

ATLANTA, GEORGIA

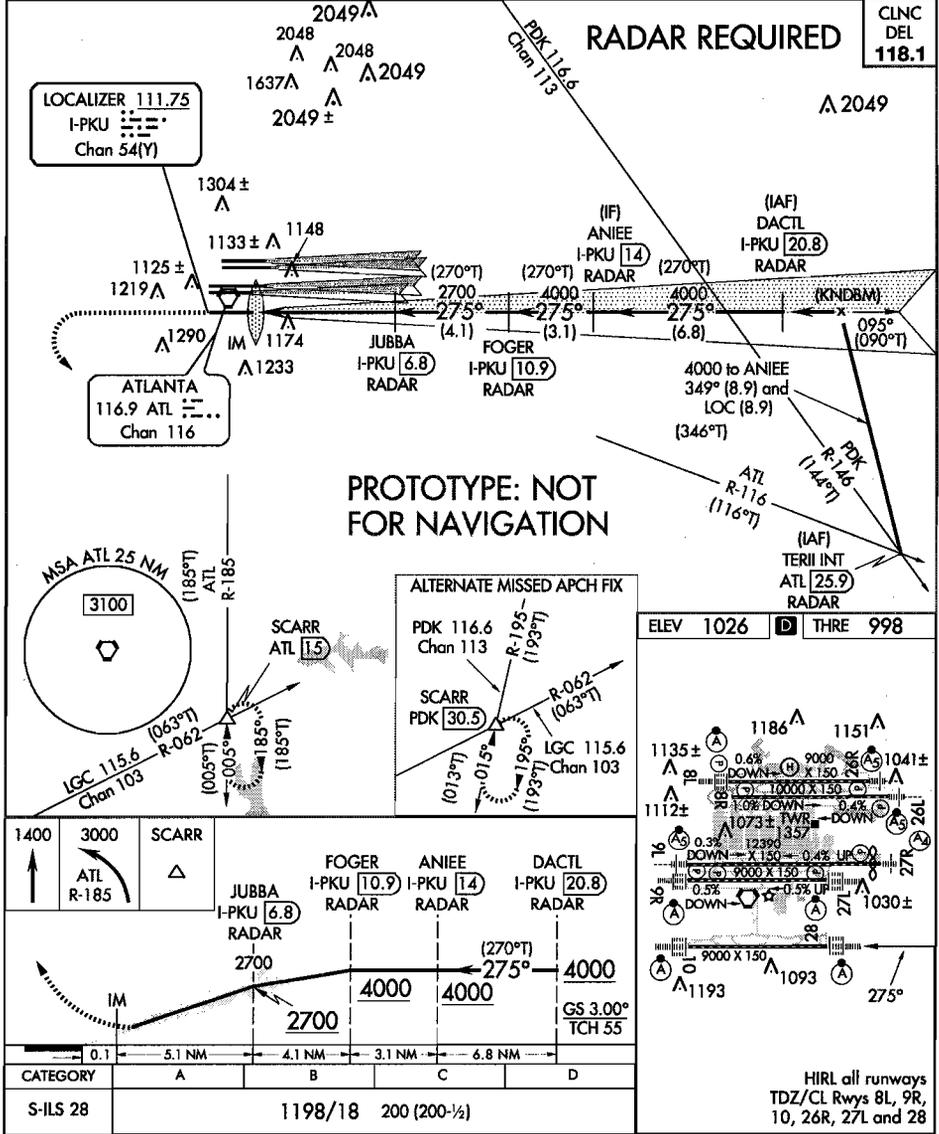
AL-26 (FAA)

**ILS PRM RWY 28**

**(SIMULTANEOUS CLOSE PARALLEL)**

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU <b>111.75</b> Chan 54 (Y)	APP CRS <b>275°</b>	Rwy Idg THRE Apt Elev <b>9000</b> <b>998</b> <b>1026</b>	<b>(SIMULTANEOUS CLOSE PARALLEL)</b>	
<p>▼ DME or RADAR required. Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.</p>			ALSF-2	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.
ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> PRM <b>133.425</b>	ALL RWYS <b>381.6</b>	GND CON ALL RWYS <b>121.9 121.75 121.65 381.6</b>



ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)  
Amdt 2A FIG **ILS PRM RWY 28 (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



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