

17 JUN 2021

PRM USER INSTRUCTIONS

INDEPENDENT PARALLEL APPROACHES

Precision Runway Monitor (PRM) operations are conducted at Sydney to facilitate independent parallel approaches to closely spaced parallel runways. The following instructions apply during independent parallel approaches when pilots are advised by ATIS "PRM OPERATIONS IN PROGRESS".

REQUIREMENTS: Before participating in PRM operations, pilots must have satisfied training requirements as directed by CASA, or be approved for PRM operations by the NATIONAL AVIATION AUTHORITY (NAA) for the state of registration of the ACFT.

If unable to participate in PRM operations, pilots MUST notify ATC prior to 120 DME SY (or if departing from within 120 DME SY on first contact with ATC).

PRM operations assume all participating aircraft conduct a GLS or ILS approach to their respective RWY. Circling approaches are not available during PRM operations.

LOW-SIDE APPROACH START ALTITUDES: Expect to reach the procedure initial approach altitude below normal descent profile.

-RWY 16R - expect to reach 3000FT at least 6NM before URDEN.

-RWY 34R - expect to reach 2000FT before ENDEV.

APPROACHES WITH AUTOPILOT ENGAGED: It is recommended that approaches are flown with the aircraft autopilot engaged.

TCAS SELECTION: Pilots should maintain TCAS in the RA mode.

DUAL VHF REQUIREMENTS: Each approach has both a TWR and a PRM frequency. The TWR and PRM controllers transmit simultaneously on both frequencies. Pilots must only transmit on the TWR frequency, and LISTEN TO BOTH. Set the PRM frequency volume prior to transfer to TWR at the same level to ensure ATC instructions can be heard on both frequencies in case of a blocked transmission.

DEVIATIONS: When an aircraft deviates from the final approach course towards the No Transgression Zone (NTZ), ATC will issue the following instructions:

"(callsign) YOU ARE DEVIATING FROM THE FINAL APPROACH COURSE. TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO YOUR CLEARED APPROACH."

Acknowledge deviation advice as soon as practicable. Compare tracking indications and use the indicator most consistent with ATC advice. Immediately adjust tracking to regain the final approach course.

BREAK-OUT: If ATC determines that an aircraft has or will penetrate the NTZ and avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

"BREAK-OUT ALERT, (callsign) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits), CLIMB (or DESCEND) TO (altitude)"

HAND FLY A BREAK-OUT: When issued with BREAK-OUT instruction, time is critical. Break-out procedures MUST BE HAND FLOWN. In exceptional circumstances a descending BREAK-OUT may be given but the assigned altitude will not be below the applicable (MVA). Read back the break-out instruction as soon as practicable.

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