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
YINNZ INT/ATL 25.22 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	019.00 / 7.87 (HDG) & 094.97 / 8.80 (I-OMO)	4000
POOBA/I-OMO 20.17 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	094.97 / 6.28 (I-OMO)	4000
PENCL/I-OMO 13.89 DME/RADAR (IF)	ZMANN/I-OMO 10.91 DME/RADAR	094.97 / 2.99 (I-OMO)	4000
ZMANN/I-OMO 10.91 DME/RADAR	DAELE/I-OMO 6.80 DME/RADAR	094.97 / 4.10 (I-OMO)	2700

MISSED APPROACH

ILS: DA

CLIMB TO 1400 THEN CLIMBING RIGHT 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 RIGHT TURN TO 3000 ON HEADING 180 AND PDK VOR/DME R-198 TO SCARR INT/PDK 30.54 DME AND HOLD.

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 LOC RWY 9L.
CHART LOC RWY 8R.
CHART LOC RWY 8L.
CHART LOC RWY 9R.
CHART (DMGXB) AT INTERSECTION OF YINNZ DR LEG AND INTERMEDIATE COURSE.
CHART IN PLANVIEW: PDK VOR/DME.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT POOBA/I-OMO 20.17 DME/RADAR
3. FAC: 094.97 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: POOBA 4000, PENCL 4000, ZMANN 4000, DAELE 2700
5. DIST TO THLD FROM OM: 5.16 MM: - IM: 860 150 HAT: - 100 HAT: 800 GS ANT: 1150
6. MIN GS INCPT: 2700 GS ALT AT: DAELE 2700 OM: - MM: - IM: 1100
7. GS ANGLE: 3.00 TCH: 57.8
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 10	1200	1800	200	1200	1800	200	1200	1800	200	1200	1800	200			

NOTES:
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 10: CAT A, B, C, D, RA 107, RVR 1200, HATh 100, DA 1100 MSL.
CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS-10: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb NA. CAT IIIc NA.
(SEE FORM 8260-10)

QUALIFIED 1 CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 1000 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 03/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED 11/15/2012

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 aiport 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 AND 8L OR 8R. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART NOTE: DME OR RADAR REQUIRED.
CHART NOTE: LOCALIZER NOT SUITABLE FOR ELECTRONIC ROLLOUT GUIDANCE.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 1000 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 03/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED: 11/15/2012

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

ILS PRM RWY 10 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 TYPE: 1000	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 3/07/2013 ILS PRM RWY 10 (CAT III), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A
				DATED 11/15/2012