

CLEVELAND, OHIO

AL-84 (FAA)

12152

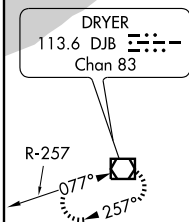
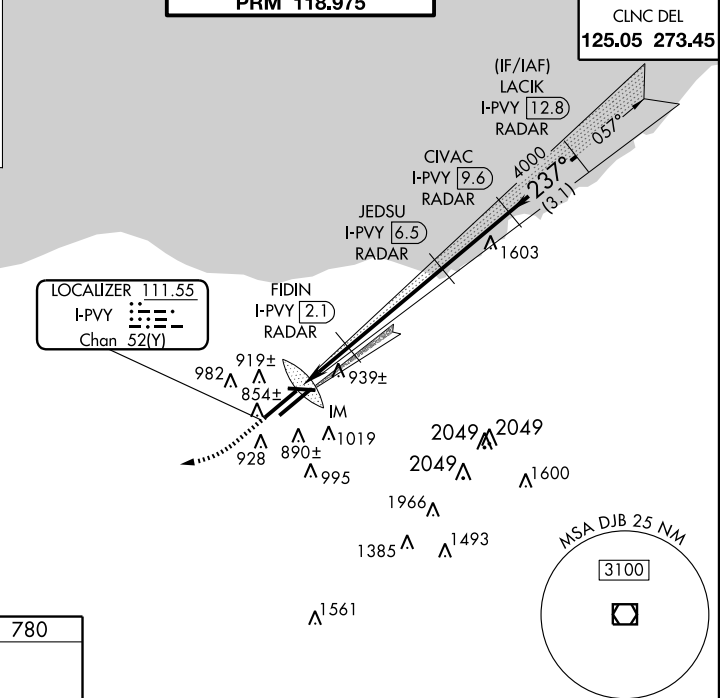
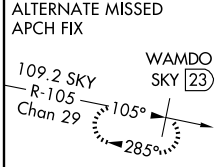
ILS PRM RWY 24R (SIMULTANEOUS CLOSE PARALLEL) CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY 111.55 Chan 52 (Y)	APP CRS 237°	Rwy Idg THRE 780 Apt Elev 799
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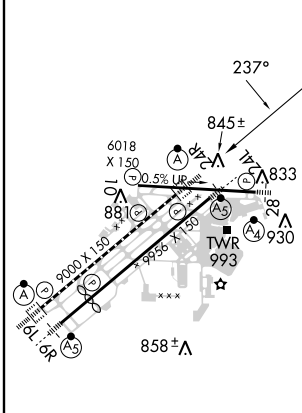
NA Runway 24R and 24L separated by 1241 feet centerline to centerline.
 Simultaneous close parallel approach authorized with LDA PRM Rwy 24L.
 Procedure NA when glideslope not available. Dual VHFcomm required.
 See additional requirements on AAUP.

ALSf-2 MISSED APPROACH:
 Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

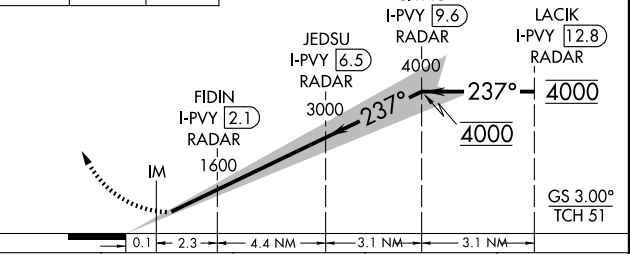
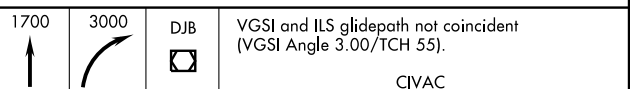
ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45 PRM 118.975	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45
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ELEV 799	D	THRE 780
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RADAR and DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-1/2)			

REIL Rwy 10
 TDZ/CL Rwy 6R, 6L, 24L and 24R
 HIRL Rwsy 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO
Amdt 1 05MAY11

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE) (SIMULTANEOUS CLOSE PARALLEL) ILS PRM RWY 24R

EC-2, 31 MAY 2012 to 28 JUN 2012

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ILS PRM RWY 24R
(SIMULTANEOUS CLOSE PARALLEL)

AL-84 (FAA)

11125
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R 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. A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R 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.

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 2,600 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. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

(SIMULTANEOUS CLOSE PARALLEL)
ILS PRM RWY 24R

Amdt 1 05MAY11

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