

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

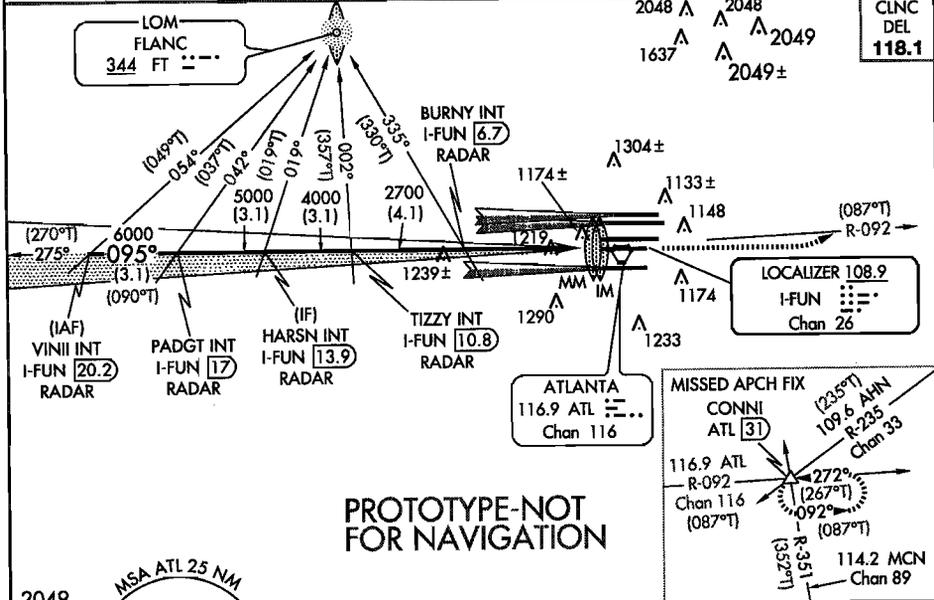
LOC/DME I-FUN 108.9 Chan 26	APP CRS 095°	Rwy Idg TDZE Apt Elev	9000 1026 1026
---	------------------------	-----------------------------	---

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 AAUP. ADF or DME or Radar required.

ALSIF-2
A

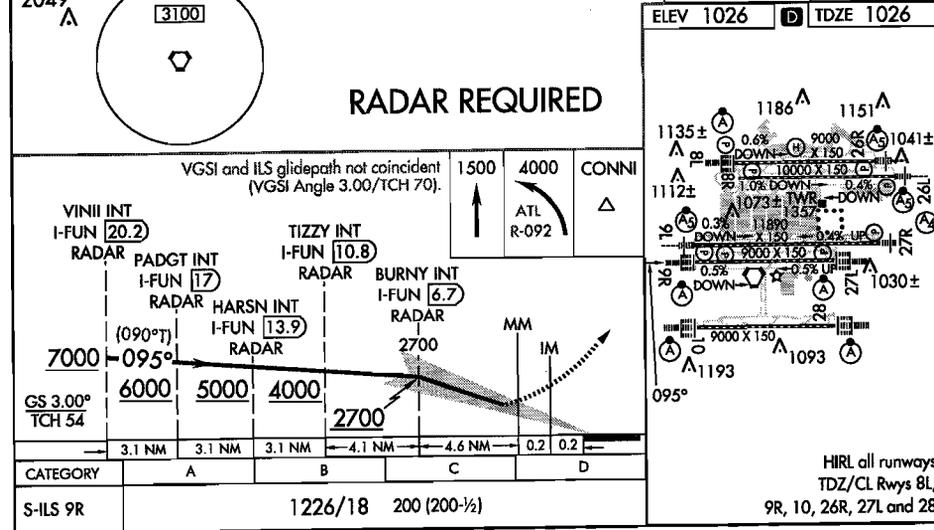
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME and hold.

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 (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	GND CON 121.9 121.75 121.65 381.6	ALL RWYS
--	--	---	---	---	-------------



PROTOTYPE-NOT FOR NAVIGATION

RADAR REQUIRED



ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
Orig-D FIG **ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)**

ILS PRM RWY 9R Orig-D FIG

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

(SIMULTANEOUS CLOSE PARALLEL) AL-26 (FAA)

ATLANTA, GEORGIA

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.

PROTOTYPE-NOT FOR NAVIGATION

(SIMULTANEOUS CLOSE PARALLEL) 33°38'N-84°26'W

ATLANTA, GEORGIA

ILS PRM RWY 9R Orig-D FIG

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

FIG

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

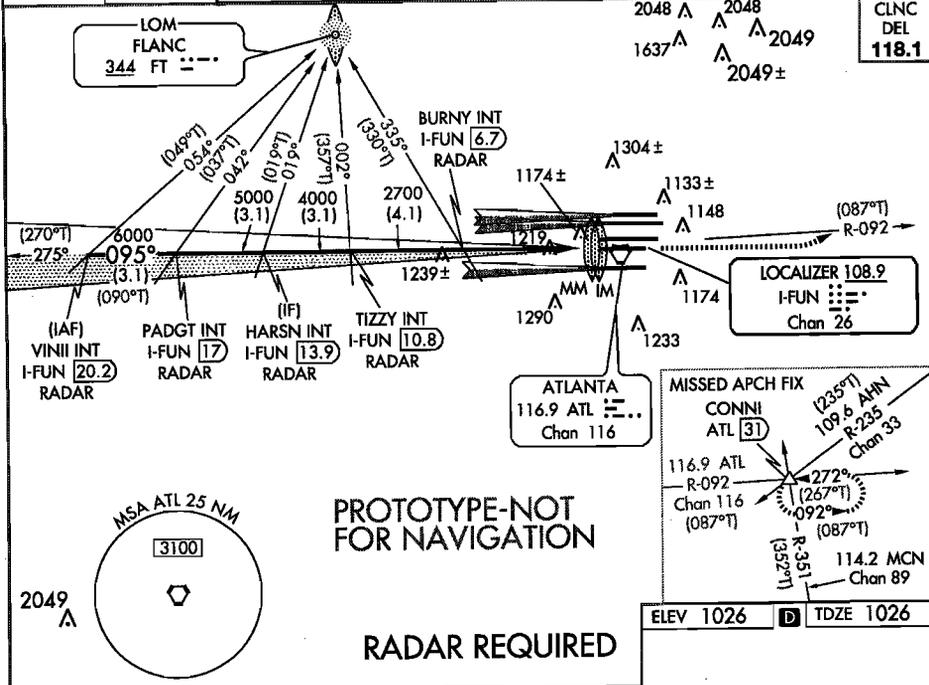
LOC/DME I-FUN 108.9 Chan 26	APP CRS 095°	Rwy ldg TDZE 1026	Apt Elev 1026
--	------------------------	-----------------------------	-------------------------

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 AAUP. ADF or DME or Radar required.

ALSF-2
A

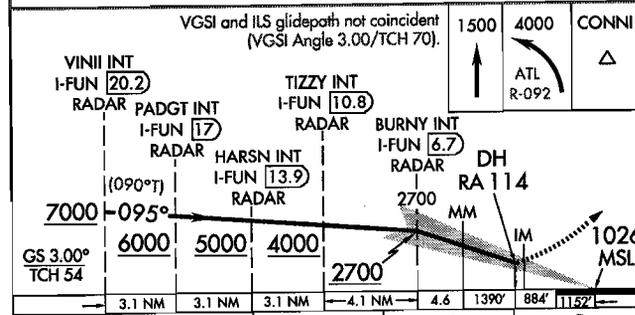
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME and hold.

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	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS 121.75 121.65 381.6	ALL RWYS
--	--	---	--------------------------	---	----------



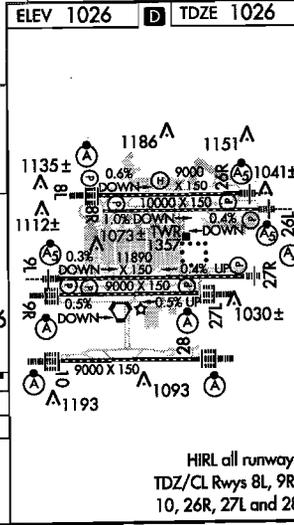
PROTOTYPE-NOT FOR NAVIGATION

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9R	RA 114/12 100 DA 1126			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

Orig-D FIG ILS PRM RWY 9R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ILS PRM RWY 9R (CAT II) Orig-D FIG ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
(SIMULTANEOUS CLOSE PARALLEL) AL-26 (FAA) ATLANTA, GEORGIA

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.

PROTOTYPE-NOT FOR NAVIGATION

(SIMULTANEOUS CLOSE PARALLEL) 33°38'N-84°26'W ATLANTA, GEORGIA
ILS PRM RWY 9R (CAT II) Orig-D FIG ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN 108.9 Chan 26	APP CRS 095°	Rwy ldg TDZE 9000 1026	Apt Elev 1026
---	------------------------	--	-------------------------

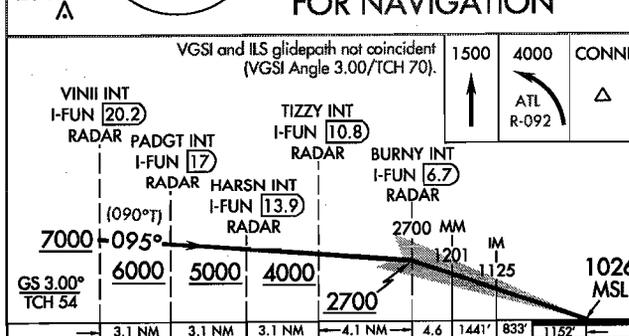
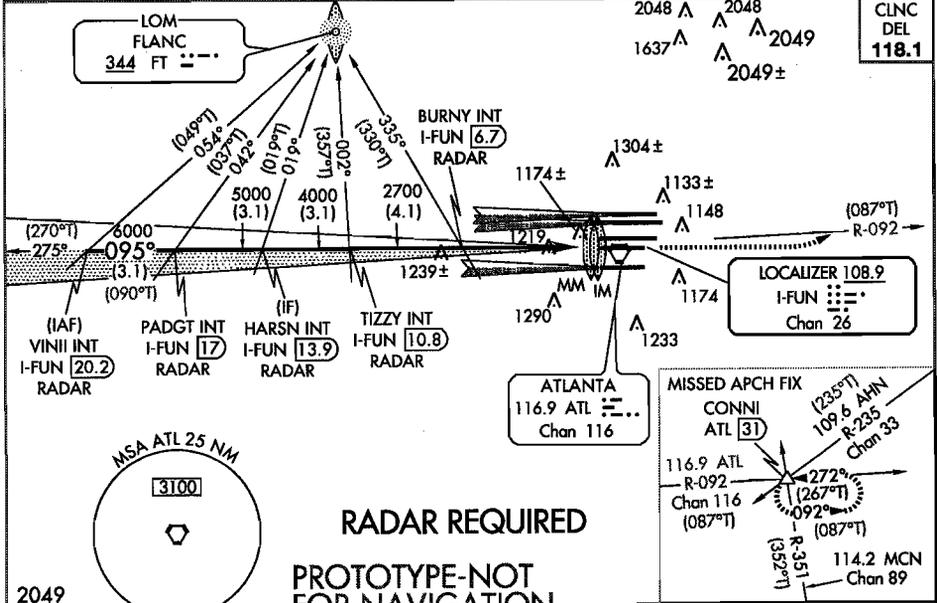
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. ADF or DME or Radar required.



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

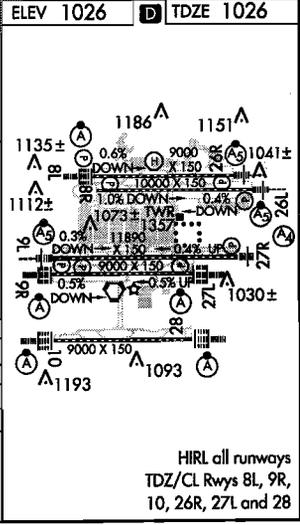
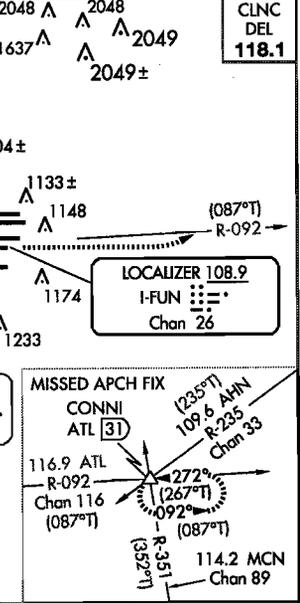
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL RWYS 381.6
--	---------------------------------------	---	--------------------------

GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	ALL RWYS 381.6
---	--------------------------



CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR 07	
S-ILS 9R		CAT IIIb	RVR 03	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

PROTOTYPE-NOT FOR NAVIGATION