

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

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 STL 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. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

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 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/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) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.
 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 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 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (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. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.
 5. **STL Visual Segment.** If advised that there is traffic on the 30R 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, a missed approach must be executed 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.