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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.

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 RNAV GLIDEPATH NOT COINCIDENT.

CHART NOTE: ADF OR DME OR RADAR REQUIRED.

CITY AND STATE

ATLANTA, GA

ELEVATION: 1026

TDZE: 1015

AIRPORT NAME:

HARTSFIELD - JACKSON ATLANTA INTL

FACILITY  
IDENTIFIER:

I-HFW

PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:

ILS PRM RWY 8L, ORIG-E, 03/07/2013  
ILS PRM RWY 8L (CAT II), ILS PRM RWY 8L (CAT III)  
(SIMULTANEOUS CLOSE PARALLEL)

SUP: ILS PRM RWY 8L

AMDT: ORIG-D

DATED: 11/15/2012

CITY AND STATE ATLANTA, GA	ILS PRM RWY 8L HARTSFIELD-JACKSON ATLANTA INTL (ATL) (SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GEORGIA	
	STANDARD INSTRUMENT APPROACH PROCEDURE	
ALTERNATE NAME: HARTSFIELD-JACKSON ATLANTA INTL	ATTENTION ALL USERS PAGE (AAUP)	
FAACILITY IDENTIFIER: KATL	Condensed Briefing Point: When instructed, <u>immediately</u> switch to the tower frequency and select the monitor frequency audio	
PROCEDURE NO./EFFECTIVE DATE: ILS PRM RWY 8L, ORIG-E, 3/07/2013 ILS PRM RWY 8L, CAT II, 03/07/2013 (SIMULTANEOUS CLOSE PARALLEL)	<p>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:</p> <ul style="list-style-type: none"> <li>(a) Minimums and missed approach procedures are unchanged.</li> <li>(b) Monitor frequency no longer required.</li> <li>(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.</li> </ul> <p>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 <u>ONLY</u> 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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>(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 2,300 feet at ATL.</li> <li>(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)"</li> </ul> <p>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.</p>	
SUPP. INFO: AMOR: ORIG-D DATED 11/15/2012		