

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8260.73

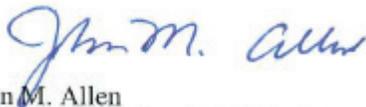
National Policy

Effective Date:
07/11/2013

Cancellation Date:
07/11/2014

SUBJ: Simultaneous Close Parallel Approach Procedure Attention All Users Page
(AAUP)

- 1. Purpose of this Notice.** This notice provides policy guidance for developing and publishing the Attention All Users Page (AAUP) used to support Simultaneous Close Parallel (SCP) approach and Simultaneous Offset Instrument Approach (SOIA) operations.
- 2. Audience.** The primary audience for this notice is the Site Implementation Team (SIT) that has the responsibility to develop and implement simultaneous approach procedure operations. The secondary audience includes Aeronautical Navigation Products (AeroNav Products), Aeronautical Information Services, the Eastern, Central and Western Air Traffic Organization (ATO) Service Area offices, and Flight Standards headquarters and regional office Division/Branches.
- 3. Where Can I Find This Notice?** You can find this notice on the Directives Management System (DMIS) FAA's Web site at http://www.faa.gov/regulations_policies/orders_notices.
- 4. Explanation of Policy Changes.** This notice introduces the use of a form for developing and coordinating the publication of an approach AAUP. Updates to the AAUP format and sample completed forms are provided for reference.
- 5. Disposition.** We will incorporate the information in this notice into FAA Order 8260.XX (SMLS), Simultaneous Instrument Approach or Departure Procedures.



John M. Allen
Director, Flight Standards Service

Chapter 1. Approach Procedure Attention All Users Page (AAUP).

Section 1-1. Introduction and General Information

1-1-1. Attention All Users Page. For Simultaneous Close Parallel (SCP) approach procedures, including SOIA, to runways separated by less than 4300 feet, an AAUP must be published. For other types of approaches, an AAUP is normally not published. If a circumstance arises where an AAUP is needed for a different type of approach, the applicable portions of the guidance in this notice and Form 8260-15F, Approach Procedure Attention All Users Page (AAUP), may be used for other approach AAUPs. The AAUP presents the flight crew additional procedures used when conducting the approach, in a form that may be reviewed prior to conducting the approach procedure.

1-1-2. Responsibility. At locations that propose the use of simultaneous, independent close parallel procedures, a Site Implementation Team (SIT) is normally established to address issues related to establishing SCP approach procedures. If no team is established, the FAA facility that provides approach control service for the airport at which the approaches are to be conducted is responsible for the AAUP. The SIT is:

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

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

1-1-3. AAUP Preparation. The SIT develops the AAUP as intended for publication. A single AAUP will be developed for each airport conducting SCP approaches. The AAUP may be sectioned to address approach procedures separately when the AAUP guidance will be different. One example of different AAUP guidance is the SOIA straight-in and offset approaches; another example is two Runways, 4L and 4R, which require different notes relative to the use of exit taxiways. The AAUP should combine references to several or all procedures when the AAUP guidance is identical. The AAUP must present in bullet format the step-by-step procedures used to conduct the approach. More detailed information that applies to SCP approach procedures will be presented in a separate section following the bullet points. Develop the AAUP using Form 8260-15F and the guidance provided in this chapter.

1-1-4. 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), 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).

1-1-5. AAUP Publication. After receiving the AAUP from AFS-400, NFDC will:

a. 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.

- b. Verify/assign an effective date** after coordination with AeroNav Products and AFS-400.

Note: When establishing a new SCP approach procedure, it is important that the AAUP be coordinated (jointly between NFDC, AeroNav Products, and AFS-400) to ensure publication concurrent with the instrument approach procedure (IAP) for which it was developed.

Section 1-2. Instructions for Completing FAA Form 8260-15F, Approach Procedure Attention All Users Page (AAUP), including ILS PRM, LDA PRM, RNAV (GPS) PRM, RNAV (RNP) PRM

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

- **City, State.** Enter name of city and state abbreviation. For example: San Francisco, CA.
- **Airport Name.** Enter airport name as it is, or will be, published on the instrument approach procedure (All capital letters). For example: SAN FRANCISCO INTL

Note: NFDC is the official source for FAA airport identifiers and publishes accordingly.

- **Effective Date.** The effective date for original and amended AAUPs will be published by NFDC; it is normally concurrent with the 56-day charting cycle and the date must be coordinated (see paragraphs 1-1-4 and 1-1-5). 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 used to monitor aircraft during SCP approaches with less than 3600 feet runway spacing and the type of procedures used for SCP approaches with less than 4300 feet runway spacing. See Order 8260.3 Volume 3, appendix 3.

1-2-2. Text. This section establishes the framework and explains the procedures to develop an AAUP to be utilized when conducting various types of SCP approach procedures, which are identified by the use of “PRM” in the approach name. Make changes to the appendix examples to address site-specific issues:

- **Airport Name.** Enter the airport name as it is, or will be, published on the instrument approach procedure (All capital letters). For example: SAN FRANCISCO INTL.
- **FAA Airport Identifier** (All capital letters, within parentheses).
- **City, State.**
- **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 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.

- **Procedure Name:** Enter name of the PRM procedures, for example, 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.
- **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.
- **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, first bullet, for the offset SOIA approach and Item 5, second bullet, 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.

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.

When a PRM and identical non-PRM approaches are both published the ATIS portion of the AAUP is written as follows:

“**1. ATIS.** When the ATIS broadcast advises that simultaneous 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 procedure associated with the AAUP requires a specified ceiling and visibility, such as for SOIA operations include that information. For example, “Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 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.”

Note 2: When applicable, 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.

- **(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.

- **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.

1-2-3. 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.

- **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.
- **Coordinated With.** Specify the offices/organizations with which to coordinate the AAUP. Always include the Regional Aeronautical Procedures Team (RAPT) and AFS-400.
- **Changes.** List changes relating to AAUP entries.
- **Reasons.** List reasons for changes relating to AAUP entries.

**Section 1-3. Blank FAA Form 8260-15F,
Approach Procedure Attention All Users Page (AAUP)**

This section provides a blank form for use in developing, coordinating, and submitting the proposed approach procedures AAUP for publication.

Figure 1-3-1. Blank Form

FEDERAL AVIATION ADMINISTRATION – FLIGHT STANDARDS SERVICE

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

City, State	Airport Name	Effective Date
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Pilots who are unable to participate... (Guidance for non-participation procedure)

Applicable approach procedures (Procedure Name):

- If approaches for all runways utilize the same procedures, list them all and include one set of briefing points.
- If approaches for all runways do not utilize the same procedures, combine runways with the same procedures. Provide condensed briefing points for each runway or set of runways.

Briefing Points:

- One set of briefing points for each set of approaches listed in above.

EXPANDED PROCEDURES:

1. ATIS. (Specific Guidance)
2. Dual VHF Communications Required (Specific Guidance).
3. All "breakouts" are to be hand flown (Specific Guidance).
4. Glide Path Navigation (Specific Guidance).
5. When applicable, use one of the following (Publish only on an AAUP for SOIA operations):
 - For a SOIA offset approach AAUP:
(APT ID) [Offset approach name(s)] Visual Segment Procedures.
 - For a SOIA Straight-in approach AAUP:
Runway [Insert the RWY number of the SOIA offset approach] traffic. Describe how the aircraft conducting the offset approach will be maneuvering.
6. Additional Airport Information (Specific Guidance, If Applicable):

ADMINISTRATIVE INFORMATION:

DEVELOPED BY:

COORDINATED WITH:

CHANGES:

REASONS:

Section 1-4. Sample Completed Forms for FAA Form 8260.15F, Approach Procedure Attention All Users Page (AAUP)

This section provides samples to assist in developing the proposed approach AAUPs for publication.

Figure 1-4-1. Sample Form #1

FEDERAL AVIATION ADMINISTRATION – FLIGHT STANDARDS SERVICE

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

City, State	Airport	Effective Date
Detroit, Michigan	DETROIT METROPOLITAN WAYNE COUNTY	JUNE 27, 2013

ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS CLOSE PARALLEL DETROIT METROPOLITAN WAYNE COUNTY (DTW) Detroit, Michigan

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.

ILS PRM Rwy 3R, 4R, 21L, 22L

Briefing Points:

- When communicating with approach control, 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 glide slope ensures compliance with any charted crossing restrictions.

ILS PRM Y Rwy 22R

Briefing Points:

- When communicating with approach control, 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 glide slope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A4 (6700 feet) or A3 (7700 feet), 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 communicating with approach control, 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 glide slope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A7 (6700 feet) or A8 (7700 feet), 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

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots must 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 glide slope 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 1000 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:

DEVELOPED BY: DTW SIT

COORDINATED WITH: RAPT, AJV, and AFS-400

CHANGES: N/A, original

REASONS: New format

Figure 1-4-2. Sample Form #2

FEDERAL AVIATION ADMINISTRATION – FLIGHT STANDARDS SERVICE

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

City, State	Airport	Effective Date
Atlanta, Georgia	ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL	JUNE 27, 2013

ATTENTION ALL USERS PAGE (AAUP)**SIMULTANEOUS CLOSE PARALLEL
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
Atlanta, Georgia**

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.

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

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:**DEVELOPED BY:** ATL TRACON**COORDINATED WITH:** RAPT, AJV, and AFS-400**CHANGES:** N/A, original**REASONS:** New format

Figure 1-4-3. Sample Form #3

FEDERAL AVIATION ADMINISTRATION – FLIGHT STANDARDS SERVICE

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

City, State San Francisco, California	Airport SAN FRANCISCO INTL	Effective Date JUNE 27, 2013
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ATTENTION ALL USERS PAGE (AAUP)**SIMULTANEOUS CLOSE PARALLEL
SAN FRANCISCO INTL (SFO)
San Francisco, California**

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.

ILS PRM Rwy 28L

Briefing Points:

- 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.
- After being cleared for the approach, utilize glidepath; do not step down between fixes.
- Descending on (not above) the glidepath 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.
- 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.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

RNAV (GPS) PRM Rwy 28L

Briefing Points:

- 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.
- After being cleared for the approach, use constant descent angle; do not step down between waypoints.
- Vertical Descent Angle is 3 degrees between all waypoints on the final approach course.
- Descending on (not above) the VNAV 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.
- 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.
- 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.
- Listen to the PRM monitor (frequency 127.675) when communicating with the NORCAL approach control (frequency 120.35), no later than LOC intercept.
- After being cleared for the approach, utilize glidepath; do not step down between fixes.
- 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. **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
- In the visual segment after DARNE, pilots are responsible for **collision** and **wake avoidance**. See Visual Segment under Expanded Procedures for additional information
- 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

- 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
- Listen to the PRM monitor (frequency 127.675) when communicating with the NORCAL approach control (frequency 120.35), no later than Final Approach Course intercept
- Utilize constant descent angle, do not step down between waypoints after passing HEGOT WP
- Vertical Descent Angle is 3 degrees 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 so as not to penetrate the NTZ
- Expect to be switched to SFO tower (120.5) at DARNE
- 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 035 degrees. Caution. Missed approach leg from airport to ZAWRI WP for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC

EXPANDED PROCEDURES

1. ATIS. When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must 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:

- Minimums and missed approach procedures are unchanged
- Monitor frequency no longer required
- 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. (Rwy 28R) Dual VHF Communication required. 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)

(Rwy 28L) Dual VHF Communication required. 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 1000 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. (Rwy 28R) Visual Segment: 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:

DEVELOPED BY: SFO SIT

COORDINATED WITH: RAPT, AJV, and AFS-400

CHANGES: N/A, original

REASONS: New format

Section 1-5. Administrative Information

1-5-1. Distribution. We will distribute this notice to the branch level in Offices of Airport Safety and Standards and Flight Standards Services in Washington Headquarters; to the group level of the Air Traffic Organization Mission Support, Terminal, En Route, Safety, System Operations, and Technical Operations Service Units; to the ATO Eastern, Central, and Western Service Area Operations Support Groups; to the Regulatory Standards Divisions at the Mike Monroney Aeronautical Center; to branch level in the regional Flight Standards and Airports Divisions; and to all Flight Standards District Offices (FSDOs).

1-5-2. Related Publications.

- a. **FAA Order 8260.3**, U.S. Standard for Terminal Instrument Procedures (TERPS)
- b. **FAA Order 8260.49**, Simultaneous Offset Instrument Approach (SOIA)

1-5-3. Acronyms and Abbreviations (see table 1-5-1).

Table 1-5-1. Acronyms and Abbreviations

AAUP	Attention All Users Page	NAVAID	navigational aid
AFS	Flight Standards Service	NFDC	National Flight Data Center
AFS-400	Flight Technologies and Procedures Division	NFDD	National Flight Data Digest
AFS-410	Flight Operations Branch	NM	nautical mile
AFS-470	Performance-Based Flight Operations Branch	NTZ	no transgression zone
AIM	Aeronautical Information Manual	OpSpecs	operations specifications
ARTCC	Air Route Traffic Control Center	PRM	precision runway monitor
AT	Air Traffic	RAPT	Regional Aeronautical Procedures Team
ATC	Air Traffic Control	RNAV	area navigation
ATIS	Automated Terminal Information System	RNP	required navigation performance
ATO	Air Traffic Organization	SCP	simultaneous close parallel
DME	distance measuring equipment	SIT	Site Implementation Team
FAA	Federal Aviation Administration	SM	statute mile
FAC	final approach course	SOIA	Simultaneous Offset Instrument Approach
GA	general aviation	TCAS	Traffic Alert and Collision Avoidance System
GP	glidepath	TERPS	terminal instrument procedures
GPS	Global Positioning System	THLD	threshold
GS	glide slope	TRACON	Terminal Radar Approach Control
IAP	Instrument approach procedure	VASI	visual approach slope indicator
ILS	instrument landing system	VGSI	visual glide slope indicator
LDA	localizer type directional aid	VNAV	vertical navigation

1-5-4. Information Update. For your convenience, FAA Form 1320-19, Directive Feedback Information, is included at the end of this notice to note any deficiencies found, clarification needed, or suggested improvements regarding the contents of this version. When forwarding your comments to the originating office for consideration, please provide a complete explanation of why the suggested change is necessary.

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Notice 8260.73, Simultaneous Close Parallel Approach Procedure
Attention All Users Page (AAUP)

To: Directive Management Officer

(Please check all appropriate line items)

- An error (procedural or typographical) has been noted in paragraph __ on page _____
- Recommend paragraph _____ on page _____ be changed as follows: *(attached separate sheet if necessary)*
- In future change to this order, please include coverage on the following subject *(briefing describe what you want added)*

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

Submit this form to:

Federal Aviation Administration, Flight Standards Service, Flight Technologies and Procedures Division, Flight Procedure Standards Branch (AFS-420)

P.O. Box 25082, Oklahoma City, OK 73128