

RNAV (GPS) PRM Approaches at SFO

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Federal Aviation
Administration



RNAV (GPS) PRM Approaches at SFO

General - RNAV (GPS) PRM X 28R and RNAV (GPS) PRM 28L

- RNAV (GPS) PRM IAPs are overlays of the ILS PRM 28L and LDA PRM 28R approaches and are procedurally equivalent.
- RNAV (GPS) PRM IAPs will be available on June 27, 2013.
- This information augments Notice 8900.216.
- Between June 27 and August 22, 2013, LNAV minima will be published on the RNAV (GPS) PRM IAP. During this time period, for operators with separate authorization to conduct PRM approaches and RNAV (GPS) approaches to either VNAV or LNAV minimums, no additional action is required to conduct an RNAV (GPS) PRM approach.
- At any time, but not later than August 22, operators with OpSpecs or MSpecs desiring to conduct vertically guided RNAV (GPS) PRM approaches are required to select RNAV (GPS) PRM as an approach type in C052. Beginning August 22, 2013, LNAV minima will be removed. Only LNAV/VNAV minima will be published.
- For part 91 operators, (other than equipage, and PRM eligibility) no special authorization is required.

RNAV (GPS) PRM X 28R

- Vertical guidance is provided to the runway threshold.
- Executing a missed approach at DARNE, or a go-around after passing DARNE, initially requires the use of AP heading mode or hand flying when turning to 030° heading.
- After being established on 030° heading, LNAV may be engaged to continue the missed approach procedure.

RNAV (GPS) PRM 28L

- Normal RNAV (GPS) design with PRM notes added.



RNAV (GPS) PRM IAPs

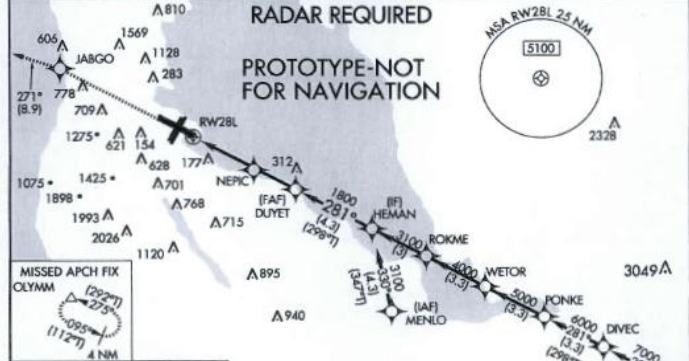
SAN FRANCISCO, CALIFORNIA
 WAAS CH 53333 W28D
 APP CRS 281°
 Rwy ldg 11381 THRE 13 Apt Elev 13
RNAV (GPS) PRM RWY 28L
 (SIMULTANEOUS CLOSE PARALLEL)
 SAN FRANCISCO INTL (SFO)

DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV all Cats visibility 1/2 mile, increase LNAV/VNAV all Cats visibility to 2 mile, increase LNAV Cat C and D visibility to 1 1/2 mile. Simultaneous close parallel approach authorized with LDA PRM Rwy 28R and RNAV (GPS) PRM X Rwy 28R. Dual VHF comm required. Rwy 28L and 28R separated by 750 feet centerline to centerline. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 direct JABGO and on track 271° to OLYMM and hold, continue climb-in-hold to 4000.

Missed approach requires minimum climb of 220 feet per NM to 1300. See additional requirements on AAUP.

ATIS 113.7 115.8 118.85 135.45	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1 PRM 125.15	GND CON 121.8	CLNC DEL 118.2
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ELEV 13	THRE 13	*2360	
MISSED APCH FIX OLYMM (299°) (1127°) 1 NM (275°) (1127°) 1 NM		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75)	
281° to RWY 28L *2 NM to RWY 28L 1800 3100 4000 5000 6000 7000 2 NM 3.7 NM 4.3 NM 3 NM 3.3 NM 3.3 NM 3.3 NM		GS 2.85° TCH 53	
CATEGORY A B C D LPV DA # 213/24 200 (200-1) LPV DA 435/50 422 (500-1)		INAV/VNAV DA 584-1½ 571 (600-1½) 584-2½ 571 (600-2½) INAV MDA 680/24 667 (700-1½) 680-1½ 667 (700-1½)	

SAN FRANCISCO, CALIFORNIA 37°37'N-122°23'W SAN FRANCISCO INTL (SFO)
RNAV (GPS) PRM RWY 28L
 (SIMULTANEOUS CLOSE PARALLEL)

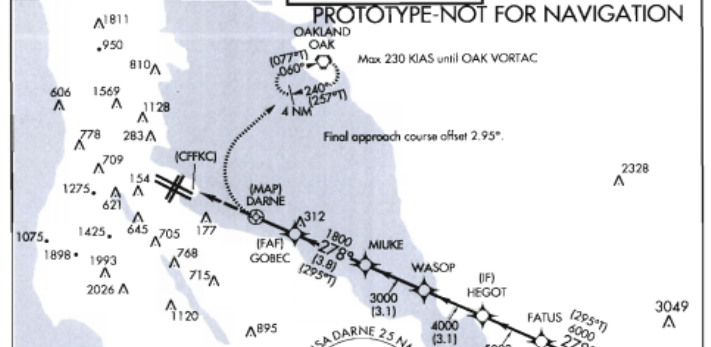
SAN FRANCISCO, CALIFORNIA
 APP CRS 278°
 Rwy ldg 11570 THRE 13 Apt Elev 13
RNAV (GPS) PRM X RWY 28R
 (SIMULTANEOUS CLOSE PARALLEL)
 SAN FRANCISCO INTL (SFO)

Runway 28L and 28R separated by 750 feet centerline to centerline. DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with L5 PRM RWY 28L and RNAV (GPS) PRM RWY 28L. Dual VHF comm required. When executing a missed approach or go-around, unless otherwise instructed by ATC, initially turn right to 030° utilizing heading mode. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). RNAV course 1183 feet right of Rwy 28R threshold.

* If a go-around executed after passing DARNE, go-around requires a minimum climb of 380 feet per NM to 1800. Use of FD or AP providing LNAV track guidance required for simultaneous operations. See additional requirements on AAUP.

MISSED APPROACH: Climbing right turn to 3000 on heading 030° then direct OAK VORTAC and hold.

ATIS 113.7 115.8 118.85 135.45	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1 PRM 127.675	GND CON 121.8	CLNC DEL 118.2
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ELEV 13	THRE 13	*2360	
MISSED APCH FIX OLYMM (299°) (1127°) 1 NM (275°) (1127°) 1 NM		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70)	
278° to (CFFKC) 1800 3000 4000 5000 6000 7000 3.4 2.1 NM 3.8 NM 3.1 NM 3.1 NM 3.1 NM		GS 3.00° TCH 56	
CATEGORY A B C D LPV DA # 1140-4 1127 (1200-4)		INAV/VNAV DA* 1140-4 1127 (1200-4) INAV MDA* 1140-4 1127 (1200-4)	

SAN FRANCISCO, CALIFORNIA 37°37'N-122°23'W SAN FRANCISCO INTL (SFO)
RNAV (GPS) PRM X RWY 28R
 (SIMULTANEOUS CLOSE PARALLEL)



Federal Aviation Administration