

PRE-FIG

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

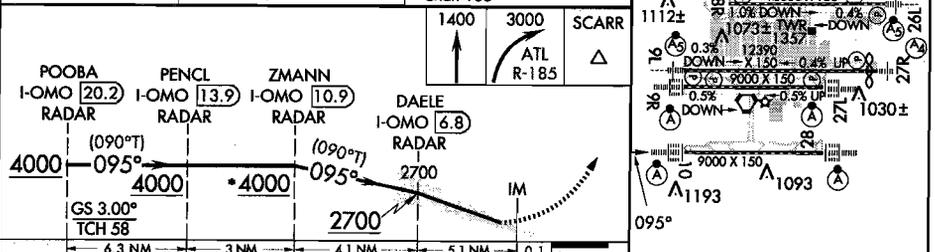
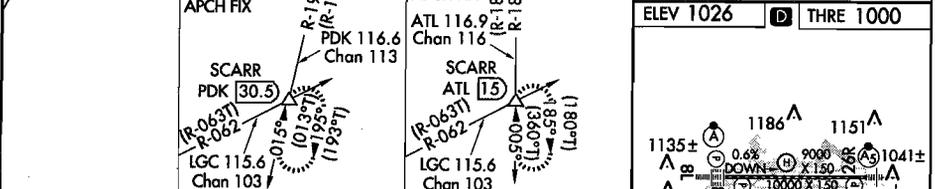
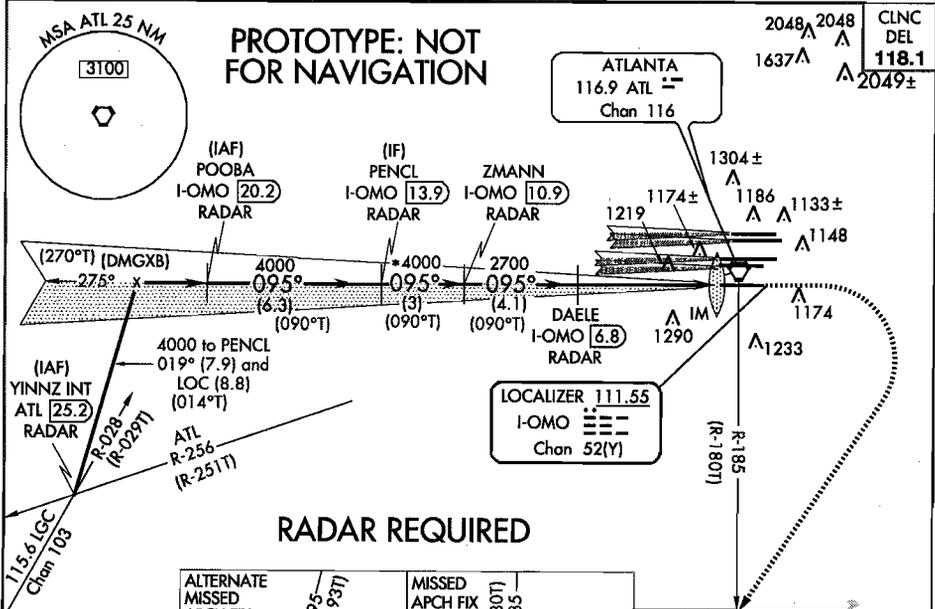
LOC/DME I-OMO 111.55 Chan 52(Y)	APP CRS 095°	Rwy Idg 9000 THRE 1000 Apt Elev 1026
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Simultaneous close parallel approach authorized with ILS PRM runway 9L or 9R and 8L or 8R. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

ALSF-2
A

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 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 133.425	ALL RWYS 121.9	GND CON 8L-26R,8R-26L 9L-27R,9R-27L 10-28 RWYS 121.9 121.75 121.65 381.6	ALL RWYS 121.9
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CATEGORY	A	B	C	D
S-ILS 10		1200/18	200 (200-1/2)	

ATLANTA, GEORGIA

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 2A PRE-FIG

ILS PRM RWY 10 (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

ILS PRM RWY 10 (CAT II) Amdt 2A PRE-FIG
(SIMULTANEOUS CLOSE PARALLEL) ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
AL-26 (FAA) ATLANTA, GEORGIA

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(SIMULTANEOUS CLOSE PARALLEL) 33°38'N-84°26'W ATLANTA, GEORGIA
ILS PRM RWY 10 (CAT II) Amdt 2A PRE-FIG ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III)

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

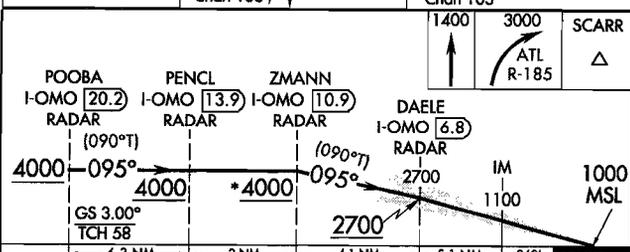
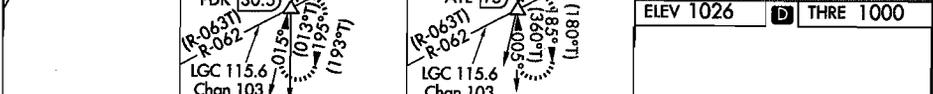
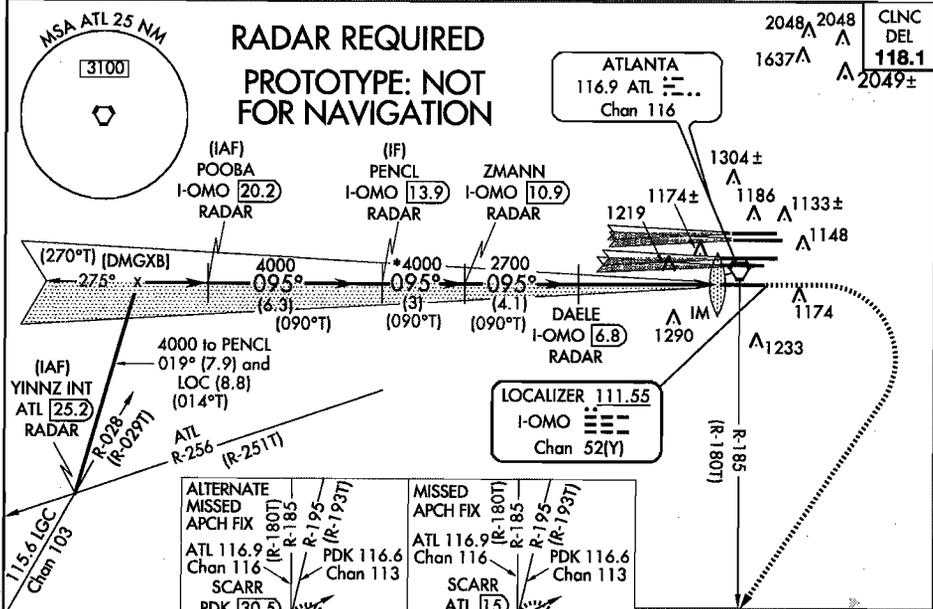
LOC/DME I-OMO 111.55 Chan 52(Y)	APP CRS 095°	Rwy Idg 9000 THRE 1000 Apt Elev 1026
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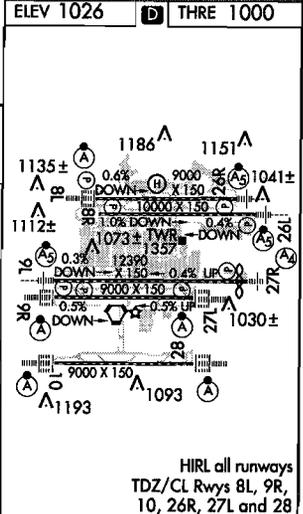
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CATEGORY	A	B	C	D
S-ILS-10		CAT IIIa RVR 07		
S-ILS-10		CAT IIIb NA		
S-ILS-10		CAT IIIc NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)
Amdt 2A PRE-FIG ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ILS PRM RWY 10 (CAT III) Amdt 2A PRE-FIG
(SIMULTANEOUS CLOSE PARALLEL) ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
AL-26 (FAA) ATLANTA, GEORGIA

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