

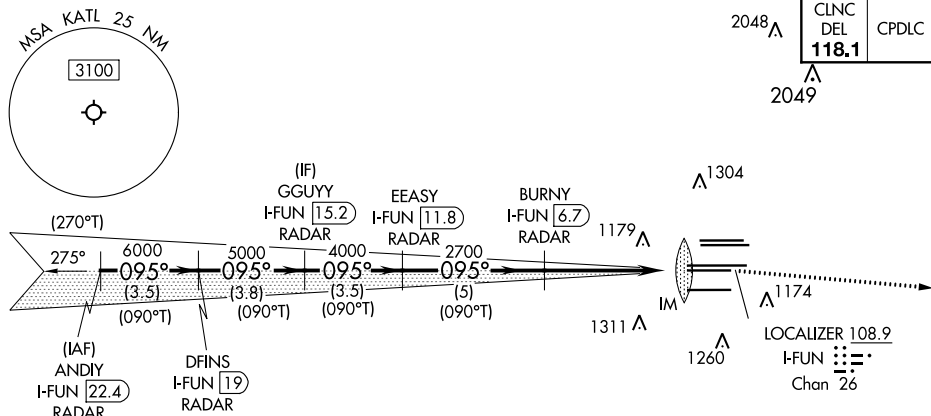


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: 4C417DA45BEC4A4D91F1077972F291C5	APWS Project ID: 607D9941D78C42938D874C0F35378017
Procedure: ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL) AMDT 3		Enroute: NO	Specialist: Vega, Ana		Agreement Number:
Airport ID: KATL			Airport City: ATLANTA		State: GA
Facility ID: FUN	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ELIMINATE ALL USE OF ATL AND PDK FOR VORMON REQUIREMENTS. CONTACT: JOHN BORDY 405-954-0980</div> <div>QUALITY 25 CHECKED QUALITY 12 CHECKED</div>					

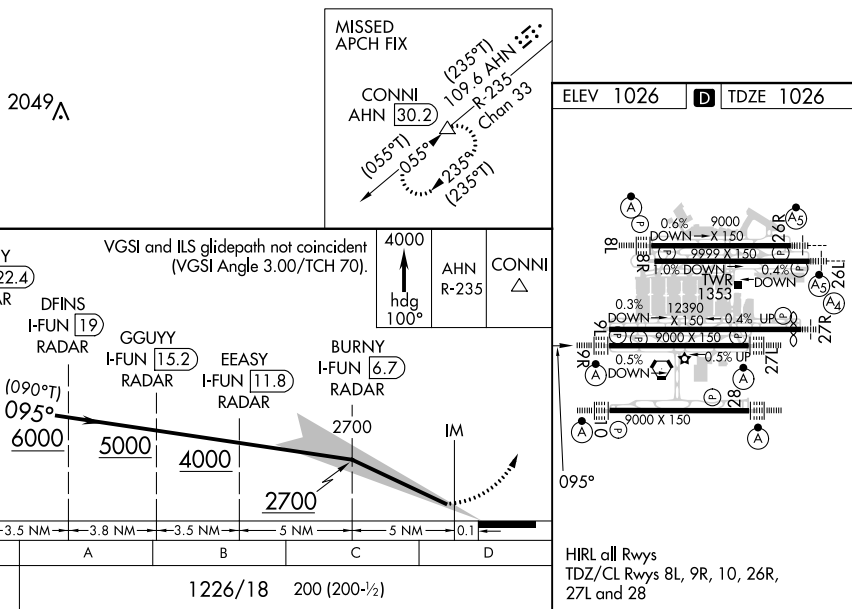
FIPC BASIC FORM						
PROCEDURE: ILS PRM RWY 9R (CLOSE PARALLEL)AMDT 3			AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA		AIRPORT ID: KATL	SPECIAL CONTROL NO: AP-01-206-21
FAC ID: FUN		CITY: ATLANTA			ST: GA	ORIG CHART DATE: 04/22/2021
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 02/23/2021	CREW #: VN432	N #: N75	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: james herrington @ 02/24/2021 00:39			PRINTED NAME: HERRINGTON, JAMES WILLIAM			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: CONNI intersection for missed approach holding point requires MRA changed from 3000 to 4000						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.										ALS-F-2		MISSED APPROACH: Climb to 4000 on heading 100° and AHN VORTAC R-235 to CONNI/AHN 30.2 DME and hold.			
 Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.															
D-ATIS		ATLANTA		ATLANTA TOWER						ALL		GND CON		ALL	
ARR 119.65		APP CON		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS			(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55		127.9 379.9		119.1	125.325	123.85	119.3	119.5	254.4			121.9	121.75	121.65	254.4
				PRM 132.55											



PROTOTYPE-NOT FOR NAVIGATION



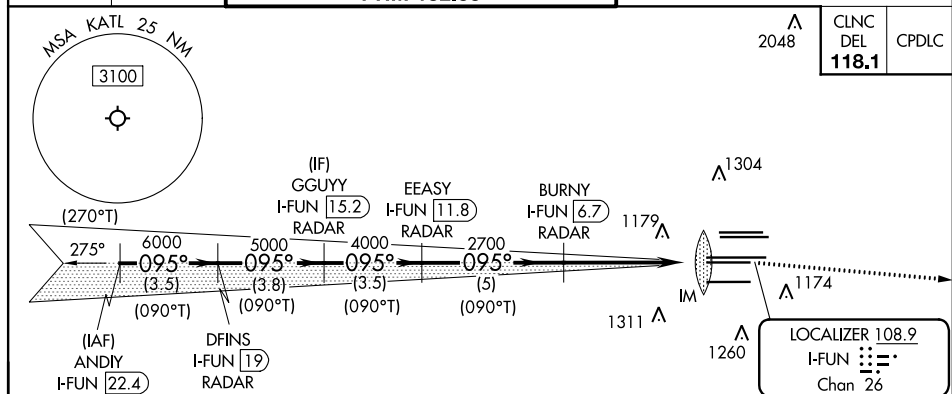
ILS PRM RWY 9R (CLOSE PARALLEL)

LOC/DME I-FUN 108.9 Chan 26	APP CRS 095°	Rwy Idg 9000 TDZE 1026 Apt Elev 1026
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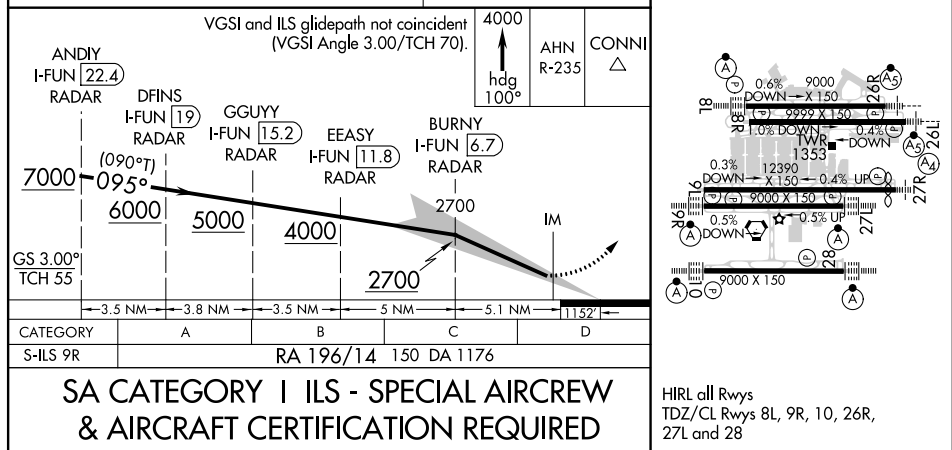
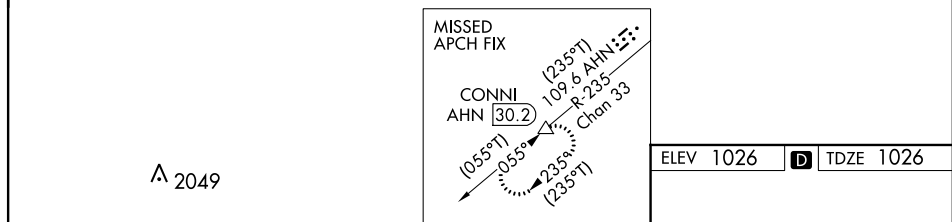
ILS PRM RWY 9R (SA CAT I) (CLOSE PARALLEL)

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.										ALSIF-2		MISSED APPROACH: Climb to 4000 on heading 100° and AHN VORTAC R-235 to CONNI/AHN 30.2 DME and hold.					
<div>▼ Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.</div>										<div>ALSIF-2</div>							
D-ATIS		ATLANTA		ATLANTA TOWER								GND CON		ALL			
ARR 119.65		APP CON		8L-26R 8R-26L		9L-27R 9R-27L		10-28 RWYS		(8L-26R, 8R-26L) (9L-27R, 9R-27L)		10-28 RWYS					
DEP 125.55		127.9 379.9		119.1 125.325		123.85 119.3		119.5 254.4		121.9		121.75 121.65		254.4			
PRM 132.55																	



PROTOTYPE-NOT FOR NAVIGATION



ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL) HARTSFIELD-JACKSON ATLANTA INTL (ATL)

FIG

LOC/DME I-FUN 108.9 Chan 26	APP CRS 095°	Rwy Idg 9000 TDZE 1026 Apt Elev 1026
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RADAR required for procedure entry, DME.

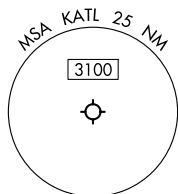
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2



MISSED APPROACH: Climb to 4000 on heading 100° and AHN VORTAC R-235 to CONNI/AHN 30.2 DME and hold.

D-ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER ALL 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 254.4 PRM 132.55				GND CON 121.9 121.75 121.65 254.4	ALL RWYS
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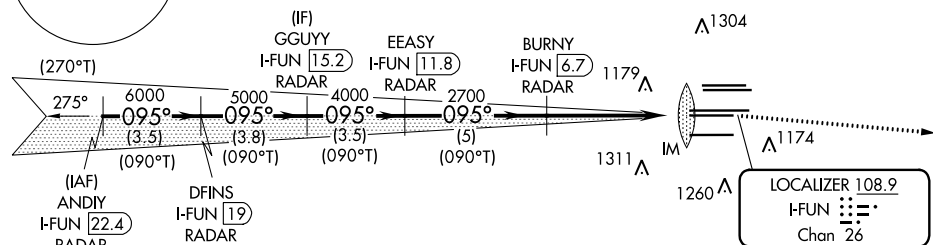


2048 A

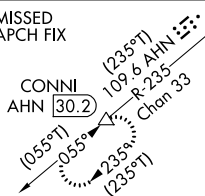
CLNC
DEL
118.1

CPDLC

2049



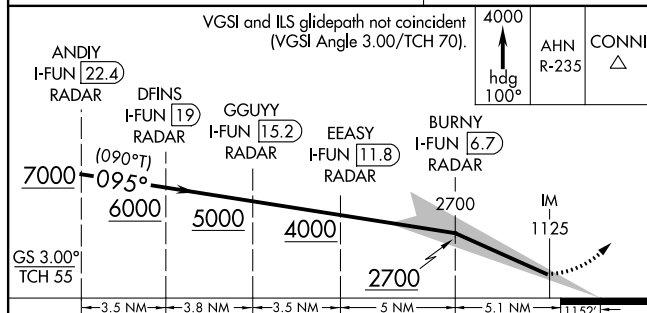
PROTOTYPE-NOT FOR NAVIGATION

MISSED
APCH FIX

ELEV 1026



TDZE 1026



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 70).

4000

hdg

100°

AHN

R-235

CONNI

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CATEGORY	A	B	C	D
S-ILS 9R	CAT II RA 118/12 100 DA 1126			
S-ILS 9R	CAT III RVR 03			

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28


ATLANTA, GEORGIA
Amdt 3 FIG

33°38'N-84°26'W

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)

OLD (SIMULTANEOUS CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

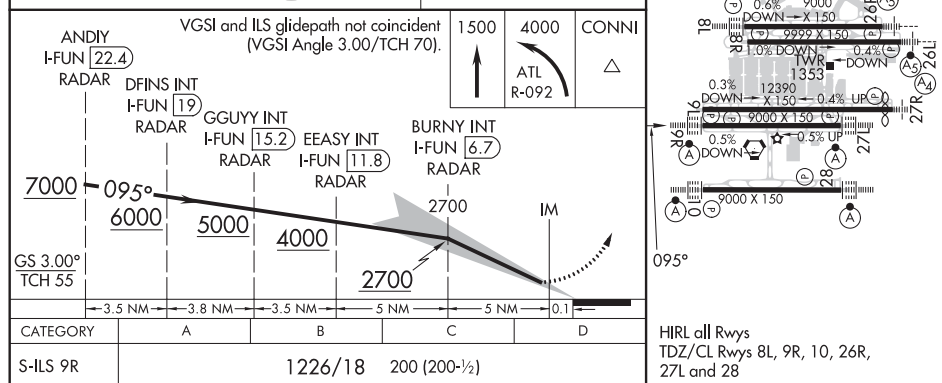
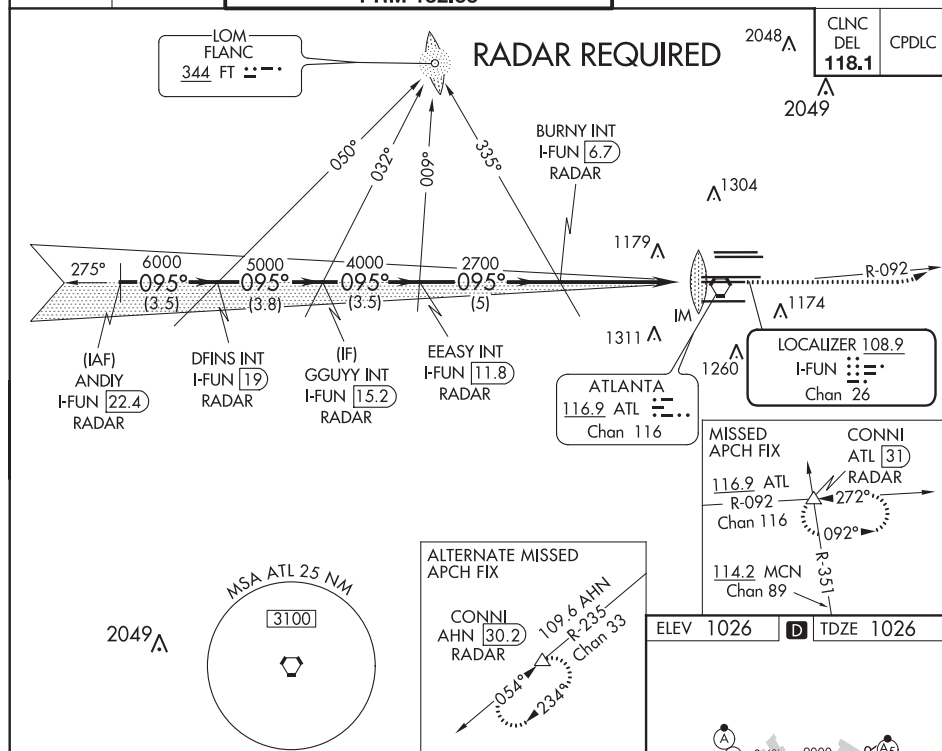
ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME/RADAR and hold.
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LOM
FLANC
241.5T-3.7.1

RADAR REQUIRED 2048^A

CLNC
DEL
118.1

CPDLC



33°38'N-84°26'W HARTSFIELD-JACKSON ATLANTA INTL (ATL)
ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 08 OCT 2020 to 05 NOV 2020

SE-4, 08 OCT 2020 to 05 NOV 2020

ATLANTA, GEORGIA

AL-26 (FAA)

20198

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	095°	TDZE	1026
Chan 26		Apt Elev	1026

OLD

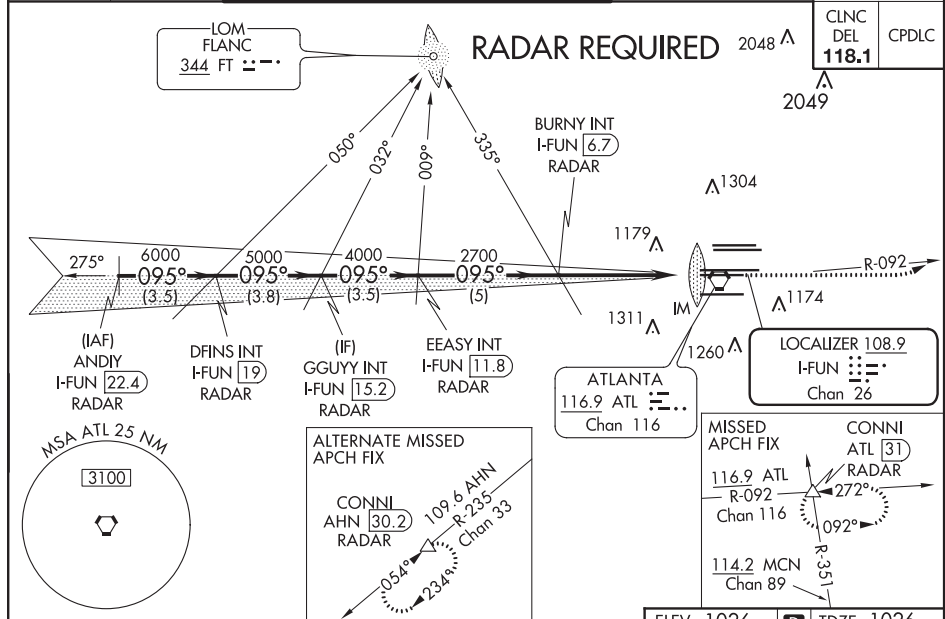
ILS PRM RWY 9R (CAT II & III) **(SIMULTANEOUS CLOSE PARALLEL)** **HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. ADF or DME or RADAR required.

ALSIF-2
A

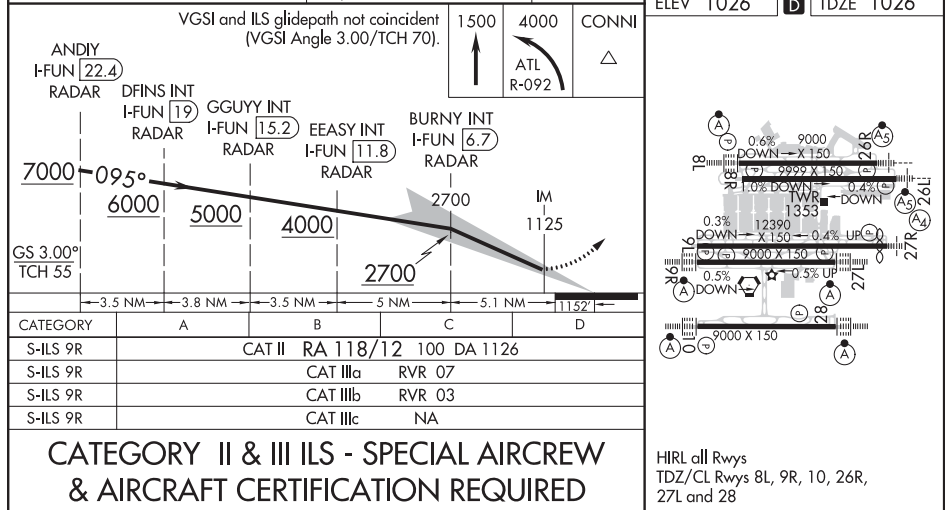
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME/RADAR and hold.

D-ATIS	ATLANTA	ATLANTA TOWER	ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS		
DEP 125.55	127.9 379.9	119.1 125.325 123.85 119.3 119.5 254.4	PRM 132.55	121.9 121.75 121.65 254.4	



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SE-4, 05 NOV 2020 to 03 DEC 2020


ATLANTA, GEORGIA
Amdt 2 18SEP14

33°38'N-84°26'W

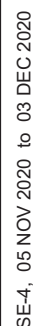
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (SIMULTANEOUS CLOSE PARALLEL)

OLD ILS PRM RWY 9R (SA CAT I)
(SIMULTANEOUS CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME/RADAR and hold.
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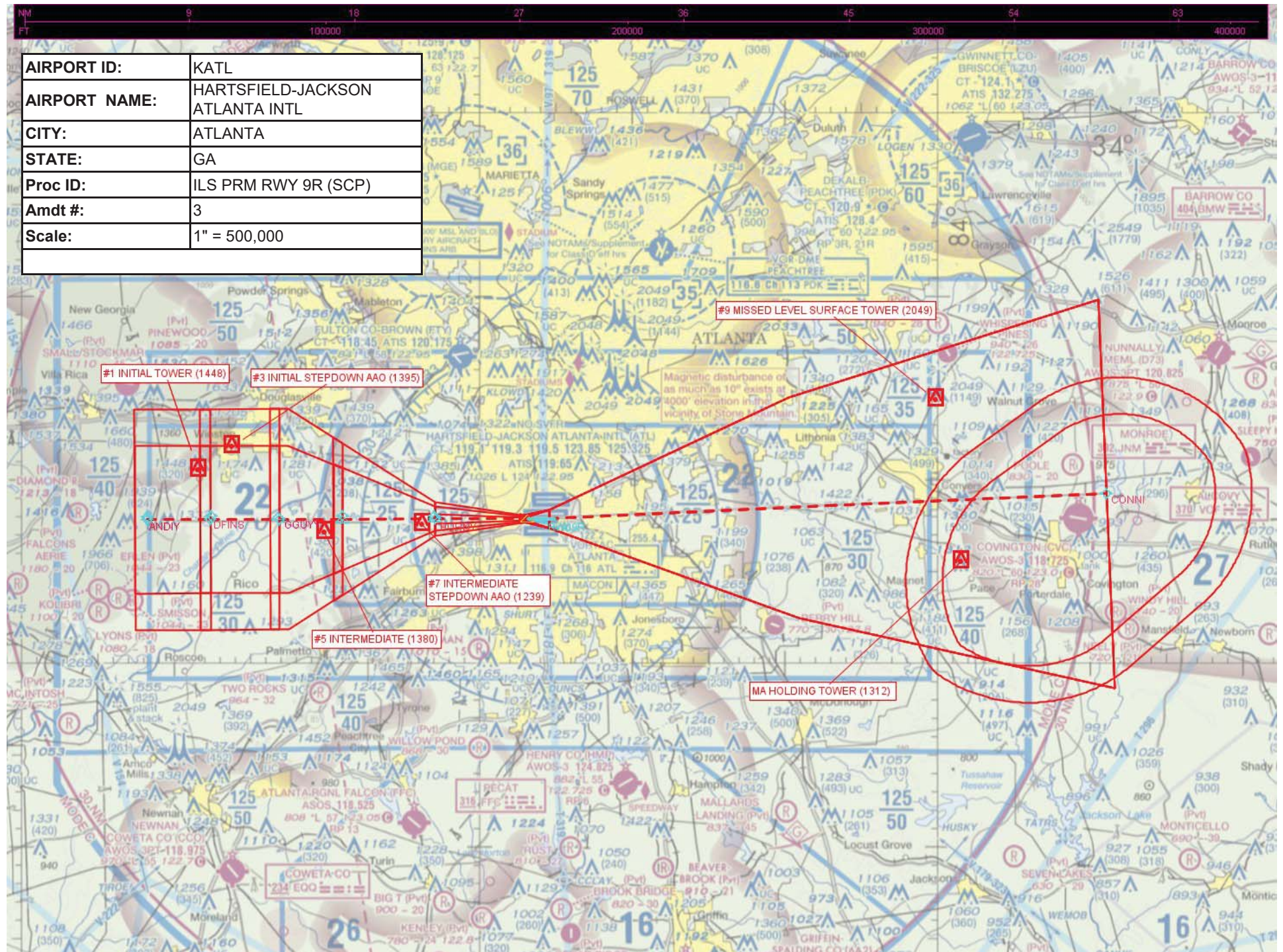
	RADAR REQUIRED	2048 ^Δ	CLNC DEL 118.1	CPDLC
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HARTSFIELD-JACKSON ATLANTA INTL (ATL)

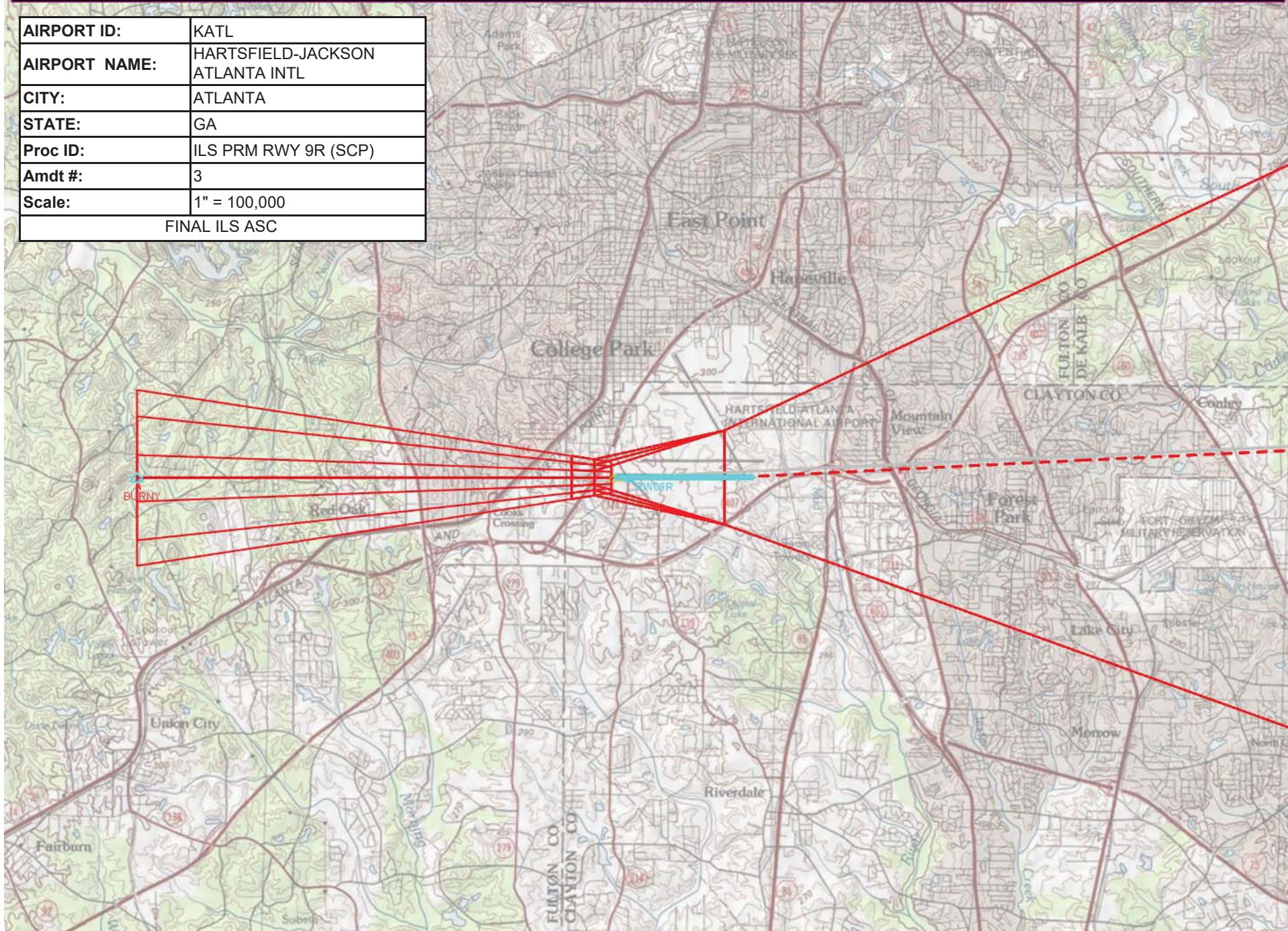
ILS PRM RWY 9R (SA CAT I) (SIMULTANEOUS CLOSE PARALLEL)

AIRPORT ID:	KATL
AIRPORT NAME:	HARTSFIELD-JACKSON ATLANTA INTL
CITY:	ATLANTA
STATE:	GA
Proc ID:	ILS PRM RWY 9R (SCP)
Amdt #:	3
Scale:	1" = 500,000

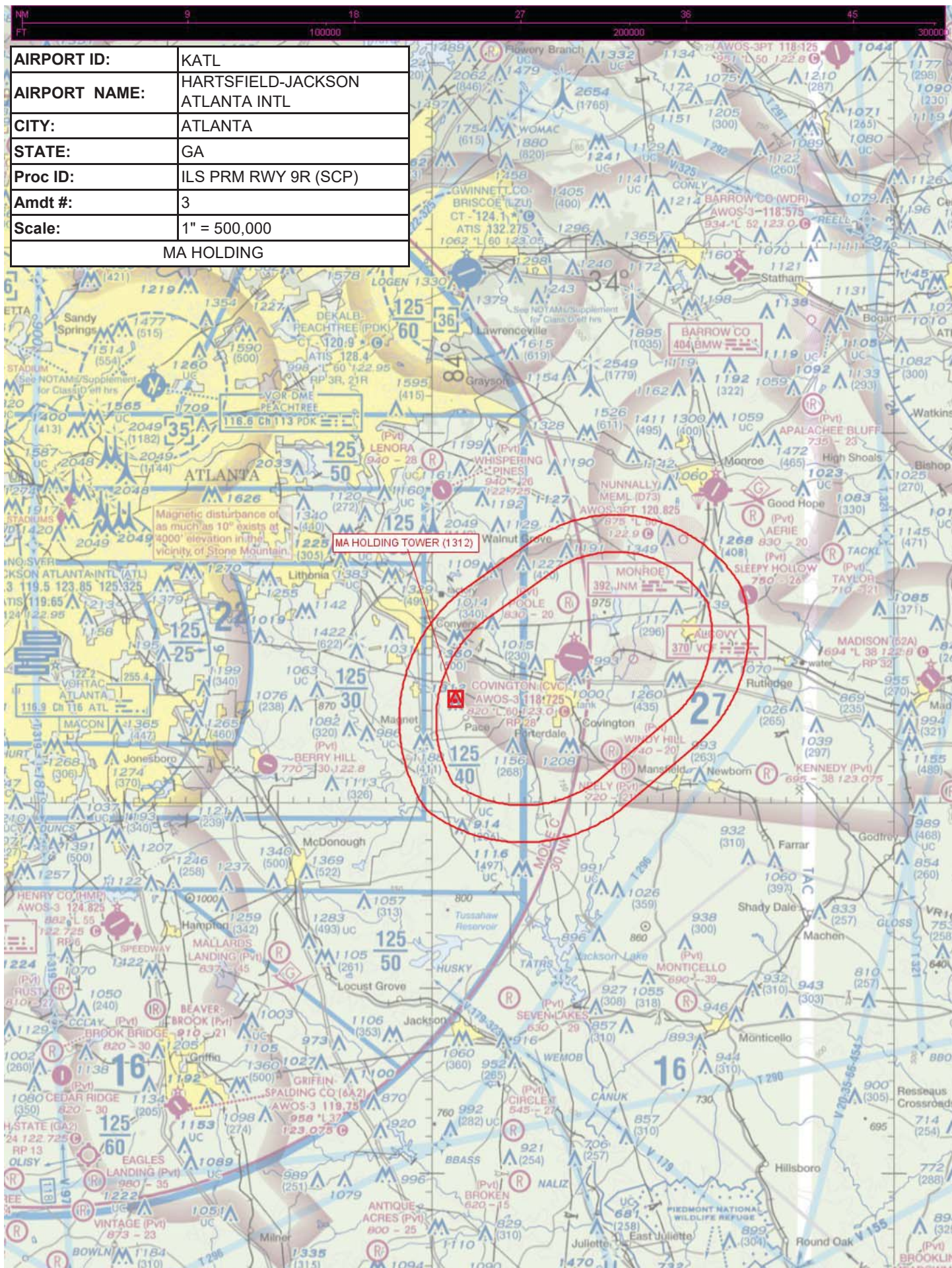




AIRPORT ID:	KATL
AIRPORT NAME:	HARTSFIELD-JACKSON ATLANTA INTL
CITY:	ATLANTA
STATE:	GA
Proc ID:	ILS PRM RWY 9R (SCP)
Amdt #:	3
Scale:	1" = 100,000
FINAL ILS ASC	



AIRPORT ID:	KATL
AIRPORT NAME:	HARTSFIELD-JACKSON ATLANTA INTL
CITY:	ATLANTA
STATE:	GA
Proc ID:	ILS PRM RWY 9R (SCP)
Amdt #:	3
Scale:	1" = 500,000
MA HOLDING	



Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/09/20

IFP: Erstfeld, David (David.F.Erstfeld@faa.gov)

Airport Contact: -

Request ID: KATL_2036

Single or Multiple Procedure: Multiple

Procedure Name(s): ILS 8L and all variants (SA CAT 1), CAT 2-3, ILS PRM 8L, ILS PRM (SA CAT1), ILS PRM 8L (SA CAT 2-3) to remove references to ATL VOR, PDK VOR AND FTY LOM. NAVAIDs to be decommissioned. ILS 8R and all variants. ILS 9L and all variants. ILS 9R and all variants. ILS 10 and all variants ILS 26L and all variants ILS 26R and all variants ILS 27L and all variants ILS 27R and all variants ILS 28 and all variants

Procedure Request Description:

ILS 8L and all variants (SA CAT 1), CAT 2-3, ILS PRM 8L, ILS PRM (SA CAT1), ILS PRM 8L (SA CAT 2-3) to remove references to ATL VOR, PDK VOR AND FTY LOM. NAVAIDs to be decommissioned. ILS 8R and all variants. ILS 9L and all variants. ILS 9R and all variants. ILS 10 and all variants. ILS 26L and all variants. ILS 26R and all variants. ILS 27L and all variants. ILS 27R and all variants. ILS 28 and all variants. NO TRACK CHANGES TO ALL PROCEDURES. NAVAIDs to be decommissioned.

Procedure Benefit: VOR MON program decommissions.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda JohnsonDate: March 9, 2020

Title:

Environmental Protection Specialist

Approved By:

Charles J GibsonDate: March 9, 2020

Title:

Manager, Environmental, CI & NAS Analytics

ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

ILS PRM Rwys 8L, 8R, 9L, 9R, 10, 26L, 26R, 27L, 27R, 28
ILS PRM Rwys 8L (SA CAT-I, CAT II-III), 9R (SA CAT-I, CAT II-III),
10 (SA CAT-I, CAT II-III), 27L (SA CAT-I, CAT II), 28 (SA CAT-I, CAT II),
26R (SA-CAT I-II), 28 (CAT-II)
RNAV (GPS) PRM Rwys 8R, 9L, 9R, 26L, 27L, 27R
RNAV (GPS) PRM Y Rwys 8L, 26R, 10, 28

General

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY
HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized.

PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

SE-4, 05 NOV 2020 to 03 DEC 2020

SE-4, 05 NOV 2020 to 03 DEC 2020