

side of the runway to which the instrument approach was conducted.

(Refer to AIM.)

SIGMET– A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.

(See AIRMET.)

(See AWW.)

(See CONVECTIVE SIGMET.)

(See CWA.)

(See ICAO term SIGMET INFORMATION.)

(Refer to AIM.)

SIGMET INFORMATION [ICAO]– Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

SIGNIFICANT METEOROLOGICAL INFORMATION–

(See SIGMET.)

SIGNIFICANT POINT– A point, whether a named intersection, a NAVAID, a fix derived from a NAVAID(s), or geographical coordinate expressed in degrees of latitude and longitude, which is established for the purpose of providing separation, as a reporting point, or to delineate a route of flight.

SIMPLIFIED DIRECTIONAL FACILITY (SDF)– A NAVAID used for nonprecision instrument approaches. The final approach course is similar to that of an ILS localizer except that the SDF course may be offset from the runway, generally not more than 3 degrees, and the course may be wider than the localizer, resulting in a lower degree of accuracy.

(Refer to AIM.)

SIMULATED FLAMEOUT– A practice approach by a jet aircraft (normally military) at idle thrust to a runway. The approach may start at a runway (high key) and may continue on a relatively high and wide downwind leg with a continuous turn to final. It terminates in landing or low approach. The purpose of this approach is to simulate a flameout.

(See FLAMEOUT.)

SIMULTANEOUS CLOSE PARALLEL APPROACHES– A simultaneous, independent

approach operation permitting ILS/RNAV/GLS approaches to airports having parallel runways separated by at least 3,000 feet and less than 4,300–feet between centerlines. Aircraft are permitted to pass each other during these simultaneous operations. Integral parts of a total system are radar, NTZ monitoring with enhanced FMA color displays that include aural and visual alerts and predictive aircraft position software, communications override, ATC procedures, an Attention All Users Page (AAUP), PRM in the approach name, and appropriate ground based and airborne equipment. High update rate surveillance sensor required for certain runway or approach course separations.

SIMULTANEOUS (CONVERGING) DEPENDENT APPROACHES– An approach operation permitting ILS/RNAV/GLS approaches to runways or missed approach courses that intersect where required minimum spacing between the aircraft on each final approach course is required.

SIMULTANEOUS (CONVERGING) INDEPENDENT APPROACHES– An approach operation permitting ILS/RNAV/GLS approaches to non-parallel runways where approach procedure design maintains the required aircraft spacing throughout the approach and missed approach and hence the operations may be conducted independently.

SIMULTANEOUS ILS APPROACHES– An approach system permitting simultaneous ILS approaches to airports having parallel runways separated by at least 4,300 feet between centerlines. Integral parts of a total system are ILS, radar, communications, ATC procedures, and appropriate airborne equipment.

(See PARALLEL RUNWAYS.)

(Refer to AIM.)

SIMULTANEOUS OFFSET INSTRUMENT APPROACH (SOIA)– An instrument landing system comprised of an ILS PRM, RNAV PRM or GLS PRM approach to one runway and an offset LDA PRM with glideslope or an RNAV PRM or GLS PRM approach utilizing vertical guidance to another where parallel runway spaced less than 3,000 feet and at least 750 feet apart. The approach courses converge by 2.5 to 3 degrees. Simultaneous close parallel PRM approach procedures apply up to the point where the approach course separation becomes 3,000 feet, at the offset MAP. From the offset MAP