

ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Points:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts." ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT." If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

- a) the ILS traffic is in sight and is expected to remain in sight.
- b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
- c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

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