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
LUVIE INT/I-BRU 20.30 DME/RADAR (IAF)	KINKY INT/I-BRU 14.16 DME/RADAR	274.99 / 6.14 (I-BRU)	5000
KINKY INT/I-BRU 14.16 DME/RADAR (IF)	PANOL INT/I-BRU 10.39 DME/RADAR	274.99 / 3.77 (I-BRU)	3800
PANOL INT/I-BRU 10.39 DME/RADAR	DEJAA INT/I-BRU 6.62 DME/RADAR	274.99 / 3.77 (I-BRU)	2600

MISSED APPROACH

ILS: DA

CLIMB TO 1500 THEN CLIMBING RIGHT 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 RIGHT TURN TO 3500 DIRECT 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 LOC RWY 27L.
CHART LOC RWY 27R.
CHART LOC RWY 28.
CHART IN PLANVIEW: PDK VOR/DME.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT LUVIE INT/I-BRU 20.30 DME/RADAR
3. FAC: 274.99 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: LUVIE 5000, KINKY 5000, PANOL 3800, DEJAA 2600
5. DIST TO THLD FROM OM: 4.81 MM: 0.50 IM: - 150 HAT: - 100 HAT: - GS ANT: 1100
6. MIN GS INCPT: 2600 GS ALT AT: DEJAA 2600 OM: - MM: 1209 IM: -
7. GS ANGLE: 3.00 TCH: 52.4
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 26L	1280	2400	285	1280	2400	285	1280	2400	285	1280	2400	285	1280	2400	.285

NOTES:
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 27L OR 27R OR 28. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.
(SEE FORM 8260-10)

CITY AND STATE	ELEVATION: 1026 TDZE: 995 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 26L
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-BRU	ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL), ORIG-C, 11/15/2012	AMDT: ORIG-B DATED 03/10/2011

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NOTES, (CONT.):
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
CHART NOTE: FOR INOPERATIVE MALSR INCREASE S-ILS 26L VISIBILITY ALL CATS TO RVR 5000.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 1026 TDZE: 995	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 26L
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-BRU	ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL), ORIG-C, 11/15/2012	AMDT: ORIG-B DATED: 03/10/2011

ILS PRM RWY 26L 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.