

**PRM APPROACH AAUP****ATTENTION ALL USERS PAGE (AAUP) (CON'T)**

CONTINUED FROM PREVIOUS PAGE

**LDA PRM Rwy 28R: Offset Approach with glideslope**

Briefing Points: (Note: 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. Inside DARNE pilots will be operating visually in close proximity to the 28L aircraft and will be responsible for wake turbulence and collision avoidance.
- Descending on the glideslope ensures compliance with any charted crossing restrictions.
- Continuing past DARNE requires reporting the 28L traffic in sight (ATC need not respond), and seeing the runway.
- Remain on the LDA until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower at DARNE.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, DO NOT PASS.
- Glideslope valid to the runway threshold.
- If executing a go-around between DARNE and runway 28R threshold, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. Missed approach leg from airport to OAK VOR/DME, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

**RNAV (GPS) PRM Rwy 28L: Straight-in Approach**

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

- 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.
- 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 at NEPIC.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

**RNAV (GPS) PRM X Rwy 28R: Offset Approach**

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 visually in close proximity to the 28L aircraft and will be responsible for wake turbulence and collision avoidance.
- VDA is 3° between all waypoints on the final approach course.
- Continuing past DARNE requires reporting the 28L traffic in sight (ATC need not respond), and seeing the runway.
- Remain on the RNAV track until passing DARNE WP so as not to penetrate the NTZ.
- Expect to be switched to SFO tower at DARNE WP.
- After passing DARNE, DO NOT PASS.
- 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.
- If executing a missed approach or go-around, initially establish a climbing right turn heading 030°. CAUTION: Missed approach leg from airport to OAK VOR/DME, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

**PRM APPROACH AAUP**SAN FRANCISCO, CALIFORNIA  
SAN FRANCISCO INTL (SFO)