ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

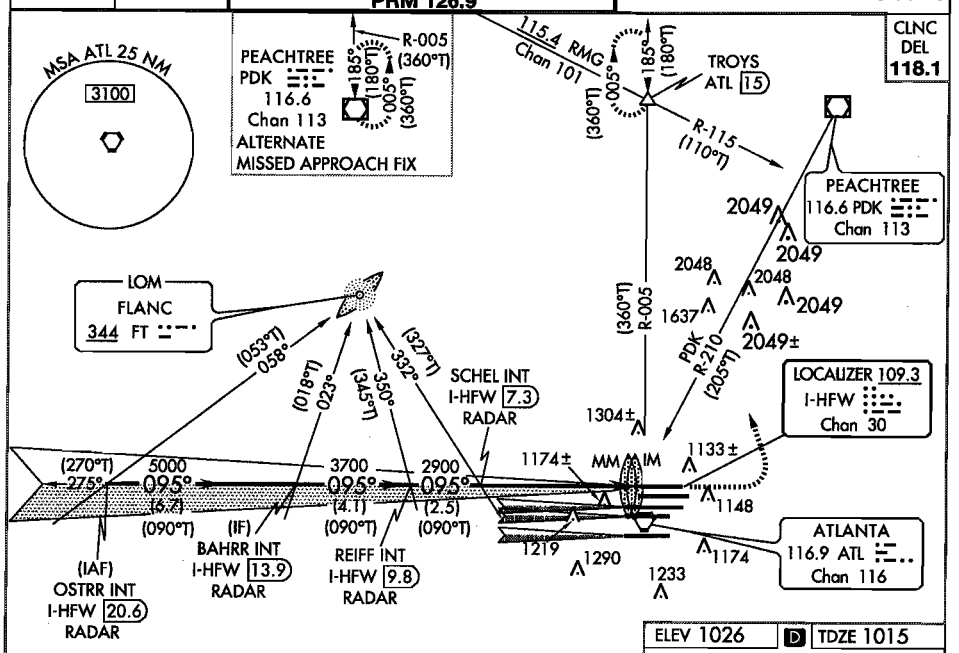
LOC/DME I-HFW	APP CRS	Rwy ldg	8800
109.3	095°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R or Rwy 10. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. ADF or DME or Radar Required.

ALSF-2

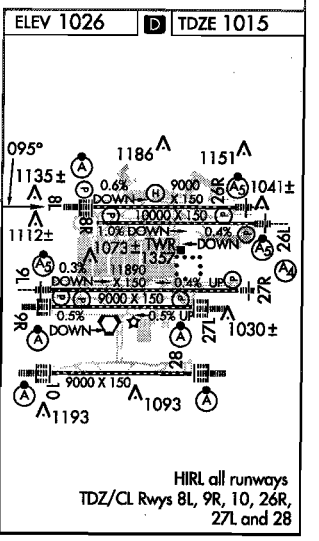
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 15 DME and hold.

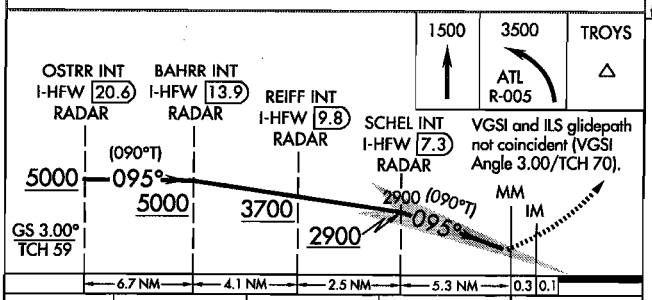
ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON				ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65		381.6
DEP 125.55		PRM 126.9										



PROTOTYPE-NOT FOR NAVIGATION

RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			

ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Orig-D FIG

ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS PAGE (AAUP)

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 approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS 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 an ILS 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 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (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.

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.

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