## ATTENTION ALL USERS PAGE (AAUP)

**PILOT NON-PARTICIPANT PROCEDURE:**

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 100 miles from destination.

**LIST OF APPROVED PRM APPROACHES:**

**ILS PRM Rwys 9R, 10, 27L, 28**
**ILS PRM Rwys 9R (SA CAT-I, CAT II-III), 10 (SA CAT-I, CAT II-III), 27L (SA CAT-I, CAT II), 28 (SA CAT-I, CAT II)**
**RNAV (GPS) PRM Rwys 9R, 27L**
**RNAV (GPS) PRM Y Rwys 10, 28**

**General, applicable to all approaches**

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, another 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 second receiver 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 PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

**RUNWAY SPECIFIC, if needed**

SE-4, 29 OCT 2026 to 26 NOV 2026
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