simultaneous SOIA approaches. The offset PRM approach plate displays the required notations for closely spaced approaches as well as depicts the visual segment of the approach.

3. Controllers monitor the SOIA PRM approaches in exactly the same manner as is done for other PRM approaches. The procedures and system requirements for SOIA PRM approaches are identical with those used for simultaneous close parallel PRM approaches until near the offset PRM approach missed approach point (MAP), where visual acquisition of the straight−in aircraft by the aircraft conducting the offset PRM approach occurs. Since SOIA PRM approaches are identical to other PRM approaches (except for the visual segment in the offset approach), an understanding of the procedures for conducting PRM approaches is essential before conducting a SOIA PRM operation.

4. In SOIA, the approach course separation (instead of the runway separation) meets established close parallel approach criteria. (See FIG 5−4−25 for the generic SOIA approach geometry.) A visual segment of the offset PRM approach is established between the offset MAP and the runway threshold. Aircraft transition in visual conditions from the offset course, beginning at the offset MAP, to align with the runway and can be stabilized by 500 feet above ground level (AGL) on the extended runway centerline. A cloud ceiling for the approach is established so that the aircraft conducting the offset approach has nominally at least 30 seconds or more to acquire the leading straight−in aircraft prior to reaching the offset MAP. If visual acquisition is not accomplished prior to crossing the offset MAP, a missed approach must be executed.

5. Flight Management System (FMS) coding of the offset RNAV PRM and GLS PRM approaches in a SOIA operation is different than other RNAV and GLS approach coding in that it does not match the initial missed approach procedure published on the charted IAP. In the SOIA design of the offset approach, lateral course guidance terminates at the fictitious threshold point (FTP), which is an extension of the final approach course beyond the offset MAP to a point near the runway threshold. The FTP is designated in the approach coding as the MAP so that vertical guidance is available to the pilot to the runway threshold, just as vertical guidance is provided by the offset LDA glideslope. No matter what type of offset approach is being conducted, reliance on lateral guidance is discontinued at the charted MAP and replaced by visual maneuvering to accomplish runway alignment.

(a) As a result of this approach coding, when executing a missed approach at and after passing the charted offset MAP, a heading must initially be flown (either hand−flown or using autopilot "heading mode") before engaging LNAV. If the pilot engages LNAV immediately, the aircraft may continue to track toward the FTP instead of commencing a turn toward the missed approach holding fix. Notes on the charted IAP and in the AAUP make specific reference to this procedure.

(b) Some FMSs do not code waypoints inside of the FAF as part of the approach. Therefore, the depicted MAP on the charted IAP may not be included in the offset approach coding. Pilots utilizing those FMSs may identify the location of the waypoint by noting its distance from the FTP as published on the charted IAP. In those same FMSs, the straight−in SOIA approach will not display a waypoint inside the PFAF. The same procedures may be utilized to identify an uncoded waypoint. In this case, the location is determined by noting its distance from the runway waypoint or using an authorized distance as published on the charted IAP.

(c) Because the FTP is coded as the MAP, the FMS map display will depict the initial missed approach course as beginning at the FTP. This depiction does not match the charted initial missed approach procedure on the IAP. Pilots are reminded that charted IAP guidance is to be followed, not the map display. Once the aircraft completes the initial turn when commencing a missed approach, the remainder of the procedure coding is standard and can be utilized as with any other IAP.