Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 03/14/2012	Task #: 2012031422096603014	Request #: 20120314220966
Procedure: ILS PRM RWY 28 (SIMULTANEOUS CLOSE PARALLEL) AMDT 2B		Airport ID: KATL	Airport: HARTSFIELD - JACKSON ATLANTA INTL		Reimbursable #:
City: ATLANTA	ST: GA	GPS #:		Estimated Chart Date: 03/07/2013	FICO #:
Fac ID: PKU	Fac. Type: ILS	Specialist: GEORGETTE BARNETT			

Procedure Review

P1

	Rec'd	Rel'd	Full Name	Comments
Lead:	05/04/2012	11/27/2012	CASIMIR TABAKA	
QA:	11/27/2012	11/27/2012	CASIMIR TABAKA	
Liaison:	11/27/2012		Spurlin	HARD DATE - REQUEST POSSIBLE TABLE TOP REVIEW

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

Pkg 14 of 16

ATLANTA, GA HARTSFIELD - JACKSON ATLANTA INTL (KATL) ILS PRM RWY 28, AMDT 2B ENROUTE-YES HARD DATE: 3.7.13

ATTACHED FORMS: 8260-3; 8260-10; 8260-9; 8260-2(S): SCARR-INT, REV 8; TERII-INT, REV 2; (INFO ONLY) ANIEE-INT, REV 2; DACTL-INT, REV 3; FOGER-INT, REV 3; JUBBA-INT, REV 3; KNDBM, ORIG.

CONTACT: DON SMITH/MARLON ROBINSON-AJV-352 LEADS, 405.954.1036 / 405.954.3636.

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28 (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy ldg	9000
111.75	275°	THRE	998
Chan 54 (Y)		Apt Elev	1026

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.

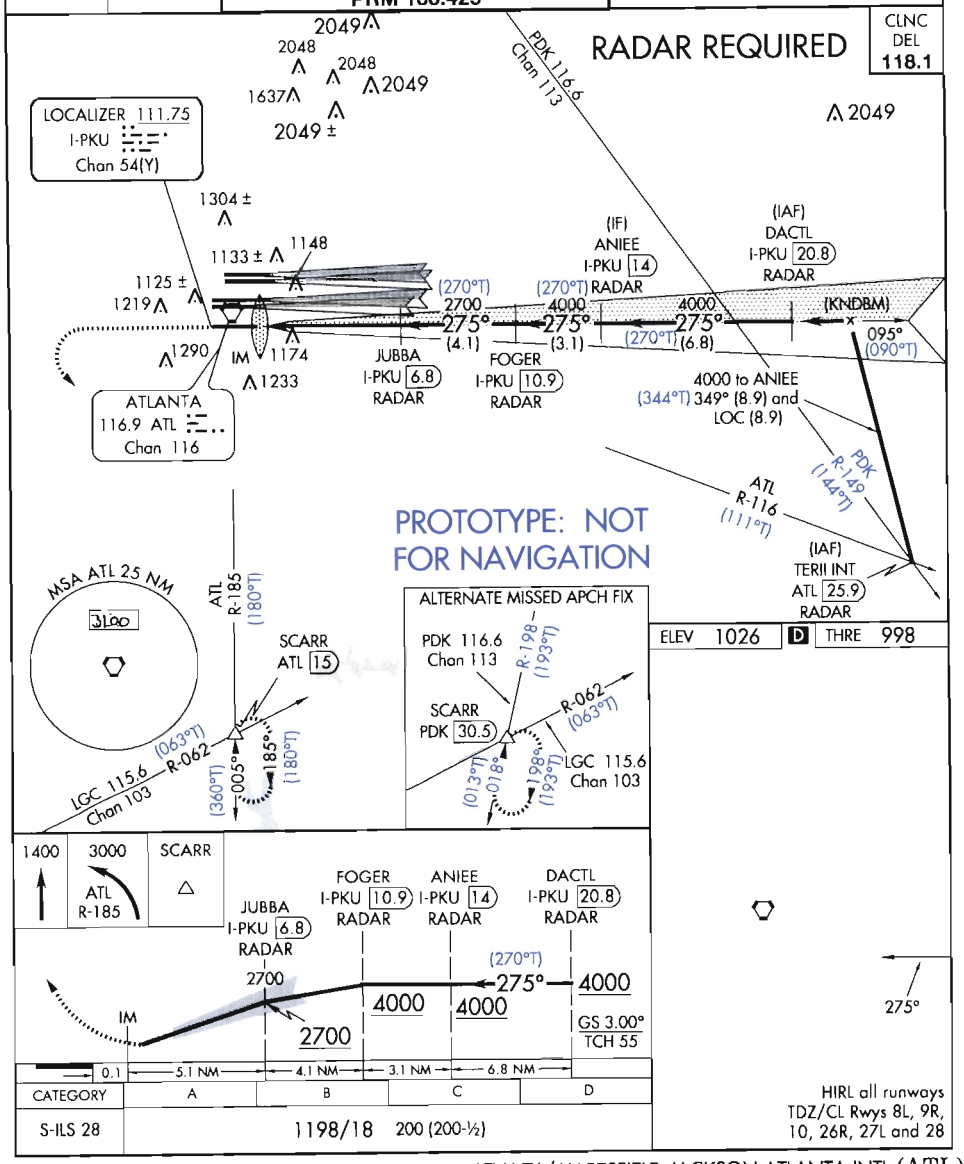
ALSF-2

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	ATLANTA APP CON	ATLANTA TOWER 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
DEP 125.55		PRM 133.425					

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

CLNC DEL 118.1



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

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)".

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 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy ldg	9000
111.75	275°	THRE	998
Chan 54 (Y)		Apt Elev	1026

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.

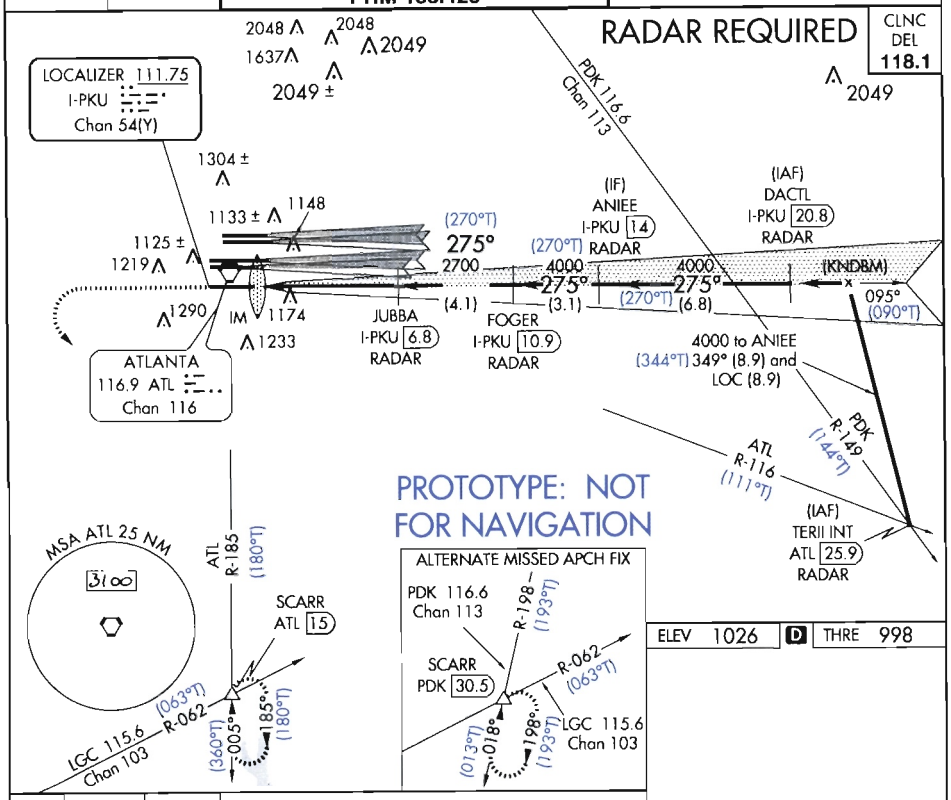
ALSF-2

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

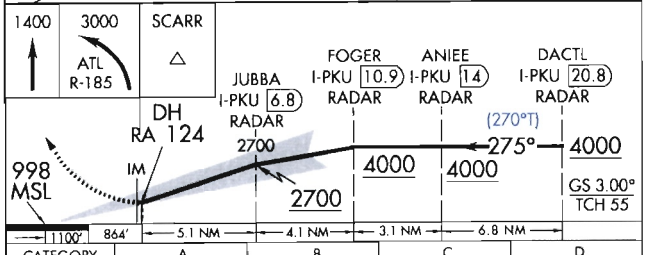
ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

RADAR REQUIRED

CLNC DEL 118.1



ELEV 1026 | D | THRE 998



CATEGORY	A	B	C	D
S-ILS 28	RA 124/12 100 DA 1098			

CATEGORY II 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.
   (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.

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

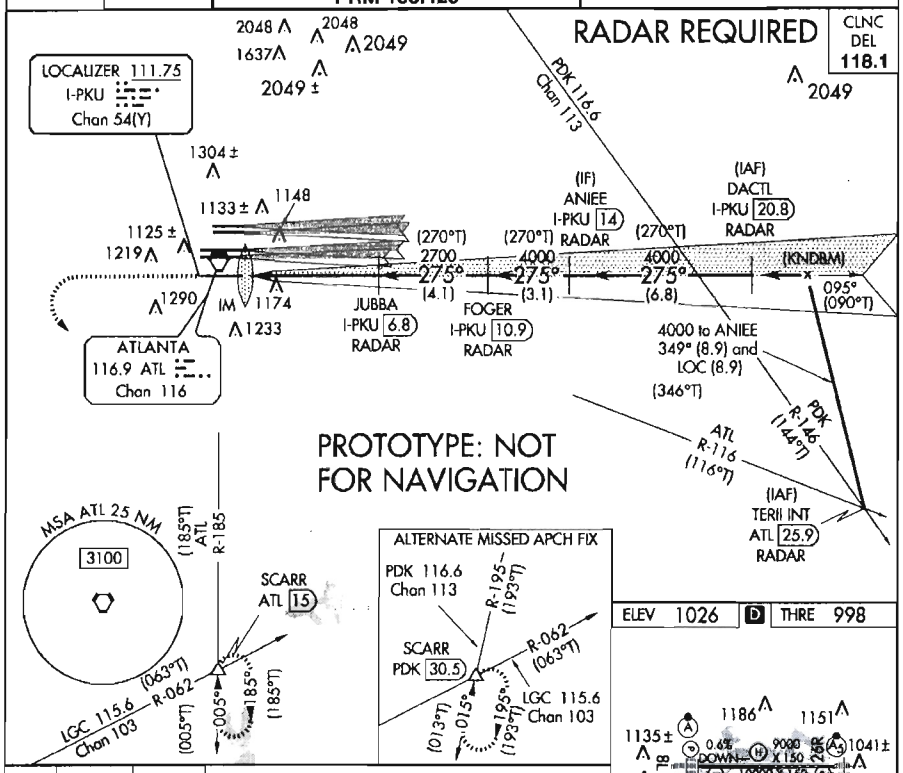
LOC/DME I-PKU	APP CRS	Rwy ldg	9000
111.75	275°	THRE	998
Chan 54 (Y)		Apt Elev	1026

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.

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



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

Amdt 2A FIG

ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

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
TERII INT/ATL 25.86 DME/RADAR (IAF)	ANIEE/I-PKU 13.98 DME/RADAR	349.00 / 8.87 (HDG) & 274.98 / 8.87 (I-PKU)	4000
DACTL/I-PKU 20.79 DME/RADAR (IAF)	ANIEE/I-PKU 13.98 DME/RADAR	274.98 / 6.81 (I-PKU)	4000
ANIEE/I-PKU 13.98 DME/RADAR (IF)	FOGER/I-PKU 10.93 DME/RADAR	274.98 / 3.05 (I-PKU)	4000
FOGER/I-PKU 10.93 DME/RADAR	JUBBA/I-PKU 6.83 DME/RADAR	274.98 / 4.10 (I-PKU)	2700

MISSED APPROACH

ILS: DA

CLIMB TO 1400 THEN CLIMBING LEFT 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 LEFT TURN TO 3000 ON HEADING 180 AND ON PDK VOR/DME R-195 TO SCARR INT/PDK 30.54 DME AND HOLD INBOUND.

ADDITIONAL FLIGHT DATA:
HOLD S, RT, 005.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SCARR INT/PDK 30.54 DME, RT, 017.96 INBOUND.
CHART (KNDBM) AT INTERSECTION OF TERII DR LEG AND INTERMEDIATE COURSE.
CHART LOC RWY 27L.
CHART LOC RWY 27R.
CHART LOC RWY 26L.
CHART LOC RWY 26R.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT DACTL/I-PKU 20.79 DME/RADAR
3. FAC: 274.98 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: DACTL 4000, ANIEE 4000, FOGER 4000, JUBBA 2700
5. DIST TO THLD FROM OM: 5.17 MM: - IM: 860 150 HAT: - 100 HAT: 864 GS ANT: 1100
6. MIN GS INCPT: 2700 GS ALT AT: JUBBA 2700 OM: - MM: - IM: 1098
7. GS ANGLE: 3.00 TCH: 55.2
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 28	1198	1800	200	1198	1800	200	1198	1800	200	1198	1800	200			

NOTES:
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 28: CAT A, B, C, D, RA 124, RVR 1200, HATh 100, DA 1098 MSL.
CHART NOTE: DME OR RADAR REQUIRED.
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 27R OR 27L AND 26L (SEE FORM 8260-10)

QUALITY 4 CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 998 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-PKU	ILS PRM RWY 28 , AMDT 2B, 03/07/2013 ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)	SUP: ILS PRM RWY 28 AMDT: 2A DATED 11/15/2012

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		03/07/2013

COORDINATED WITH:

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

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME: GEORGETTE P. BARNETT	FIFO AJV-352	DATE: 10/04/2012

APPROVED BY		
NAME: SUSAN CRUMB MANAGER	FIFO AJV-352	DATE:

CHANGES:

1. ALTERNATE MISSED APPROACH: CHANGED PDK VOR/DME R-195 TO PDK R-198.
2. ALTERNATE MISSED APPROACH: CHANGED INBOUND COURSE HOLDING FROM 014.96 TO 017.96.
3. TERII INT PDK RADIAL CHANGED FROM 146 TO 149.

REASONS:

1/2/3. PEACHTREE (PDK) VOR/DME MAR/VAR CHANGED FROM 2W TO 5W.

QUALITY CHECKED 4

NOTES, (CONT.):
OR 26R. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 998	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 28
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-PKU	ILS PRM RWY 28, AMDT 2B, 03/07/2013 ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED: 11/15/2012

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

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:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS PRM STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICES

ILS PRM RWY 28 HARTSFIELD-JACKSON ATLANTA INTL (ATL)
(SIMULTANEOUS CLOSE PARALLEL) 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)".

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.

USE FORM 8260-10 (Computer Generated)
CITY AND STATE: ATLANTA, GA
ELEVATION: 1026 THRU: 1026
AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL
FACILITY IDENTIFIER: LPKU
PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS PRM RWY 28, AMDT 2B, 3/07/2013 ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)
SUP: ILS PRM RWY 28
AMDT: 2A
DATED: 11/15/2012
FAA FORM 8260 - 10 / March 2003 (Computer Generated)
Page 3 of 3 Pages

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	TERII INT/ATL	ANIEE/I-PKU	1. TOWER (13-001958)	333751.00N/0840454.00W	1417 (2C)	1000	AT1583	4000
	25.86 DME/RADAR	13.98 DME/RADAR	2. TERRAIN	334115.00N/0840706.00W	1027 (1000)		AS1500	2500
INITIAL	DACTL/I-PKU	ANIEE/I-PKU	1. TOWER (13-001958)	333751.00N/0840454.00W	1417 (2C)	1000	AT1583	4000
	20.79 DME/RADAR	13.98 DME/RADAR	3. TERRAIN	334112.00N/0840715.00W	1017 (1000)		AS1500	2500
INTERMEDIATE	ANIEE/I-PKU	FOGER/I-PKU	4. AAO	333742.00N/0841321.00W	1159 (2C)	500	AT2341	4000
	13.98 DME/RADAR	10.93 DME/RADAR	5. TERRAIN	333742.00N/0841321.00W	959 (1000)		AS1500	2500
INTERMEDIATE:	FOGER/I-PKU	JUBBA/I-PKU 6.83	6. AAO	333858.14N/0841529.81W	1259 (2C)	500	AT941	2700
STEPDOWN	10.93 DME/RADAR	DME/RADAR	7. TERRAIN	333858.14N/0841529.81W	1059 (1100)		AS1500	2600
FINAL: ILS	JUBBA/I-PKU 6.83	RW28				ASC		1198/200
	DME/RADAR							
FINAL: ILS CAT II	JUBBA/I-PKU 6.83	RW28				ASC		1098/100
	DME/RADAR							
2. PROCEDURE TURN	NA							
3. MISSED APPROACH — MAP:	DA / DA	SCARR INT/ATL				ASC		3000
		15.00 DME	8. TOWER (13-001628)	332719.00N/0842435.00W	1387 (2C)	1000		2400
ELEV:	1029		9. TERRAIN	333721.00N/0842824.00W	1031 (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					4

OMSAL CHECKED

CITY AND STATE	ELEVATION: 1026 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-PKU	ILS PRM RWY 28, AMDT 2B, 03/07/2013 ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)	ASO

PART B - SUPPLEMENTAL DATA

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

4. MONITOR STATUS	PRIMARY NAVAID: I-PKU	
	MONITOR POINT:	
	HRS OPTN:	CAT 1
		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: 997.5
	DISTANCE FROM RWY: 1100	ELEV GP ANTENNA: 995.5
		THRESHOLD CROSSING HEIGHT: 55.2
9. FINAL APPROACH COURSE AIMING	X	RUNWAY THRESHOLD — FT. FROM THRESHOLD
	X	ON CENTERLINE — FT. FROM CENTERLINE

10. WAIVERS: **NONE**

PART D - PREPARED BY: GEORGETTE P. BARNETT	DATE: 10/04/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - VERTICAL GUIDANCE ONLY PROCEDURE.

FLIGHT CHECK RDH 55.15 FT, (ORDER 8260.3B CHG 19).

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NO ADDITIONAL AIRSPACE REQUIRED.

OBSTACES 4 AND 6 200' AAO VERIFIED ON QUAD CHART AND PRIOR PROCEDURE (2C ACCURACY CODE APPLIED).

OBSTACLE KATLO013 1134' MSL ANTENNA ON TOWER "W" SURFACE PENETRATION BY 17.72 FEET REDUCED TO 1039.2 FEET ASC.

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

CAT II MISSED APPROACH SEGMENT: PRIMARY/SECONDARY AREAS SAME CONTROLLING OBSTACLE AS CAT I ILS.

100' HAT CALCULATION: (1098-(997.50+55.2))/3 TAN=864.375.
RA TERRAIN ELEVATION AT 864.375' POINT FROM THLD IS 974 FEET.
RA CALCULATION: 1098-974=124.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 3000
8. TOWER (13-001628) 332719.00N/0842435.00W 1387 (2C) 1000 2400
9. TERRAIN 333721.00N/0842824.00W 1031 (1000) AS1500 2500

QUALITY 4 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	197.96	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	197.96	017.96	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)

QUALITY 3 CHECKED

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

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 8 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
CHANGED FAC 3 MAG BRG FROM 194.96 TO 197.96.
CHANGED PAT 3 RAD/CRS/BRG FROM 194.96 TO 197.96, CRS INBOUND CHANGED FROM 014.96 TO 017.96.

DEVELOPED BY: **DATE:** 09/26/2012 **OFFICE:** AJV-352 **NAME:** GEORGETTE BARNETT

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** SUE CRUMB

SIGNATURE:

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

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: TERII **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 332834.86N/0835709.34W **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	115.58	110.58	25.86	25.86		4000	17500
2	PEACHTREE	PDK	VOR/DME	L	148.96	143.96	29.54	29.54		4000	17500

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

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

FIX USE:

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

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
CHANGED FAC 2 MAG BRG FROM 145.96 TO 148.96.
ADDED INT TO FIX TYPE.

DEVELOPED BY: **DATE:** 10/03/2012 **OFFICE:** AJV-352 **NAME:** GEORGETTE BARNETT

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** SUE CRUMB

SIGNATURE:

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

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: ANIEE **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.40N/0841020.70W **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-PKU	LOC/DME		094.98	089.98	13.98	13.98		4000	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 28	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28			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 FROM 093.98 TO 094.98.
UPDATED REMARKS.

DEVELOPED BY: **DATE:** 05/22/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

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

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: DACTL **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333711.30N/0840211.27W **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-PKU	LOC/DME		094.98	089.98	20.79	20.79		2700	5400

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-PKU	LOC/DME	R-095	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 28	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28			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 093.98 TO 094.98.
UPDATED REMARKS.

DEVELOPED BY: **DATE:** 05/22/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

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

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: FOGER **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.72N/0841359.89W **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-PKU	LOC/DME		094.98	089.98	10.93	10.93		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 28	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28			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 093.98 TO 094.98.
UPDATED REMARKS.

DEVELOPED BY: **DATE:** 05/22/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

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

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: JUBBA **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.97N/0841854.29W **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-PKU	LOC/DME		094.98	089.98	6.83	6.83	41522	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 28	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28			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 093.98 TO 094.98.
UPDATED REMARKS.

DEVELOPED BY: **DATE:** 05/22/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

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

QUALITY CHECKED 3

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: KNDBM **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.14N/0835943.50W **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 28			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 RWY 28 (CAT II)			KATL	ATLANTA	GA (US)

COMPULSORY REPORTING POINT: NO

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

DEVELOPED BY: **DATE:** 12/03/2010 **OFFICE:** AVN-110 **NAME:** GEORGETTE BARNETT

APPROVED BY: **DATE:** 05/05/2011 **OFFICE:** AVN-110 **NAME:** DARRYEL ADAMS

SIGNATURE:

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

QUALITY CHECKED