a descending BREAK-OUT may be given but the assigned altitude will not be below the applicable (MVA). Read back the break-out instruction as soon as practicable.