U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER 8400.AAUP

Effective Date:
MM/DD/YYYY

SUBJ: Approach and Departure Attention All Users Page (AAUP)

This order provides policy guidance for developing and publishing the Attention All Users Page (AAUP) used to support Simultaneous Area Navigation (RNAV) Departure Operations, Simultaneous Close Parallel (SCP) approach operations and Simultaneous Offset Instrument Approach (SOIA) operations.

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Chapter 1. General Information

Section 1-1. Administrative

1-1-1. Purpose of this Order. This order provides policy guidance for developing and publishing the Attention All Users Page (AAUP) used to support Simultaneous Close Parallel (SCP) approach, Simultaneous Offset Instrument Approach (SOIA), and Simultaneous RNAV Departure operations.

1-1-2. Audience. The primary audience for this order is the Site Implementation Team (SIT), or Air Traffic Control (ATC) facility, that has the responsibility to develop and implement simultaneous approach or departure operations. The secondary audience includes the Air Traffic Organization (ATO) Mission Support Services (MSS) and all service providers who have the responsibility to develop instrument flight procedures.

1-1-3. Where Can I Find This Order? This order can be found on the Directives Management System (DMIS) Web site at https://employees.faa.gov/tools_resources/orders_notices. This Order is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

1-1-4. What This Order Cancels. Notice 8260.73, Simultaneous Close Parallel Approach Procedure Attention All Users Page (AAUP), dated July 11, 2013.

1-1-5. Explanation of Changes. Significant areas of new direction, guidance, policy, and criteria are as follows:

a. This order incorporates the guidance from Notice 8260.73 concerning Simultaneous Close Parallel Approach Procedure AAUPs. See chapters 2 and 4 and appendix C.

b. This order provides new guidance for processing AAUPs for simultaneous RNAV departure procedures and requires that an AAUP be used. See chapters 2 and 3 and appendix B.

Chapter 2. General Instructions for Developing and Publishing AAUPs

2-1-1. Attention All Users Page. For SCP approach procedures, including SOIA (runways separated by less than 4300 feet), and for simultaneous RNAV departures, an AAUP must be published. The AAUP provides the flight crew with procedures that must be used when conducting these operations, in a form that may be reviewed prior to conducting the procedure.

2-1-2. Site Implementation Team (SIT). A SIT is normally established to address issues related to establishing the procedures. If no team is established, the FAA facility that provides ATC services for the airport at which the operations are to be conducted is responsible for the AAUP. **The SIT is:**

a. Comprised of FAA and industry members with the team leadership designated by ATO.

b. Responsible for the development, among other things, of an AAUP.

2-1-3. AAUP Preparation. The AAUP must present the step-by-step procedures used to conduct the procedure. Develop the AAUP using the appropriate 8400-XX forms and the guidance provided in this order. See chapter 3 for Simultaneous RNAV Departure Operations; see chapter 4 for Simultaneous Approach Operations.

Note: AAUP examples found in the appendices of this order may not be the most current or not necessarily applicable to other locations. These examples should be used as a developmental guideline. AAUPs must reflect the requirements of the specific procedure and airport for which they are developed.

2-1-4. AAUP Processing. The SIT (or applicable ATC facility) submits the draft AAUP through channels as applicable (that is, Service Areas may have a coordination process unique to their area). In the case of a departure AAUP, also submit the procedure to AJV-14 for comment. When completed, submit the procedure to the Flight Technologies and Procedures Division (AFS-400) for approval. Also provide a copy to Flight Standards' Flight Operations Branch (AFS-410) and the Performance-Based Flight Operations Branch (AFS-470). AFS-400 submits the AAUP and requested effective date to the National Flight Data Center (NFDC).

2-1-5. AAUP Publication. The originating organization will determine the required publication date; coordinate with AeroNav Products and NFDC as necessary. After receiving the AAUP from AFS-400, **NFDC will:**

a. Verify the applicability of the publication date and assign that date for publication.

b. Coordinate with AFS-400 who will, in turn, contact the originating organization and AeroNav Products should a change in the previously agreed upon date be required.

Note: When publishing a new AAUP in conjunction with a new or revised procedure, it is important that the AAUP be coordinated jointly between the originating organization, NFDC,

AeroNav Products, and AFS-400 to ensure its publication is concurrent with the procedure(s) for which the AAUP was developed.

c. Publish the AAUP in the National Flight Data Digest (NFDD).

Note: The NFDD is the source for AAUP information for publication by all chart producers.

Chapter 3. AAUP for Simultaneous RNAV Departure Operations

3-1-1. General. This chapter provides procedural guidance for developing AAUPs utilized when conducting simultaneous RNAV departure operations from two or more runways. For implementing this chapter, consider simultaneous operations to be those when RNAV departures can be independently conducted by air traffic.

a. This guidance applies to simultaneous RNAV departure procedures that use published SIDs with tracks that utilize a standard track divergence angle of 15 degrees or more, as well as those that use reduced track divergence angles.

b. Use Form 8400-XX, RNAV Departure Procedure Attention All Users Page, to document an RNAV Departure Procedure AAUP. If an AAUP for a departure procedure using navigation other than RNAV is proposed, collaborate with Flight Standards for the development of the AAUP. Instructions for Form 8400-XX are in this chapter and a sample is in appendix B.

3-1-2. Title Line. The title line consists of the following three headings and will be filled in as noted (for a sample, see figure B-1).

a. City, State. Enter name of city and state abbreviation; e.g., ATLANTA, GA.

b. Airport Name and Airport ID. Enter airport name and ID, e.g., ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL).

Note: NFDC, as the official source of airport IDs, will verify that the ID is correct.

c. Effective Date. The desired effective date is initially determined by the originating organization after coordination with AeroNav Products, NFDC, and AFS-400 and then entered on the AAUP form.

3-1-3. General Information. This section consists of the following four elements and will be filled out as noted (see figure B-1).

a. Preflight. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system. Consider the following crosscheck items:

(1) Departure Runway if known;

(2) Waypoint sequencing on the RNAV SID;

(3) En Route Transition;

(4) Any specific aircraft navigation operating procedures or limitations,

(5) Do not modify or manually construct waypoints on the SID.

b. Before Takeoff. Verify any modification to the navigation system, including runway changes, against the charted RNAV SID. Advise ATC if unable to verify correct loading of the

runway and/or procedure or if unable to comply with the RNAV SID. Ensure a runway position update is accomplished prior to takeoff, if required.

c. Line Up/Takeoff. Expect a takeoff clearance to include, "RNAV track to the first fix/waypoint" or an assigned heading. Consider the following:

(1) If assigned a heading do not delete the RNAV SID from the navigation system.

(2) An RNAV takeoff clearance will be issued with "RNAV to" phraseology. For example, "(Callsign) 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff." The expected pilot response is "(Callsign) 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff."

(3) Verify the departure clearance takeoff runway and cleared to fix/waypoint is displayed in the aircraft navigation system. If a discrepancy exists, request an initial heading for takeoff from tower or refuse the takeoff clearance until the discrepancy is resolved.

(4) Verify lateral mode to be used on departure.

(5) Fly the published procedure issued in the IFR clearance if no additional instructions are received with the take-off clearance.

d. After Takeoff. RNAV to fix/waypoint. Fly runway heading, engage lateral navigation flight guidance when applicable and fly the cleared departure procedure. Strict compliance with the lateral track, charted altitude and any speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene, if required, to remain on track to avoid deviating in the direction of a parallel runway, track, or aircraft. If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC. **Assigned Heading:** Fly assigned heading until otherwise cleared.

3-1-4. Additional Airport Information. This section will contain information specific to the airport and may contain both textual instructions and graphical depictions; i.e., (Airport Name) SPECIFIC INFORMATION: (Airport ID) e.g., ATL, followed by instructions (see figure B-1).

3-1-5. Administrative Information. Items below are for informational and administrative purposes only. These items are to be completed on the forms and not to be published on the AAUP. A blank FAA Form 8400-XX is available on the FAA website.

a. Developed By. Enter the name of the person responsible for producing the AAUP. This individual must sign in the "developed by" space, and enter the date signed. Enter the office or function of the person responsible, such as ATL TRACON or ATL SIT.

b. Coordinated With. Specify the offices/organizations the AAUP was coordinated with.

c. Changes (for revised AAUPs). List changes relating to AAUP entries.

d. Reasons (for initial or revised AAUPs). List reasons for changes relating to AAUP entries.

Chapter 4. AAUP for Simultaneous Approach Operations

4-1-1. General. This chapter provides procedural guidance for developing AAUPs utilized when conducting simultaneous close parallel approach operations to two or more runways. Use Form 8400-XX, Approach Procedure Attention All Users Page, to document an Approach Procedure AAUP. Instructions for Form 8400-XX are in this chapter and samples are in appendix C. Use this form for AAUPs describing ILS PRM, LDA PRM, RNAV (GPS) PRM, RNAV (RNP) PRM or GLS PRM approaches.

4-1-2. Title Line. The title line consists of the following four elements and will be filled in as noted:

a. City, State. Enter name of city and state abbreviation. For example: San Francisco, CA.

b. Airport Name and Airport ID. Enter airport name and ID as it is, or will be, published on the instrument approach procedure (All capital letters), e.g., SAN FRANCISCO INTL (SFO).

Note: NFDC, as the official source of airport IDs, will verify that the ID is correct.

c. Effective Date. The effective date for original and amended AAUPs is normally concurrent with the 56-day charting cycle and the date must be coordinated (see paragraphs 2-1-4 and 2-1-5). If the AAUP publication date is associated with the publication date of an original procedure or a procedure amendment, enter that procedure name. Example: "Concurrent with ILS PRM RWY 1R (Orig)." or "Concurrent with RNAV (GPS) RWY 28L (Amdt 3)."

Note: "PRM" means Precision Runway Monitor and refers to both the type of equipment that is sometimes used to monitor aircraft during SCP approaches and the type of procedures used for SCP approaches, including SOIA, with less than 4300 feet runway spacing. SCP approach procedures are identified by the use of "PRM" in the approach name.

4-1-3. Text. AAUPs must reflect the requirements of the specific procedure and airport for which they are developed. Use this guidance and the AAUP examples found in the appendices of this order as a developmental guideline for preparing the AAUP:

a. Pilot non-participant procedure. Enter the non-participant procedure applicable for the specific airport. Example: "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."

Note: The AAUP does not have to list the participation requirements because the AAUP is designed to remind the qualified pilot as to the procedures to be used when conducting the approach. Examples of reasons that pilots may not be able to participate include on-board equipment failure (no glideslope or no second communications receiver) or because they do not have the required training. Pilots determine whether they are qualified to conduct the approach through their operations specifications (OpSpecs) for commercial operators or through the Aeronautical Information Manual (AIM) for general aviation (GA) pilots.

b. Procedure Name(s): Enter name of the PRM procedures, e.g., ILS PRM RWY 28L, RNAV (GPS) PRM RWY 28L, RNAV (RNP) PRM RWY 28L. If all PRM approaches utilize the same procedures, enter them all on one line. Otherwise, utilize one line for each approach or sets of approaches that utilize the same procedures, accompanied by their specific briefing points. Only published IAPs are named on the AAUP.

c. Briefing Points. This section consists of a summation of the major tasks, in the order in which they are to be conducted, that are required to execute the approach(es). For example: "Listen to the PRM monitor (frequency 125.15) when communicating with the NORCAL approach control (frequency 135.65), no later than final approach course intercept." One or more briefing points may be published for each approach which utilize like procedures.

d. Expanded Procedures. This section explains in greater detail procedures used to conduct PRM approaches. It consists of the following six elements and will be filled out as noted. Items (1), (2), and (3) are mandatory. Item (4) is applicable for SOIA or other PRM approaches as noted. For SOIA, include Item (5)(a) for the offset SOIA approach and Item (5)(b) for straight-in SOIA approach. Item (6), Additional Airport Information may be added as necessary. Below are descriptions for each element identified:

(1) ATIS. This element discusses the information that will be transmitted by the ATIS. Based on the ATIS, guidance is provided as to how the approach is to be briefed, and how the approach can be flown using the PRM approach plate when simultaneous operations are not being conducted:

(a) Normally identical approaches will be published both as a PRM approach and as a non-PRM identical approach. To be considered identical, approaches using the same type of navigation (ILS or LDA or RNAV for example), must contain the same fixes, fix crossing altitudes, the same approach minimums and coincident missed approach procedures. Examples are: RNAV (GPS) PRM Rwy 28L and RNAV (GPS) Rwy 28L; ILS PRM Rwy 8L and ILS Rwy 8L; LDA PRM Rwy 28R and LDA/DME Rwy 28R.

(b) When a PRM and identical non-PRM approaches are both published the ATIS portion of the AAUP is written as shown in the following example:

> "**ATIS.** When the ATIS broadcast advises that simultaneous [type] PRM approaches are in progress, pilots should brief to fly the PRM approach. If later advised to expect the non-PRM approach, the PRM chart may be used after completing the following briefing items:
>
> a. Minimums and missed approach procedures are unchanged,
>
> b. Monitor frequency no longer required, and
>
> c. A lower glide slope intercept altitude may be assigned when advised to expect the non-PRM approach."

Note: If the simultaneous procedure operation associated with the AAUP, such as SOIA, requires a specified ceiling and visibility, include that information. For example, "Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,600 feet (ceiling) and 4 miles (visibility)."

(2) Dual VHF Communications Required. The procedures for use of the PRM monitor frequency are described. Dual communication capability avoids single frequency blocked transmissions by providing an additional communications path by which the no transgression zone (NTZ) monitor controller can issue breakout or other instructions to the pilots.

(3) All "breakouts" are to be hand flown. This element describes pilot procedures when receiving a 'breakout instruction." It also reminds the pilot of the language that the ATC monitor controller will use to instruct the pilot to initiate a "breakout" maneuver.

(4) Glide Path Navigation. This element contains information about descending on the glide path.

Note 1: Specifically for SOIA operations, describe procedures for flying the glide path of the straight-in SOIA approach [ILS PRM or RNAV (GPS) PRM or RNAV (RNP) PRM].

Example (for straight-in runway 28L): "Descending on (not above) the glide path ensures compliance with any charted crossing restrictions and assists traffic approaching runway 28R to mitigate possible wake turbulence encounters without destabilizing the runway 28R approach and creating a go-around."

Example (when the applicable temperature correction has not been applied): "Descending on (not above) the glide path assists traffic approaching runway 28R to mitigate possible wake turbulence encounters without destabilizing the runway 28R approach and creating a go-around."

Note 2: When the applicable temperature correction has been applied, describe procedures for flying the glide path when conducting a PRM approach utilizing an electronic glide slope (ILS PRM and LDA PRM).

Example: "Descending on the glide path ensures compliance with any charted crossing restrictions."

(5) SOIA-Specific Notes.

(a) (APT ID) LDA PRM, RNAV (GPS) PRM, RNAV (RNP) PRM Visual Segment. This note is applicable only to the offset approach in SOIA. It describes pilot procedures to be used in the visual segment of the approach between the DA and the runway threshold.

Example: "Visual Segment (Rwy 28R): If ATC advises that there is traffic approaching runway 28L, pilots are authorized to continue past DARNE to align with runway 28R centerline only when the runway 28L traffic is in sight and is expected to remain in sight; ATC has been

advised that "traffic is in sight" (ATC is not required to acknowledge this transmission), and the runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching runway 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable. If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC."

(b) Runway (RWY number associated with SOIA straight-in PRM approach) traffic. This note applies only to a SOIA straight-in approach. It describes for the pilot landing straight-in how the trailing aircraft conducting the offset approach will maneuver while executing the runway alignment maneuver after passing the DA.

Example: "While conducting this ILS PRM or RNAV (GPS) PRM approach to runway 28L, other aircraft may be conducting the offset LDA PRM or RNAV (GPS) 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 ILS or RNAV (GPS) runway 28L traffic."

(6) Additional Airport Information. (Specific Guidance, If Applicable): Other information may be included that is deemed pertinent for pilot review before conducting the approach.

4-1-4. Administrative Information. Items below are for informational and administrative purposes only. These items are to be completed on the forms and not to be published on the AAUP. A blank FAA Form 8400-XX is available on the FAA website.

a. Developed By. Enter the name of the person responsible for producing the AAUP. This individual must sign in the "developed by" space, and enter the date signed. Enter the office or function of the person responsible, such as ATL TRACON or ATL SIT.

b. Coordinated With. Specify the offices/organizations with which to coordinate the AAUP. Always include the Regional Aeronautical Procedures Team (RAPT) and AFS-400.

c. Changes. List changes relating to AAUP entries.

d. Reasons. List reasons for changes relating to AAUP entries.

Appendix A. Administrative Information

1. Distribution. This order is distributed in Washington headquarters to the Group and Team level in the Air Traffic Organization [En Route and Oceanic Services (AJE), System Operations Services (AJR), Safety (AJS), Terminal Services (AJT), Mission Support Services (AJV), and Technical Operation Services (AJW)]; to the Branch level in the Offices of Airports Safety and Standards and Flight Standards Service (AFS); to the ATO Eastern, Central and Western Service Area Operation Support Groups; to the Regulatory Standards Division (AMA-200) at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards and Airports Divisions; to all Flight Standards District Offices (FSDOs); Special mailing list for ZVN-826; and Special Military and Public Addresses.

2. Background.

a. This order includes, updates, and supersedes the guidance from Order 8260.46 concerning area navigation (RNAV) Departure Attention All User Pages (AAUPs). See chapters 2 and 3 and appendix B.

b. This order includes, updates, and supersedes the guidance from Order 8260.49 concerning Simultaneous Offset Instrument Approach (SOIA) AAUPs and incorporates the applicable portions of that order. See chapters 2 and 4 and appendix C.

3. Definitions and/or Acronyms and Abbreviations. As used in this order, "must" means compliance is mandatory. A glossary of additional terms, abbreviations, and acronyms used in this order:

a. Acronyms and Abbreviations. Many acronyms for old and new aviation terms are used throughout this order. Users of this order can refer to table A-1 for an alphabetical listing of frequently used acronyms and abbreviations:

Table A-1. Acronyms and Abbreviations

AAUP	Attention All Users Page
AFS	Flight Standards Service
AFS-400	Flight Technologies and Procedures
AFS-410	Flight Operations Branch
AFS-470	Performance-Based Flight Operations Branch
AIM	Aeronautical Information Manual

AP	autopilot
ARTCC	Air Route Traffic Control Center
AT	Air Traffic
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATO	Air Traffic Organization
CAT	Category

DA	decision altitude
DER	departure end of runway
DH	decision height
DME	distance measuring equipment
DP	departure procedure
ELSO	Equivalent Lateral Spacing Operations
FAA	Federal Aviation Administration
FAC	final approach course
FMA	final monitor aid
GA	general aviation
GLS	GNSS Landing System
GP	glidepath
GPA	glidepath angle
GPS	Global Positioning System
GS	glide slope
HUR	high update radar
IAP	instrument approach procedure
ILS	instrument landing system
LDA	localizer type directional aid
LNAV	lateral navigation
LPV	Lateral Precision Performance with Vertical Guidance
LTP	landing threshold point

MAP	missed approach point
MLS	Microwave Landing System
MSL	mean sea level
NAVAID	navigational aid
NFDC	National Flight Data Center
NFDD	National Flight Data Digest
NM	nautical mile
NOZ	normal operating zone
NTZ	no transgression zone
OCS	obstacle clearance surface
OpSpecs	operation specifications
PAOA	Parallel Approach Obstruction Assessment
PAPI	precision approach path indicator
PFAF	precision final approach fix
PRM	precision runway monitor
RAPT	Regional Airspace and Procedures Team
RF	radius to fix
RNAV	area navigation
RNP	required navigation performance
SCP	simultaneous close parallel
SIAP	standard instrument approach procedure

SID	standard instrument departure
SM	statute mile
SOIA	Simultaneous Offset Instrument Approach
TCAS	Traffic Alert and Collision Avoidance System
TERPS	terminal instrument procedures
THLD	threshold
VASI	visual approach slope indicator
VGSI	visual glide slope indicator

4. Related Publications (FAA Advisory Circulars and Orders, latest editions).

a. Order 8260.3, U. S. Standard for Terminal Instrument Procedures (TERPS).

b. Order 8260.19, Flight Procedures and Airspace.

c. Order 8260.49, Simultaneous Offset Instrument Approach (SOIA).

5. Forms and Reports. For the applicable forms and associated instructions for an Attention All Users Page (AAUP) for departure procedures, see chapters 2 and 3 and appendix B. For the applicable forms and associated instructions for an AAUP for SCP approach procedures including SOIA, see chapters 2 and 4 and appendix C.

6. Information Update. For your convenience, FAA Form 1320-19, Directives Feedback Information, is included at the end of this order to note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order. When forwarding your comments to the originating office for consideration, please use the "Other Comments" block to provide a complete explanation of why the suggested change is necessary.

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Appendix B. FAA Form 8400-XX, RNAV Departure Procedure Attention All Users Page (AAUP) [RNAV Departure Procedure] Sample Forms

Figure B-1. Sample of Completed FAA Form 8400-XX

U.S. DEPARTMENT of TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)

City, State	Airport	Effective Date
ATLANTA, GA	**ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)**	

1. **PREFLIGHT:** Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system. Consider the following crosscheck items:
   a. Departure Runway if known,
   b. Waypoint sequencing on the RNAV SID,
   c. En Route Transition,
   d. Any specific aircraft navigation operating procedures or limitations, and
   e. Do not modify or manually construct waypoints on the SID.

2. **BEFORE TAKEOFF:** Verify any modification to the navigation system, including runway changes, against the charted RNAV SID. Advise ATC if unable to verify correct loading of the runway and/or procedure if unable for any reason to comply with the RNAV SID. Ensure a runway position update is accomplished prior to takeoff, if required.

3. **LINE UP/TAKEOFF:** Expect a takeoff clearance to include the "RNAV track to the first fix/waypoint" or an assigned heading. Consider the following:
   a. If assigned a heading do not delete the RNAV SID from the navigation system.
   b. An RNAV takeoff clearance will be issued with "RNAV to phraseology," for example "(Callsign) 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff." The expected pilot response is to read back the clearance, for example "(Callsign) 123, RNAV to MPASS Runway 26L, Cleared to Takeoff."
   c. Verify the departure clearance takeoff runway and cleared to "fix/waypoint" is displayed in the aircraft navigation system. If a discrepancy exists, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
   d. Verify lateral mode to be used on departure.
   e. Fly the published procedure issued on the IFR clearance if no additional instructions are received with the takeoff clearance.

4. **AFTER TAKEOFF: RNAV to fix/waypoint:** Fly runway heading, engage lateral navigation flight guidance when applicable, and fly the cleared departure procedure. Strict compliance with the lateral track charted altitude and any speed restrictions are imperative. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene, if required, to remain on track to avoid deviating in the direction of a parallel runway, track, or aircraft. If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC. **Assigned Heading:** Fly assigned headings until otherwise cleared.

U.S. DEPARTMENT of TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

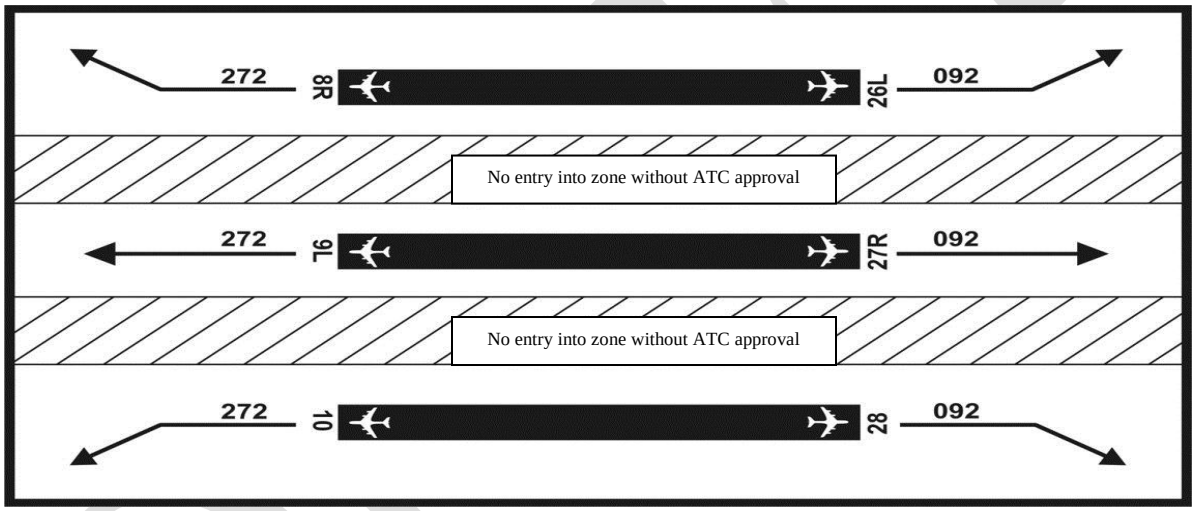
RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)

City, State	Airport	Effective Date
ATLANTA, GA	**ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)**	

5. **ATLANTA (ATL) SPECIFIC INFORMATION:** Runway assignment will be issued on initial contact with Atlanta Ground Control at the Ramp exit spot. During dual runway simultaneous departure operations, expect an RNAV departure clearance.

Atlanta Departure RNAV SIDs and Associated Departure Directions

North	East	South	West
CADIT	DAWGS	BRAVS	JOGOR(WEST 1)
COKEM	DOOLY	PNUTT	JCKTS(WEST 1)
SUMMT	MUNSN	THRSR	GEETK(WEST 2)
NUGGT	UGAAA	NOVSS	RMBLN(WEST 2)



ADMINISTRATIVE INFORMATION (DO NOT PUBLISH):

DEVELOPED BY: [signature and date]
John Q Doe
ATL TRACON

COORDINATED WITH: RAPT, AJV, Delta Air Lines, and AFS-400

CHANGES: N/A (Original)

REASONS: New operation with multiple parallel RNAV departure procedures.

Appendix C. FAA Form 8400-XX, Simultaneous Close Parallel Attention All Users Page (AAUP)Samples of Completed Forms for SCP Approaches

This section provides samples to assist in developing the proposed approach AAUP forms for coordination and publication.

Figure C-1. Sample #1 of Form 8400-XX

U.S. DEPARTMENT of TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SIMULTANEOUS CLOSE PARALLEL - PRM ATTENTION ALL USERS PAGE (AAUP)

City, State	Airport	Effective Date
DETROIT, MICHIGAN	**DETROIT METROPOLITAN WAYNE COUNTY (DTW)**	**OCTOBER 27, 2013**

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 Rwys 3R, 4R, 21L, 22L,

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

ILS PRM Y Rwy 22R

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A4 (6700 ft) or A3 (7700 ft), whenever practical.
- Whenever possible, do not stop on taxiway A between taxiway A3 and taxiway Q, due to offset LOC critical area.

ILS PRM Y Rwy 4L

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A7 (6700 ft) or A8 (7700 ft), whenever practical.
- Whenever possible, do not stop on taxiways A9 and A10 or on taxiway A northwest of taxiway V, due to the offset LOC critical area.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM approach. If later advised to expect an ILS approach, the ILS 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 lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

a. ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

b. Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

> “TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)”.

ADMINISTRATIVE INFORMATION (DO NOT PUBLISH):

DEVELOPED BY: DTW SIT

COORDINATED WITH: RAPT, AJV, and AFS-400

CHANGES: N/A, original

REASONS: New format

Figure C-2. Sample #2 of Form 8400-XX

U.S. DEPARTMENT of TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SIMULTANEOUS CLOSE PARALLEL - PRM ATTENTION ALL USERS PAGE (AAUP)

City, State	Airport	Effective Date
ATLANTA, GA	**ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)**	**TO BE COORDINATED**

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 bullet points.

ILS PRM Rwys 8L, 8R, 9L, 9R, 10, 26L, 26R, 27L, 27R, 28

Briefing Points:

- When in range, tune in the PRM monitor frequency on a secondary radio, set the audio volume, then deselect the audio until switched to the tower frequency. If no communications are heard on the PRM frequency, set the volume by tuning to another frequency (i.e., the ATIS) to verify functionality of secondary radio, and return to the PRM monitor frequency.
- When instructed to switch to the tower frequency, select the PRM monitor frequency audio on.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM approach. If later advised to expect an ILS approach, the ILS 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 lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a tower, and a PRM monitor frequency. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When in range, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

a. ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

b. Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

ADMINISTRATIVE INFORMATION (DO NOT PUBLISH):

DEVELOPED BY: (signature and date)
James A. Airspace
ATL TRACON

COORDINATED WITH: RAPT, AJV, Delta Air Lines, and AFS-400

CHANGES: Updated wording in “briefing points” and in “Dual VHF Communication required” sections because of revised communication procedures. Deleted the sentence, “The tower controller will transmit on both frequencies.”

REASONS: Requested by ATL TRACON and by primary user.

Figure C-3. Sample #3 of Form 8400-XXX

U.S. DEPARTMENT of TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SIMULTANEOUS CLOSE PARALLEL - PRM ATTENTION ALL USERS PAGE (AAUP)

City, State	Airport	Effective Date
SAN FRANCISCO, CA	**SAN FRANCISO INTL (SFO)**	**OCTOBER 27, 2013**

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:

- 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 4.0 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 4.0 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.

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: (Note: 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).

2. Dual VHF Communication required (Rwy 28R). To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).

Dual VHF Communication required (Rwy 28L). To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

a. ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

b. Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

> "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. Visual Segment (Rwy 28R): If ATC advises that there is traffic approaching runway 28L, pilots are authorized to continue past DARNE to align with runway 28R centerline only when:

a. The runway 28L traffic is in sight and is expected to remain in sight,
b. ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
c. The runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching runway 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable. If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

ADMINISTRATIVE INFORMATION (DO NOT PUBLISH):

DEVELOPED BY: SFO SIT

COORDINATED WITH: RAPT, AJV, and AFS-400

CHANGES: N/A, original

REASONS: New format