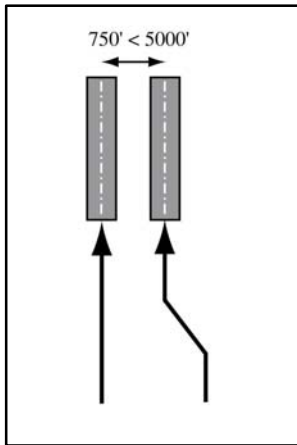
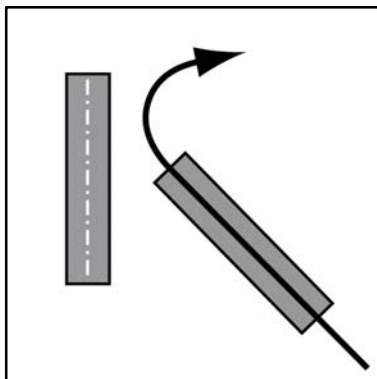


FIG 5-4-27



4. RNP Converging Runway Operations. At airports where runways converge, but may or may not intersect, an RNP AR approach can provide a precise curved missed approach path that conforms to aircraft separation minimums for simultaneous operations (See FIG 5-4-28). By flying this curved missed approach path with high accuracy and containment provided by RNP, dual runway operations may continue to be used to lower ceiling and visibility values than currently available. This type of operation allows greater capacity at airports where it can be applied.

FIG 5-4-28



5-4-19. Side-step Maneuver

a. ATC may authorize a standard instrument approach procedure which serves either one of parallel runways that are separated by 1,200 feet or

less followed by a straight-in landing on the adjacent runway.

b. Aircraft that will execute a side-step maneuver will be cleared for a specified approach procedure and landing on the adjacent parallel runway. Example, “cleared ILS runway 7 left approach, side-step to runway 7 right.” Pilots are expected to commence the side-step maneuver as soon as possible after the runway or runway environment is in sight. Compliance with minimum altitudes associated with stepdown fixes is expected even after the side-step maneuver is initiated.

NOTE-

Side-step minima are flown to a Minimum Descent Altitude (MDA) regardless of the approach authorized.

c. Landing minimums to the adjacent runway will be based on nonprecision criteria and therefore higher than the precision minimums to the primary runway, but will normally be lower than the published circling minimums.

5-4-20. Approach and Landing Minimums

a. **Landing Minimums.** The rules applicable to landing minimums are contained in 14 CFR Section 91.175. TBL 5-4-1 may be used to convert RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

b. **Obstacle Clearance.** Final approach obstacle clearance is provided from the start of the final segment to the runway or missed approach point, whichever occurs last. Side-step obstacle protection is provided by increasing the width of the final approach obstacle clearance area.

TBL 5-4-1

RVR Value Conversions

RVR	Visibility (statute miles)
1600	1/4
2400	1/2
3200	5/8
4000	3/4
4500	7/8
5000	1
6000	1 1/4