ATTENTION ALL USERS PAGE (AAUP) (CON'T)

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RNAV (GPS) PRM Rwy 28L

Briefing Points: (Note: Identify NEPIC WP as 3.3 NM from Rwy 28L WP if not in the FMC approach coding.)

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- If practical, utilize constant descent angle after passing ROKME WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 2.85° between all waypoints on the final approach course.
- Inside NEPIC, descending on (not above) the vertical path benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to runway 28L, other aircraft may be conducting the PRM approach to runway 28R. These aircraft will approach from the right-rear and will re-align with runway 28R after making visual contact with the runway 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC WP, 3.3 NM from Rwy 28L WP.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

RNAV (GPS) PRM X Rwy 28R

Briefing Points: (Notes: Non-standard RNAV Missed Approach coding initially requires use of heading mode.
Identify DARNE WP as 3.4 NM from CFFKC WP if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE WP, pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- If practical, utilize constant descent angle after passing HEGOT WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 3° between all waypoints on the final approach course.
- Report the 28L traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Remain on the RNAV track until passing DARNE WP so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE WP, 3.4 NM from CFFKC WP.
- After passing DARNE, MANEUVER VISUALLY.
- The VNAV path is valid to the runway threshold.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- In the visual segment after DARNE, pilots are responsible for **collision** and **wake avoidance**. (See Visual Segment under Expanded Procedures for additional information).
- If executing a missed approach or go-around, initially establish a climbing right turn heading 030°. CAUTION: Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. ATIS. When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots should brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:

a. Minimums and missed approach procedures are unchanged.
b. Monitor frequency no longer required.
c. A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

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