

# Questionnaire ILS PRM and SOIA Approach

1. When conducting closely spaced PRM approaches the secondary monitor control frequency is:

- a. always used by the pilot to transmit to ATC?
- b. sometimes used by the pilot to transmit to ATC?
- c. only used by the pilot to monitor ATC ?

ANSWER: c. Pilots only receives transmissions on the monitor frequency, never transmits.

2. Pilots may fly the ILS PRM approach:

- a. by hand or using the autopilot but the breakout must always be hand flown?
- b. only using the autopilot but the breakout must always be hand flown?
- c. only by hand throughout?

ANSWER: a. The approach itself may be flown by hand or using the autopilot, but the breakout must always be hand flown.

3. You briefed the ILS PRM approach and as ATC vectors your aircraft onto final, you are informed that ILS PRM approaches are no longer in use, expect the standard ILS approach:

- a. you should ask for a delaying vector in order to find and brief the standard ILS approach
- b. ask for a clearance to your alternate
- c. continue the approach because, having briefed the ILS/PRM approach, you have also completed all the requirements to conduct the standard ILS approach.

ANSWER: c: Since ILS/PRM and ILS approaches are the same in terms of minimums and missed approach procedures, the pilot is permitted to brief for an ILS/PRM approach and use that briefing to fly with ILS approach, and the briefing page so states.

4. Following the monitor controller's turn instruction while complying with a TCAS RA:

- a. is forbidden by FAA regulation?
- b. provides greater margins of safety?
- c. at the pilot's discretion?

ANSWER: b: Receiving a TCAS RA during a breakout would be extremely rare. To provide greater margins of safety, follow the RA and comply with the controllers turn instruction.

5. As you approach the airport, you determine that you only have one operative communications receiver and your ILS glidepath receiver is not working.

- a. you cannot execute the ILS PRM approach?
- b. you can execute ILS PRM approach?
- c. you can execute the ILS PRM approach but only if ATC provides altitude information along the final approach course?

ANSWER: a: You must have both a means to listen to the monitor controller's PRM frequency (second communication's receiver) and an operative glidepath receiver to conduct PRM approaches. Without both, you cannot execute the ILS PRM approach.

6. In a SOIA procedure (simultaneous ILS PRM and LDA PRM approaches), the course separation rather than the runway separation
- meets FAA criteria for widely spaced approaches?
  - meets FAA criteria for closely spaced (PRM) approaches?
  - does not comply with either widely of closely spaced FAA criteria?

ANSWER: The course separation, always at least 3000 ft apart, meets FAA closely spaced (PRM) approach criteria.

7. The SOIA LDA/PRM procedure can be thought of as:
- an instrument with a visual segment?
  - an instrument approach?
  - a visual approach?

ANSWER: a. The SOIA LDA PRM procedure is an instrument with a visual segment from the LDA MAP to the runway threshold.

8. When conducting SOIA simultaneous ILS PRM and LDA PRM approaches, aircraft are paired. Prior to reaching the LDA MAP the aircraft conducting the LDA PRM approach will always be positioned by ATC:
- to the rear of the ILS aircraft?
  - ahead of the ILS aircraft?
  - either ahead or behind the ILS aircraft?

ANSWER: a. The LDA aircraft will always be to the rear of the ILS aircraft so as to be in the best position to acquire the ILS aircraft visually.

9. If ATC advises the aircraft the aircraft conducting the LDA PRM approach that there is traffic on the adjacent ILS, the LDA aircraft can proceed past the LDA MAP for a landing if:
- the ILS traffic is visually acquired and reported in sight to ATC?
  - the ILS traffic is visually acquired and reported in sight to ATC, and the runway environment is in sight?
  - the ILS traffic is visually acquired and reported in sight to ATC, ATC acknowledges the traffic in sight report, and the runway environment is in sight?

ANSWER: b. To continue past the LDA MAP, the LDA pilot must have, 1) the ILS traffic in sight, 2) report that it is in sight to ATC and, 3) have the runway environment in sight. There is no requirement for ATC to acknowledge the "traffic in sight" transmission from the aircraft.

10. Between the LDA MAP and the runway threshold, the pilot conducting the LDA PRM approach has the responsibility to:

- a. keep the ILS aircraft in sight?
- b. provide wake turbulence avoidance if applicable?
- c. both a and b?

ANSWER: c. Both. In addition, if the pilot cannot maintain visual contact with the ILS aircraft, he should execute a missed approach unless otherwise instructed by ATC.

11. The pilot of the LDA aircraft should report the ILS aircraft in sight as soon as practical, but not until the LDA pilot:

- a. believes he can keep the ILS aircraft in sight during the remainder of the approach?
- b. first has the ILS aircraft and the runway in sight?
- c. has received a landing clearance?

ANSWER: a: Pilots should report traffic in sight when they are below the cloud ceiling and positioned to keep the ILS traffic in sight throughout the remainder of the approach.