NEW

PDF EDITED

FIG

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL)

SAN FRANCISCO INTL (SFO)

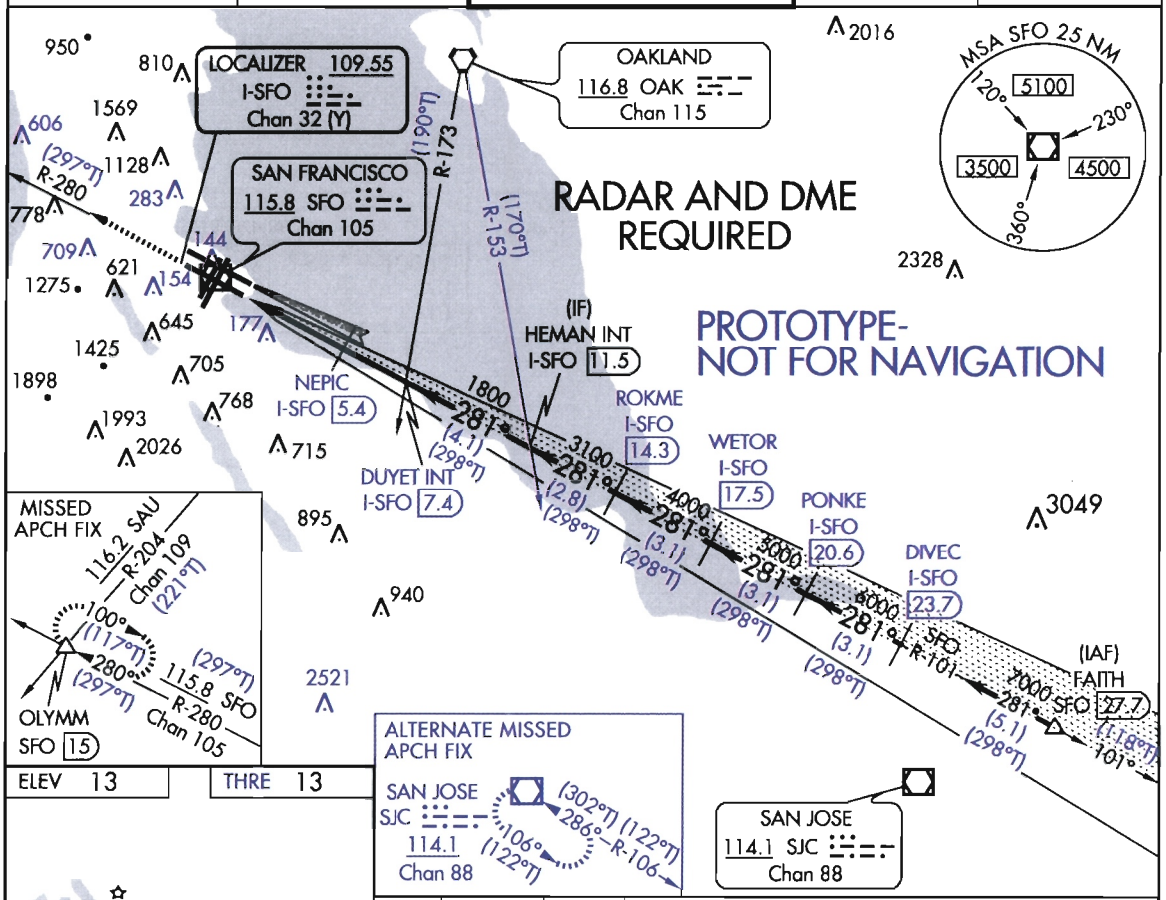
LOC/DME I-SFO	APP CRS	Rwy Idg	10608
109.55	281°	THRE	13
Chan 32 (Y)		Apt Elev	13

Runway 28L and 28R separated by 750 feet centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM Rwy 28R.
Procedure not authorized when glide slope not available.
Dual VHF comm required. See additional requirements on AAUP.
*Missed approach requires a minimum climb of 310 feet per NM to 2100.

SSALR

MISSED APPROACH: Climb to 2100 then CLIMBING RIGHT TURN to 3000 on HEADING 285 AND SFO VOR/DME R-280 to OLYMM INT/SFO 15 DME and hold.

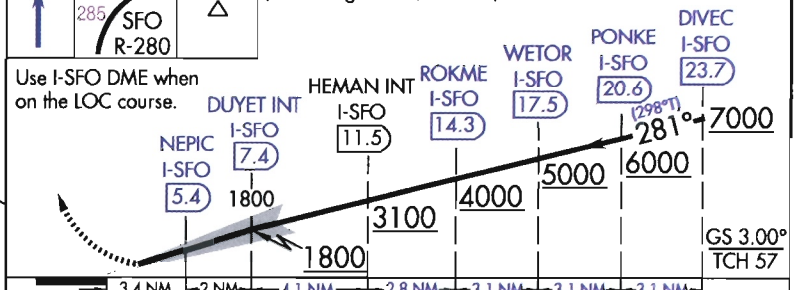
ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1 PRM 125.15	121.8	118.2



2100 | 3000 HDG 285 SFO R-280 | OLYMM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

Use I-SFO DME when on the LOC course.



CATEGORY	A	B	C	D
S-ILS 28L*	213/24 200 (200-½)			
S-ILS 28L	797-2¼ 784 (800-2¼)			

SAN FRANCISCO, CALIFORNIA

37°37'N-122°22'W

SAN FRANCISCO INTL (SFO)

Amdt 2 FIG

ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL)

NEW

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- Listen to the PRM monitor (frequency 125.15) when communicating with NORCAL approach control (frequency 135.65), no later than LOC intercept.
- 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.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 28L approach. If later advised to expect an ILS 28L approach, the ILS/PRM 28L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glideslope intercept altitude may be assigned when advised to expect the ILS 28L 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.** 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 (135.65), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with NORCAL approach control (135.65). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. The PRM monitor frequency may be de-selected passing NEPIC.

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. Descending on (not above) the ILS glideslope ensures complying with any charted crossing restrictions and assists traffic on the LDA PRM 28R approach to mitigate possible wake turbulence encounters without destabilizing the LDA approach and creating a go-around.

5. **LDA Traffic:** While conducting this ILS/PRM approach to Runway 28L, other aircraft may be conducting the offset LDA/PRM approach to Runway 28R. These aircraft will approach from the right-rear and will re-align with 28R after making visual contact with the ILS traffic.

Special pilot training required. 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.

PROTOTYPE-NOT FOR NAVIGATION