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
OSTRR INT/I-HFW 20.58 DME/RADAR (IAF)	BAHRR INT/I-HFW 13.85 DME/RADAR	094.97 / 6.73 (I-HFW)	5000
BAHRR INT/I-HFW 13.85 DME/RADAR (IF)	REIFF INT/I-HFW 9.77 DME/RADAR	094.97 / 4.08 (I-HFW)	3700
REIFF INT/I-HFW 9.77 DME/RADAR	SCHEL INT/I-HFW 7.26 DME/RADAR	094.97 / 2.51 (I-HFW)	2900

MISSED APPROACH

ILS: DA

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3500 ON ATL VORTAC R-005 TO TROYS INT/ATL 15.00 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 055 AND PDK VOR/DME R-210 TO PDK VOR/DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD N, RT, 185.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N PDK VOR/DME, LT, 180.00 INBOUND.
CHART IN PLANVIEW: PDK VOR/DME.
CHART LOC RWY 9L.
CHART LOC RWY 9R.
CHART LOC RWY 10.
CHART PDK R-210

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT OSTRR INT/I-HFW 20.58 DME/RADAR
3. FAC: 094.97 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: OSTRR 5000, BAHRR 5000, REIFF 3700, SCHEL 2900
5. DIST TO THLD FROM OM: 5.65 MM: 0.38 IM: 848 150 HAT: - 100 HAT: 790 GS ANT: 1200
6. MIN GS INCPT: 2900 GS ALT AT: SCHEL 2900 OM: - MM: 1192 IM: 1115
7. GS ANGLE: 3.00 TCH: 59.0
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 8L	1215	1800	200	1215	1800	200	1215	1800	200	1215	1800	200			

NOTES:
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 8L: CAT A, B, C, D, RA 106, RVR 1200, HAT 100, DA 1115 MSL.
CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS 8L: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb CAT A,B,C,D, RVR 600. CAT IIIc NA.
(SEE FORM 8260-10)

CITY AND STATE	ELEVATION: 1026 TDZE: 1015 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 8L
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-HFW	ILS PRM RWY 8L, ORIG-D, 11/15/2012 ILS PRM RWY 8L (CAT II), ILS PRM RWY 8L (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: ORIG-C DATED 03/10/2011

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.

NOTES, (CONT.):
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 9L OR 9R OR RWY 10. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
CHART NOTE: ADF OR DME OR RADAR REQUIRED.

QUALITY CHECKED

CITY AND STATE	ELEVATION 1026 TDZE: 1015	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 8L
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-HFW	ILS PRM RWY 8L, ORIG-D, 11/15/2012 ILS PRM RWY 8L (CAT II), ILS PRM RWY 8L (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: ORIG-C DATED: 03/10/2011

ILS PRM RWY 8L 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.

CITY AND STATE	ELEVATION: 1026	TDZE: 1015	FACILITY IDENTIFIER: LHPW	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 8L
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL			ILS PRM RWY 8L, ORIG-D, 11/13/2012 ILS PRM RWY 8L (CAT IIIb), ILS PRM RWY 8L (CAT IIIc), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: ORIG-C DATED 02/10/2011