ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 26R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	275°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R or 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS/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	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

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

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH (358°T) R-360 PEACHTREE PDK 116.6 Chan 113 (178°T) 180° 360° (358°T)

(005°T) (185°T) (116°T) R-115 (136°T) R-138 (128°T) R-184 (167°T) R-169 (153°T) R-155 (005°T) ATL R-005

2049 2049 2048 2048 2049 1637 2049± 2049

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

AJAAY INT I-GXZ 6.7 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304± MM 1148 1133± 1125± 1219 1174

(270°T) 2700 275° (3.5) (270°T) 3800 275° (3.8) (270°T) 5000 275° (6.4) 095° (090°T)

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

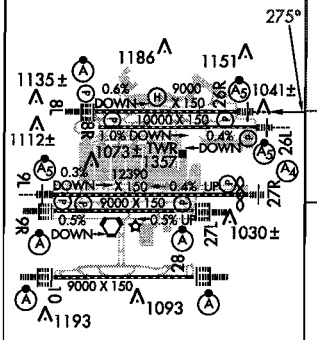
ATLANTA 116.9 ATL Chan 116 1290 1233

MSA ATL 25 NM 3100

ELEV 1026 D TDZE 990

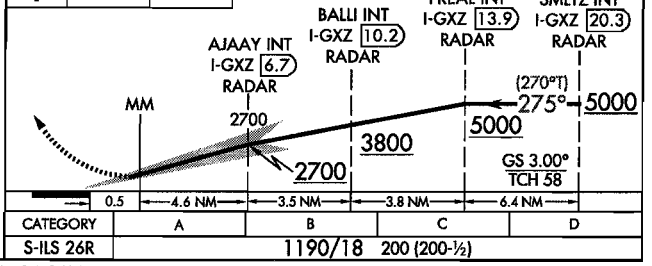
PROTOTYPE: NOT FOR NAVIGATION

RADAR REQUIRED



HIRL all runways

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



CATEGORY	A	B	C	D
S-ILS 26R	1190/18 200 (200-½)			

ATLANTA, GEORGIA Amdt 1B FIG

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 26R (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.

ATLANTA, GEORGIA

ILS PRM RWY 26R (SA CAT I) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy ldg	8800
110.1	275°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R or 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS/ATL 15 DME and hold.

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

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

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH (358°T) R-360 PEACHTREE PDK 116.6 Chan 113 (178°T) 180° 360° (358°T)

PROTOTYPE: NOT FOR NAVIGATION

(005°T) (185°T) (116°T) R-115 (136°T) R-138 (182°T) R-184 (167°T) R-169 (153°T) R-155 (005°T) ATL R-005

2049 2049 2048 2048 2049 1637 2049± 2049

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

AJAAY INT I-GXZ 6.7 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304± MM 1148 1133± 1125± 1219 1174

(270°T) 2700 275° (3.5) (270°T) 3800 275° (3.8) (270°T) 5000 275° (6.4) 095° (090°T)

BALLI INT I-GXZ 10.2 RADAR

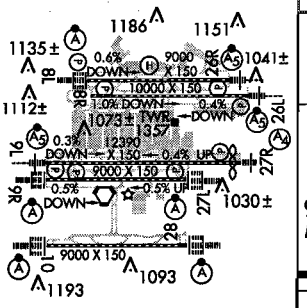
(IF) FREAL INT I-GXZ 13.9 RADAR

ATLANTA 116.9 ATL Chan 116 1290 1233

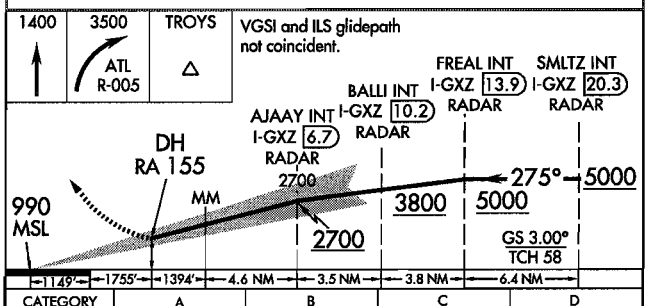
MSA ATL 25 NM 3100

ELEV 1026 D TDZE 990

RADAR REQUIRED



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



CATEGORY	A	B	C	D
S-ILS 26R	RA 155/14 150 DA 1140			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA

ILS PRM RWY 26R (SA CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	275°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R or 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Reduced lighting: requires OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS/ATL 15 DME and hold.

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

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

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH
(358°T) R-360
PEACHTREE PDK 116.6 Chan 113
(178°T) 180° 360° (358°T)

PROTOTYPE: NOT FOR NAVIGATION

(005°T) (185°T) (116°T) R-115 (136°T) R-138 (182°T) R-184 (167°T) R-169 (153°T) R-155 (005°T) ATL R-005

2049 2049 2048 2048 2049 1637 2049± 1304± 1133± 1125± 1219 1148 MM 1174 1290 1233

AJAAY INT I-GXZ 6.7 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

ATLANTA 116.9 ATL Chan 116

(270°T) 2700 275° (3.5)
(270°T) 3800 275° (3.8)
(270°T) 5000 275° (6.4)

2049 (IAF) SMLTZ INT I-GXZ 20.3 RADAR

095° (090°T)

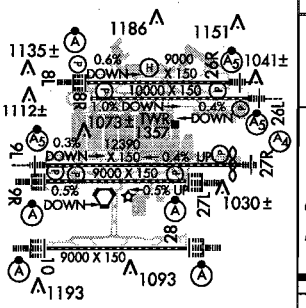
BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

MSA ATL 25 NM 3100

ELEV 1026 | D | TDZE 990

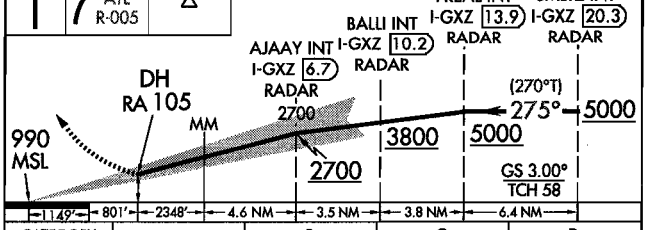
RADAR REQUIRED



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

1400	3500	TROYS
	ATL R-005	

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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