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
HRLES/RADAR (IAF)	HATHH INT/RADAR	275.02 / 3.14 (I-AFA)	6000
HATHH INT/RADAR	HOYYT INT/RADAR	275.02 / 3.14 (I-AFA)	5000
HOYYT INT/RADAR (IF)	HOKIE INT/RADAR	275.02 / 3.14 (I-AFA)	4000
HOKIE INT/RADAR	LIAMS INT/RADAR	275.02 / 4.08 (I-AFA)	2700

MISSED APPROACH

ILS: DA

CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 4000 ON ATL VORTAC R-273 TO TEMPO INT/ATL 30.26 DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD W, RT, 093.15 INBOUND.
CHART LOC RWY 26L
CHART LOC RWY 28
CHART LOC RWY 26R

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT HRLES
3. FAC: 275.02 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: HRLES 7000, HATHH 6000, HOYYT 5000, HOKIE 4000, LIAMS 2700
5. DIST TO THLD FROM OM: 5.16 MM: 0.53 IM: - 150 HAT: - 100 HAT: - GS ANT: 1020
6. MIN GS INCPT: 2700 GS ALT AT: LIAMS 2700 OM: - MM: 1202 IM: -
7. GS ANGLE: 3.00 TCH: 55.8
8. MSA FROM: ATL VORTAC 3600

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 27R	1185	4000	200	1185	4000	200	1185	4000	200	1185	4000	200			

NOTES:
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 26L OR 26R OR 28. 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.

CITY AND STATE	ELEVATION: 1026 TDZE: 985 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 27R
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-AFA	ILS PRM RWY 27R (SIMULTANEOUS CLOSE PARALLEL), ORIG-C, 03/07/2013	AMDT: ORIG-B DATED 11/15/2012

ILS PRM RWY 27R 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 ensure 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.