

## PRM APPROACH AAUP

**ATTENTION ALL USERS PAGE (AAUP)**

**Pilots who are unable to participate** will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Required Briefing: Brief the appropriate procedure bullet points below based on the expected or assigned IAP.

**ILS PRM Rwy 28L**

## Briefing Points:

- 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).
- Utilize glidepath; do not step down between fixes after passing ROKME.
- Descending on the glidepath ensures compliance with any charted crossing restriction. Inside NEPIC (I-SFO 5.3 DME), descending on (not above) the glidepath 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 (I-SFO 5.3 DME).
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

**LDA PRM Rwy 28R**

Briefing Points: (Note: Non-standard missed approach coding initially requires use of heading mode. Identify DARNE as I-FNP LOC/DME 4 NM if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE 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).
- Utilize glidepath; do not step down between fixes after passing HEGOT.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.
- Report the 28L traffic in sight as soon as practical and prior to DARNE (I-FNP 4 DME). **DO NOT PASS.**
- **Remain on the LDA** until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE (I-FNP 4 DME).
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, **MANEUVER VISUALLY.**
- 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 go-around between DARNE runway 28R, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. 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.

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SAN FRANCISCO, CALIFORNIA  
SAN FRANCISCO INTL (SFO)