

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 26L

(SIMULTANEOUS CLOSE PARALLEL)

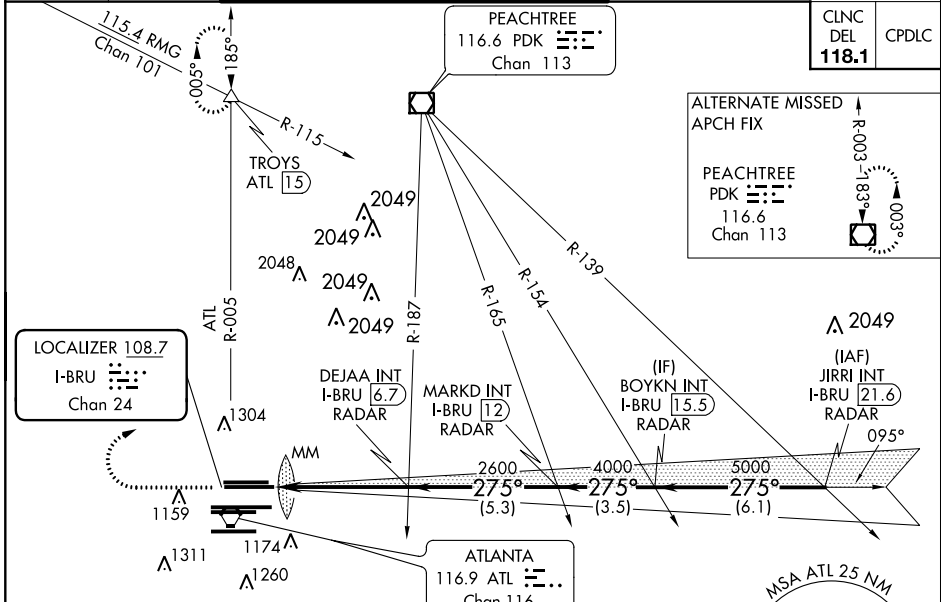
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU 108.7 Chan 24	APP CRS 275°	Rwy Idg 9999 TDZE 996 Apt Elev 1026
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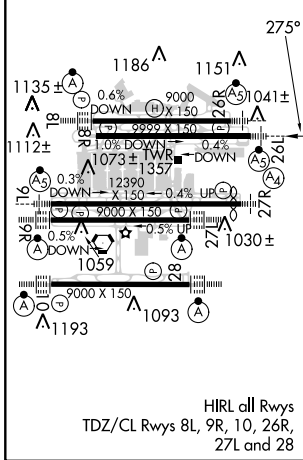
Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MALSR MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 1.5 DME and hold. (TACAN aircraft climb to 1500 then climbing right turn to 3500 on heading 005° for RADAR vectors.)

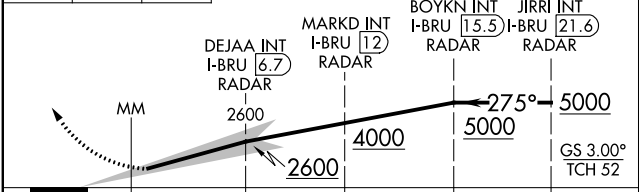
D-ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 254.4 PRM 126.9	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 121.9 121.75 121.65 254.4	GND CON ALL RWYS
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ELEV 1026	D	TDZE 996
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1500 3500 TROYS VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).



CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 284 (300-1/2)				

SE-4, 28 FEB 2019 to 28 MAR 2019

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ATLANTA, GEORGIA
Amdt 2 18SEP14

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