

ATLANTA, GEORGIA

AL-26 (FAA)

FIG ILS PRM RWY 9L

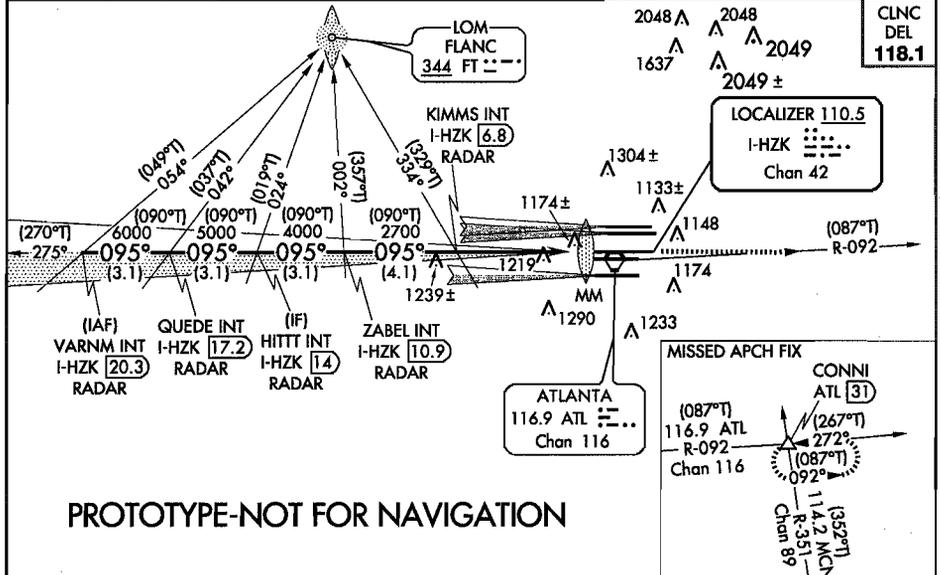
LOC/DME I-HZK 110.5 Chan 42	APP CRS 095°	Rwy Idg 11730 TDZE 1019 Apt Elev 1026
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(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

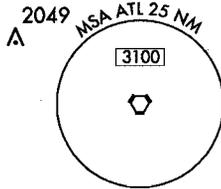
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. ADF or DME or Radar Required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME and hold.

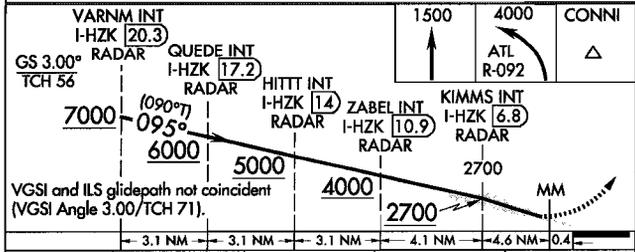
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL RWYS 121.9 121.75 121.65 381.6	GND CON 121.9 121.75 121.65 381.6	ALL RWYS
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PROTOTYPE-NOT FOR NAVIGATION



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L		** 1219/24	200 (200-1/2)	

ELEV 1026 TDZE 1019

HIRL all runways
TDZ/CL Rwy 8L, 8R, 9R,
10, 26R, 27L and 28

ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
Orig-C FIG ILS PRM RWY 9L (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.