

FIG 5-4-24
PRM Attention All Users Page (AAUP)

15288 PRM APPROACH AAUP	AL 166 (FAA)	USA INTL (USA) USA CITY
<p style="text-align: center;">ATTENTION ALL USERS PAGE (AAUP) (PRM CLOSE PARALLEL)</p> <p>Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 120 miles from destination.</p> <p style="text-align: center;">ILS PRM or LOC PRM Rwy's 10R, 10C, 28L, 28C RNAV (GPS) PRM RWYS 10R, 10C, 28L, 28C</p> <p>General</p> <ul style="list-style-type: none"> - Review procedure for executing a climbing and descending PRM breakout. - Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)." - All breakouts: Hand flown, initiate immediately. - Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions. - Dual VHF COMM: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, other active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the secondary radio audio to ON. - If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and frequency no longer apply. - TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn. <p>Runway Specific</p> <ul style="list-style-type: none"> - Runway 10R: Exit at taxiway Tango whenever practical. 		
PRM APPROACH AAUP	41°59'N 87°54'W	USA INTL (USA) USA CITY

g. Simultaneous Offset Instrument Approach (SOIA).

1. SOIA is a procedure used to conduct simultaneous approaches to runways spaced less than 3,000 feet, but at least 750 feet apart. The SOIA procedure utilizes a straight-in PRM approach to one runway, and a PRM offset approach with glideslope/glidepath to the adjacent runway. In SOIA operations, aircraft are paired, with the aircraft conducting the straight-in PRM approach always positioned slightly ahead of the aircraft conducting the offset PRM approach.

2. The straight-in PRM approach plates used in SOIA operations are identical to other straight-in PRM approach plates, with an additional note, which provides the separation between the two runways used for