Flight Procedure Tracking Form	Action: AMENDMENT	Task Type: IAP	Date Open: 06/21/2011	Task #: 2010022218615305018	Request #: 20100222186153 ✓
Procedure: ILS PRM RWY 10 (SIMULTANEOUS CLOSE PARALLEL) AMDT 2A		Airport ID: KATL	Airport: HARTSFIELD - JACKSON ATLANTA INTL		Reimbursable #:
City: ATLANTA	ST: GA	GPS #:		Estimated Chart Date: 11/15/2012	FICO #:
Fac ID:	Fac. Type:	Specialist: KELLY DEAN			

Procedure Review

	Rec'd	Rel'd	Full Name	Comments
Lead:				
QA:	6/13 cc			TK 6-15-12 / 6/20 [signature] / 7/19 [signature] 7/25/12 CTAB [illegible]
Liaison:				

Procedure Comments: ENROUTE **Remark Type:** INFORMATION

8260-2 (INFO ONLY) ATL VTAC, REV 7; PDK VDME, INFO; POOBA INT; REV 3; PENCL INT, REV 3; ZMANN INT, REV 3; DAELE INT, REV 2; SCARR INT, REV 7; DMGXB, INFO; YINNZ INT; REV 1.

MAG/VAR: ATL (0W TO 5W), I-OMO (4W TO 5W)

FLT CK: REQUEST TABLE TOP

FIG: —

CODING NA

AUG 09 2012 [initials]

H

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM runway 9L or 9R and 8L or 8R. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
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 133.425								

CLNC DEL 118.1

PROTOTYPE: NOT FOR NAVIGATION

MSA ATL 25 NM 3100

ATLANTA 116.9 ATL Chan 116

(IAF) POOBA I-OMO 20.2 RADAR

(IF) PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.9 RADAR

(270°T) (DMGXB) 275° 4000 095° (6.3) (090°T) *4000 095° (3) (090°T) 2700 095° (4.1) (090°T)

DAELE I-OMO 6.8 RADAR

IM

(IAF) YINNZ INT ATL 25.2 RADAR

4000 to PENCL 019° (7.9) and LOC (8.8) (014°T)

R-028 (R-029T)

ATL R-256 (R-251T)

115.6 LGC Chan 103

LOCALIZER 111.55 I-OMO Chan 52(Y)

R-185 (R-180T)

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

R-195 (R-193T)

PDK 116.6 Chan 113

SCARR PDK 30.5

(R-063T) R-062

(015°T) (013°T) (195°T) (193°T)

LGC 115.6 Chan 103

MISSED APCH FIX

ATL 116.9 Chan 116

(R-180T) R-185

SCARR ATL 15

(R-063T) R-062

(005°T) (360°T) (185°T) (180°T)

LGC 115.6 Chan 103

ELEV 1026 D THRE 1000

1400 3000 ATL R-185 SCARR

POOBA I-OMO 20.2 RADAR

PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.9 RADAR

DAELE I-OMO 6.8 RADAR

(090°T) 4000 095° 4000 *4000 (090°T) 095° 2700 2700 IM

GS 3.00° TCH 58

6.3 NM 3 NM 4.1 NM 5.1 NM 0.1

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

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

Amdt 2A PRE-FIG

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

PRE-FIG

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM runway 9L or 9R and 8L or 8R. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER				ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28
ARR 119.65	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55	127.9	379.9	PRM 133.425			

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

CLNC DEL 118.1

MSA ATL 25 NM 3100

RADAR REQUIRED

PROTOTYPE: NOT FOR NAVIGATION

ATLANTA 116.9 ATL Chan 116

(IAF) POOBA I-OMO 20.2 RADAR

(IF) PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.9 RADAR

(270°T) (DMGXB) 275° 4000 095° (6.3) (090°T) *4000 095° (3) (090°T) 2700 095° (4.1) (090°T)

DAELE I-OMO 6.8 RADAR

IM

(IAF) YINNZ INT ATL 25.2 RADAR

4000 to PENCL 019° (7.9) and LOC (8.8) (014°T)

R-028 (R-029T)

ATL R-256 (R-251T)

115.6 LGC Chan 103

LOCALIZER 111.55 I-OMO Chan 52(Y)

R-185 (R-180T)

ALTERNATE MISSED APCH FIX

R-195 (R-193T)

PDK 116.6 Chan 113

SCARR PDK 30.5

(R-063T) R-062

015° (013°T) 195° (193°T)

LGC 115.6 Chan 103

MISSED APCH FIX

ATL 116.9 Chan 116

R-180T R-185

SCARR ATL 15

(R-063T) R-062

360° (358°T) 180° (178°T)

LGC 115.6 Chan 103

ELEV 1026 D THRE 1000

1400 3000 ATL R-185 SCARR

POOBA I-OMO 20.2 RADAR

PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.9 RADAR

DAELE I-OMO 6.8 RADAR

(090°T) 4000 095° 4000 *4000 (090°T) 095° 2700

GS 3.00° TCH 58

DH RA 107

IM

2700

1000 MSL

6.3 NM 3 NM 4.1 NM 5.1 NM 800' 1150'

CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

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

Amdt 2A PRE-FIG ILS PRM RWY 10 (CAT II) (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

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM runway 9L or 9R and 8L or 8R. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

ALSF-2

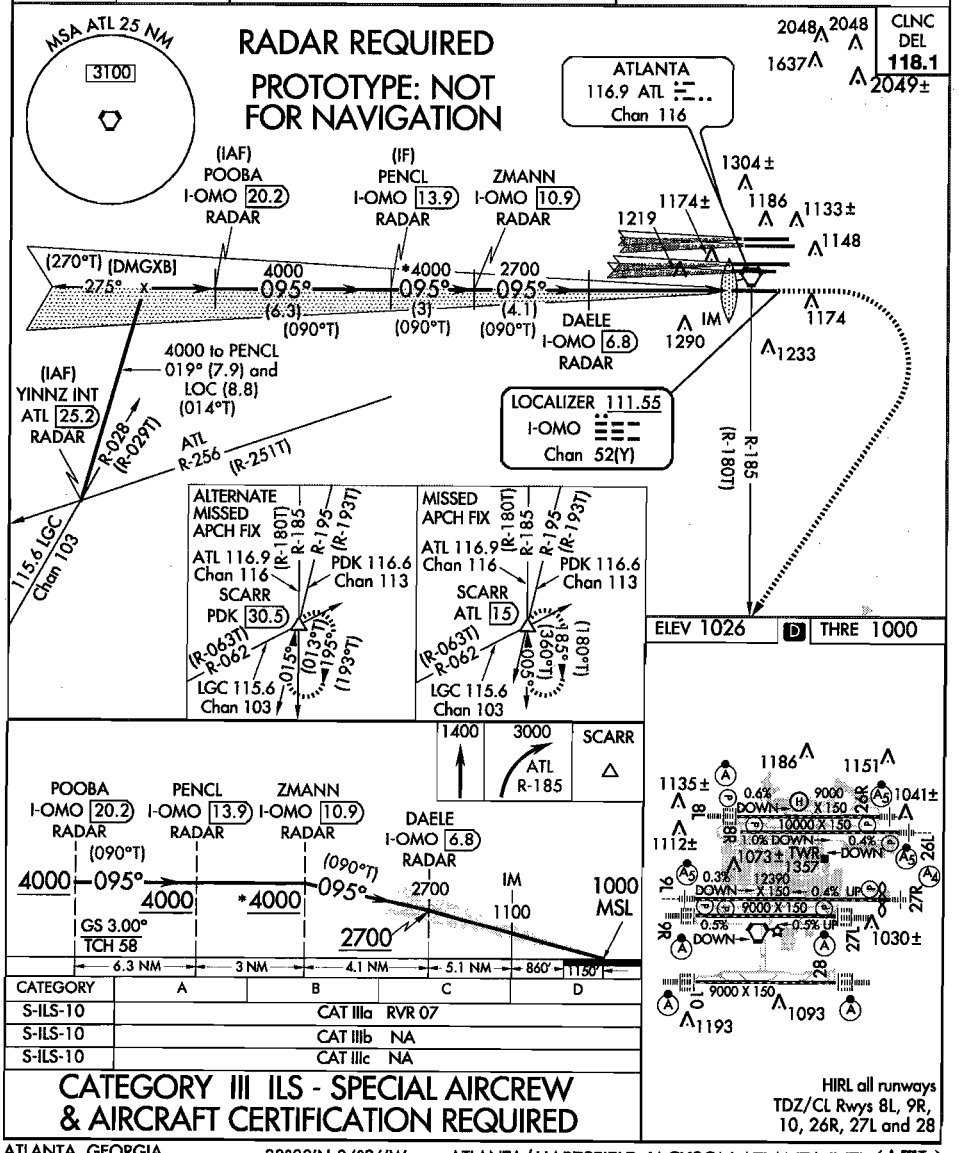
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
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 133.425								

CLNC DEL 118.1

RADAR REQUIRED

PROTOTYPE: NOT FOR NAVIGATION



CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

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.
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   (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.

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   (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

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
YINNZ INT/ATL 25.22 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	019.00 / 7.87 (HDG) & 094.97 / 8.80 (I-OMO)	4000
POOBA/I-OMO 20.17 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	094.97 / 6.28 (I-OMO)	4000
PENCL/I-OMO 13.89 DME/RADAR (IF)	ZMANN/I-OMO 10.91 DME/RADAR	094.97 / 2.99 (I-OMO)	4000
ZMANN/I-OMO 10.91 DME/RADAR	DAELE/I-OMO 6.80 DME/RADAR	094.97 / 4.10 (I-OMO)	2700

MISSED APPROACH

ILS: DA

CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 3000 ON ATL VORTAC R-185 TO SCARR INT/ATL 15.00 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 180 AND PDK VOR/DME R-195 TO SCARR INT/PDK 30.54 DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD S, RT, 005.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SCARR INT/PDK 30.54 DME, RT, 014.96 INBOUND.
CHART LOC RWY 9L.
CHART LOC RWY 8R.
CHART LOC RWY 8L.
CHART LOC RWY 9R.
CHART (DMGXB) AT INTERSECTION OF YINNZ DR LEG AND INTERMEDIATE COURSE.
CHART IN PLANVIEW: PDK VOR/DME.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT POOBA/I-OMO 20.17 DME/RADAR
3. FAC: 094.97 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: POOBA 4000, PENCL 4000, ZMANN 4000, DAELE 2700
5. DIST TO THLD FROM OM: 5.16 MM: - IM: 860 150 HAT: 1754 100 HAT: 800 GS ANT: 1150
6. MIN GS INCPT: 2700 GS ALT AT: DAELE 2700 OM: - MM: - IM: 1100
7. GS ANGLE: 3.00 TCH: 57.8
8. MSA FROM: ATL VORTAC 3100

MAG VAR: 5W EPOCH YEAR: 2015

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | ILS: STANDARD

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 10	1200	1800	200	1200	1800	200	1200	1800	200	1200	1800	200			

NOTES:
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 10: CAT A, B, C, D, RA 107, RVR 1200, HATh 100, DA 1100 MSL.
CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS-10: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb NA. CAT IIIc NA.
(SEE FORM 8260-10)

CITY AND STATE	ELEVATION: 1026 THRE: 1000 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2A, 11/15/2012 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2 DATED 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		11/15/2012

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] ZTL, ATL APP CON, ATL AIRPORT MANAGER

FLIGHT CHECKED BY

NAME:	FIFO	DATE:
JERROLD ROBERT KUZIA	FIOG	05/24/2007

DEVELOPED BY

NAME:	FIFO	DATE:
KELLY DEAN	AJV-352	05/18/2012

APPROVED BY

NAME:		FIFO	DATE:
DARRYEL ADAMS	MANAGER	AJV-352	

CHANGES:

1. LINE 3 FAC CHANGED FROM 093.97 TO 094.97.
2. PRIMARY MISSED APPROACH ATL RADIAL CHANGED FROM 180 TO 185.
3. PRIMARY MISSED APPROACH HOLDING ATL RADIAL CHANGED FROM 180/360 TO 185/005.
4. TERMINAL ROUTE FROM YINNZ INT/ATL 25.22 DME/RADAR (IAF) TO PENCL/I-OMO 13.89 DME/RADAR COURSE AND DISTANCE CHANGED FROM 018.00 / 7.87 (HDG) & 093.97 / 8.80 (I-OMO) TO 019.00 / 7.87 (HDG) & 094.97 / 8.80 (I-OMO).
5. TERMINAL ROUTE FROM POOBA/I-OMO 20.17 DME/RADAR (IAF) TO PENCIL/I-OMO 13.89 DME/RADAR COURSE AND DISTANCE CHANGED FROM 093.97 / 6.28 (I-OMO) TO 094.97 / 6.28 (I-OMO).
6. TERMINAL ROUTE FROM PENCL/I-OMO 13.89 DME/RADAR (IF) TO ZMANN/I-OMO 10.91 DME/RADAR COURSE AND DISTANCE CHANGED FROM 093.97 / 2.99 (I-OMO) TO 094.97 / 2.99 (I-OMO).
7. TERMINAL ROUTE FROM ZMANN/I-OMO 10.91 DME/RADAR TO DAELE/I-OMO 6.80 DME/RADAR COURSE AND DISTANCE CHANGED FROM 093.97 / 4.10 (I-OMO) TO 094.97 / 4.10 (I-OMO).
8. DELETED PLANVIEW AND PROFILE NOTE "WHEN ASSIGNED BY ATC, INTERCEPT AND TRACK GLIDEPATH."

REASONS:

1., 4., 5., 6., 7. I-OMO MAG/VAR CHANGED FROM 4W TO 5W.
2., 3. ATL VORTAC MAG/VAR CHANGED FROM 0W TO 5W.
8. NO LONGER AUTHORIZED.

9/10/12: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 8/29/12.

8260-10 PAGE 3 ADDED AIRPORT ELEVATION 1026, TDZE 1000 AND FACILITY IDENTIFIER I-OMO.

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 9L OR 9R AND 8L OR 8R. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART NOTE: DMR OR RADAR REQUIRED.
CHART NOTE: LOCALIZER NOT SUITABLE FOR ELECTRONIC ROLLOUT GUIDANCE.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 1000	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2A, 11/15/2012 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2 DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY

NAME:	FIFO	DATE:

DEVELOPED BY

NAME:	FIFO	DATE:

APPROVED BY

NAME:	FIFO	DATE:

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ILS PRM RWY 10 HARTSFIELD–JACKSON ATLANTA INTL (ATL)
(SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GEORGIA

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:
When instructed, immediately switch to the lower 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)".

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.

CITY AND STATE	ELEVATION: 1026 THRE: 1600	FACILITY IDENTIFIER:	PROCEDURE NO/AMDT NO/EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2A, 11/15/2012 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2
				DATED 05/05/2011

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INITIAL	YINNZ INT/ATL	PENCL/I-OMO	1. TOWER (13-001534)	333627.00N/0845412.00W	1959 (2C)	1000	AT1041	4000
	25.22 DME/RADAR	13.89 DME/RADAR	2. TERRAIN	333348.00N/0850100.00W	1371 (1400)		AS1500	2900
INITIAL	POOBA/I-OMO	PENCL/I-OMO	3. TOWER (13-002953)	334035.00N/0844825.00W	1430 (4D)	1000	AT1570	4000
	20.17 DME/RADAR	13.89 DME/RADAR	4. TERRAIN	334106.00N/0844815.00W	1162 (1200)		AS1500	2700
INTERMEDIATE	PENCL/I-OMO	ZMANN/I-OMO	5. TOWER (13-002040)	334115.00N/0844143.00W	1281 (4D)	500	AT2219	4000
	13.89 DME/RADAR	10.91 DME/RADAR	6. TERRAIN	334054.00N/0844051.00W	1027 (1000)		AS1500	2500
INTERMEDIATE:	ZMANN/I-OMO	DAELE/I-OMO 6.80	7. TOWER (13-003558)	333442.00N/0843804.00W	1253 (2C)	500	AT947	2700
STEPDOWN	10.91 DME/RADAR	DME/RADAR	8. TERRAIN	333509.00N/0843742.00W	1021 (1000)		AS1500	2500
FINAL: ILS	DAELE/I-OMO 6.73	RW10				ASC		1200/200
	DME/RADAR							
FINAL: ILS CAT II	DAELE/I-OMO 6.73	RW10				ASC		1100/100
	DME/RADAR							
2. PROCEDURE TURN	NA							
3. MISSED APPROACH MAP:	DA / DA	SCARR INT/ATL				ASC		3500
		15.00 DME	7. TOWER (13-001628)	332719.00N/0842435.00W	1387 (2C)	1000		2400
ELEV:	1031		8. TERRAIN	333627.00N/0842648.00W	1021 (1000)		AS1500	2500

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
CATEGORY B	1.5 NM	450	
CATEGORY C	1.7 NM	450	
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: ATL VORTAC

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (13-000006)	032/ 11.3	2049 (5D)	3100					

CITY AND STATE		FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
ATLANTA, GA	ELEVATION: 1026 AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2A, 11/15/2012 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	ASO

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE	3. ALTIMETER SETTING
ATL APP CON ATL TOWER	N W S / OTHER: ASOS F A A A / C	SOURCE: KATL DISTANCE: HOURS REMOTE OPERATION:
SATISFACTORY ON:		
X V H F X U H F H F	LOCATION:	ADJUSTMENT: 0

4. MONITOR STATUS	PRIMARY NAVAID: I-OMO	
	MONITOR POINT:	
	HRS OPTN: CAT 1	
	HRS OPTN: CAT 3	

5. APPROACH & RUNWAY LIGHTING		
	X	ALSF-2 10, 28, 08L, 27L, 09R
		(S) SALS
	X	MALS 27R MALSR 09L, 26L, 26R
	X	HIRL 09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R
		MIRL
		REIL
	X	TDZ 10, 28, 08L, 27L, 26R, 09R
	X	C/L 09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R
	X	OTHER (SPECIFY) PAPI-4R 09L, 27L, 27R PAPI-4L 08L, 08R, 26L, 26R, 09R

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	PIR-G 09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R
	INSTRUMENT	
7. RUNWAY VISUAL RANGE	APPROACH	09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R
	MIDFIELD	09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R
	ROLL OUT	09L, 10, 28, 08L, 08R, 27L, 26L, 26R, 09R, 27R

8. GLIDE PATH		
GP ANGLE: 3.00	ELEV RWY THRESHOLD: 1000.3	
DISTANCE FROM RWY: 1150	ELEV GP ANTENNA: 994.8	
	THRESHOLD CROSSING HEIGHT: 57.8	

9. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: KELLY DEAN	DATE: 05/18/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - VERTICLE GUIDANCE ONLY PROCEDURE.

FLIGHT CHECK RDG 57.78 FT, (ORDER 8260.3B CHG 19).

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SECONDARY WEATHER SOURCE NOT REQUIRED DUE TO 24 HOUR TOWER WITH ALTIMETER READING EQUIPMENT AND NATIONAL WEATHER SERVICE (24HRS).

NO ADDITIONAL AIRSPACE REQUIRED.

OBSTACLE 5 (13-002040) 1281' TOWER LOCATED 301 FEET IN THE SECONDARY AREA, 12 FOOT SECONDARY AREA REDUCTION NOT TAKEN.

CAT II/III MISSED APPROACH SEGMENTS: PRIMARY/SECONDARY -SAME CONTROLLING OBSTACLES AS CAT I.

100' HAT CALCULATION: (1100-1058.1)/3 TAN=799.5
RA TERRAIN ELEVATION AT 799.5' POINT FROM THLD IS 993 FEET.
RA CALCULATION: 1100-993=107.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 3000
9. TOWER (13-001628) 332719.00N/0842435.00W 1387 (2C)
1000 2400
10. TERRAIN 333627.00N/0842648.00W 1021 (1000) AS1500
2500

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: ATLANTA VORTAC **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333744.66N/0842606.26W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	ATL	VORTAC	H							45000

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
ON FILE					

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
UPN	265	TOWER (13-003629)	334441.00N/0842136.00W	2049	2C

HOLDING RESTRICTIONS:
UNPLANNED HOLDING AUTHORIZED AT OR ABOVE 3100.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	BIRMINGHAM			KBHM	BIRMINGHAM	AL (US)
DP	ATLANTA			KATL	ATLANTA	GA (US)
DP	HERKO (RNAV)			KATL	ATLANTA	GA (US)
DP	CHATTANOOGA			KCHA	CHATTANOOGA	TN (US)
DP	KNOXVILLE			KTYS	KNOXVILLE	TN (US)
DP	TITAN (OBSTACLE)			KBNA	NASHVILLE	TN (US)
EN ROUTE	J14					(US)
EN ROUTE	J239					(US)
EN ROUTE	J43					(US)
EN ROUTE	J45					(US)
EN ROUTE	J52					(US)
EN ROUTE	J89					(US)
EN ROUTE	J91					(US)
EN ROUTE	V179					(US)
EN ROUTE	V18					(US)
EN ROUTE	V222					(US)
EN ROUTE	V323					(US)
EN ROUTE	V325					(US)
EN ROUTE	V97					(US)
IAP	ILS OR LOC RWY 08L			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 08R			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 09L			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 09R			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 26L			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 26R			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 27L			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 27R			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 08L (CAT II)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 08L (CAT III)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 08L (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 08R (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 09L (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 09R (CAT II)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 09R (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 09R(CAT III)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II) (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 26L (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 26R (CAT II)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 26R (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 27L (CAT II)(SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 27L (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 27R (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II) (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 08L (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 08L (CAT III)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 09R (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)			KATL	ATLANTA	GA (US)

QUALITY CHECKED

IAP	ILS RWY 10 (SA CAT I)		KATL	ATLANTA	GA (US)
IAP	ILS RWY 26R (CAT II)		KATL	ATLANTA	GA (US)
IAP	ILS RWY 27L (CAT II)		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (SA CAT I)		KATL	ATLANTA	GA (US)
IAP	ILS RWY 9R (CAT III)		KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 31		KFFC	ATLANTA	GA (US)
IAP	NDB RWY 31		KFFC	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 08		KFTY	ATLANTA	GA (US)
IAP	NDB RWY 08		KFTY	ATLANTA	GA (US)
IAP	VOR-A		KFTY	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 20L		KPDK	ATLANTA	GA (US)
IAP	RNAV (GPS) RWY 27		KPDK	ATLANTA	GA (US)
IAP	VOR/DME RWY 20L		KPDK	ATLANTA	GA (US)
IAP	VOR/DME RWY 27		KPDK	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 27		KRYY	ATLANTA	GA (US)
IAP	VOR/DME RWY 10		K9A1	COVINGTON	GA (US)
IAP	ILS OR LOC/DME RWY 31		KPUJ	DALLAS	GA (US)
IAP	ILS OR LOC/DME RWY 5		KGVL	GAINESVILLE	GA (US)
IAP	HI-TACAN X RWY 23		KNBC	BEAUFORT	SC (US)
IAP	HI-TACAN Y RWY 23		KNBC	BEAUFORT	SC (US)
IAP	HI-TACAN Z RWY 23		KNBC	BEAUFORT	SC (US)
STAR	CANUK (RNAV)		KATL	ATLANTA	GA (US)
STAR	ERLIN (RNAV)		KATL	ATLANTA	GA (US)
STAR	FLCON (RNAV)		KATL	ATLANTA	GA (US)
STAR	HERKO (RNAV)		KATL	ATLANTA	GA (US)
STAR	HONIE (RNAV)		KATL	ATLANTA	GA (US)
STAR	LA GRANGE		KATL	ATLANTA	GA (US)
STAR	PECHY (RNAV)		KATL	ATLANTA	GA (US)
STAR	ROME		KATL	ATLANTA	GA (US)
STAR	RPTOR (RNAV)		KATL	ATLANTA	GA (US)
STAR	SINCA		KATL	ATLANTA	GA (US)
STAR	WHINZ		KATL	ATLANTA	GA (US)
STAR	AWSON		KPDK	ATLANTA	GA (US)
STAR	BUNNI		KPDK	ATLANTA	GA (US)
STAR	DIFFI		KPDK	ATLANTA	GA (US)
STAR	ADENA (RNAV)		KCLT	CHARLOTTE	NC (US)
STAR	UNARM		KCLT	CHARLOTTE	NC (US)
STAR	VOLLS	1	KBNA	NASHVILLE	TN (US)

REQUIRED CHARTING: DP, STAR, MILITARY IAP, IAP, AREA, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 7 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
UPDATED FAC 1 FROM 0E MAGVAR (ACTIVE) TO 5W (PENDING).
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 04/25/2012 **OFFICE:** AJV-352 **NAME:** MICHAEL CURRAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL APP CON
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: DAELE **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.66N/0843302.79W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	6.80	6.80	41336	2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY CHECKED

INFO ONLY

RADIO FIX AND HOLDING DATA RECORD

NAME: DMGXB **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333711.01N/0845204.79W **TYPE:** CNF

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)			KATL	ATLANTA	GA (US)

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 05/05/2011

DEVELOPED BY: **DATE:** 01/11/2011 **OFFICE:** AVN-110 **NAME:** GEORGETTE BARNETT

APPROVED BY: **DATE:** **OFFICE:** AVN-110 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: SCARR **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 332243.10N/0842606.25W **TYPE:** WP, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	ATL	VORTAC	H	185.00	180.00	15.00	15.00		3000	17500
2	LAGRANGE	LGC	VORTAC	H	061.84	062.84		43.55		3000	17500
3	PEACHTREE	PDK	VOR/DME	L	194.96	192.96	30.54	30.54		3000	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
LGC	VORTAC	R-062	44	3000	17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	S	ATL	VORTAC	185.00	005.00	R	1		3000	14000	5	11
2	S		WP	185.00	005.00	R		4	3000	14000	5	11
3	S	PDK	VOR/DME	194.96	014.96	R	1		3000	6000	6	7

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C
2	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C
3	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
ATLANTA (FAC 1) AND LAGRANGE (FAC 2) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 10 (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28 (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (SA CAT 1)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (SA CAT I) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (SA CAT 1)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (SA CAT I) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10		2	KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28		2	KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10		2	KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28		2	KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP, AREA, CONTROLLER, EN ROUTE LOW

QUALITY CHECKED

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 7 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 180 TO 185.
CHANGED HOLDING PATTERN 1 CRS FROM 180/360 TO 185/005.
CHANGED HOLDING PATTERN 2 CRS FROM 182/002 TO 185/005.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY:	**DATE:** 05/16/2012	**OFFICE:** AJV-352	**NAME:** KELLY DEAN
APPROVED BY:	**DATE:**	**OFFICE:** AJV-352	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY CHECKED

INFO ONLY

RADIO FIX AND HOLDING DATA RECORD

NAME: PEACHTREE VOR/DME **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 335232.27N/0841755.73W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	PEACHTREE	PDK	VOR/DME	L							17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	E	PDK	VOR/DME	104.00	284.00	L	1		4000	6000	4	5
2	N	PDK	VOR/DME	360.00	180.00	L	1		3500	14000	4	10

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (13-000409)	334827.00N/0842027.00W	2049	2C
2	200	TOWER (13-000001)	335039.00N/0841513.00W	1709	4D

REASON FOR NONSTANDARD HOLDING:
PAT 1 ATC REQUEST
PAT 2 ATC REQUEST

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC 27L			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 26L		2	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 26R (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 27R			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28			KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 8L (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 8R (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II) (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III) (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 26L (SCP) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 26R (SCP)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 27L (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 27R (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II) (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 8L (CAT II) (SCP) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 8L (CAT III) (SCP) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 8L (SCP) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 8R (SCP) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 8L (CAT II) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	ILS RWY 8L (CAT III) (ALT MISS)		2	KATL	ATLANTA	GA (US)
IAP	VOR RWY 27L			KATL	ATLANTA	GA (US)
IAP	VOR-A			KFTY	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 20L			KPDK	ATLANTA	GA (US)
IAP	RNAV (GPS) RWY 27			KPDK	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 20L			KPDK	ATLANTA	GA (US)
IAP	VOR/DME RWY 20L			KPDK	ATLANTA	GA (US)
IAP	VOR/DME-A			KPDK	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 27			KRYY	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 25			KLZU	LAWRENCEVILLE	GA (US)
IAP	NDB RWY 25			KLZU	LAWRENCEVILLE	GA (US)
IAP	RNAV (GPS) RWY 7			KLZU	LAWRENCEVILLE	GA (US)
IAP	VOR/DME RWY 7			KLZU	LAWRENCEVILLE	GA (US)

QUALITY CHECKED

REQUIRED CHARTING: MILITARY IAP, IAP, AREA, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 05/05/2011

REASON FOR REVISION:
UPDATED FIX USE: USE TYPE.
UPDATED CONTROLLING OBSTACLES FOR HOLDING PATTERNS.

DEVELOPED BY:	**DATE:** 10/29/2010	**OFFICE:** AVN-110	**NAME:** MATTHEW GALLANT
APPROVED BY:	**DATE:** 03/17/2011	**OFFICE:** AVN-110	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL APP CON
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: PENCL **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333711.73N/0844132.16W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	13.89	13.89		2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: POOBA **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333710.41N/0844903.42W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	20.17	20.17		2700	5400

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-OMO	LOC/DME	R-275	21	2700	6000

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
CHANGED ESV RADIAL FROM 274 TO 275.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: YINNZ **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 332936.27N/0845440.65W **TYPE:** WP, RADAR, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	ATL	VORTAC	H	256.34	251.34	25.22	25.22		4000	17500
2	LAGRANGE	LGC	VORTAC	H	028.06	029.06	30.46	30.46		4000	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) AND LAGRANGE (FAC 2) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1, 2		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 251.34 TO 256.34.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: ZMANN **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.19N/0843757.69W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	10.91	10.91		2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY CHECKED