

LOC/DME I-HZK <b>110.5</b> Chan <b>42</b>	APP CRS <b>095°</b>	Rwy Idg <b>11730</b> TDZE <b>1019</b> Apt Elev <b>1026</b>
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# ILS PRM RWY 9L (SIMULTANEOUS CLOSE PARALLEL)

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

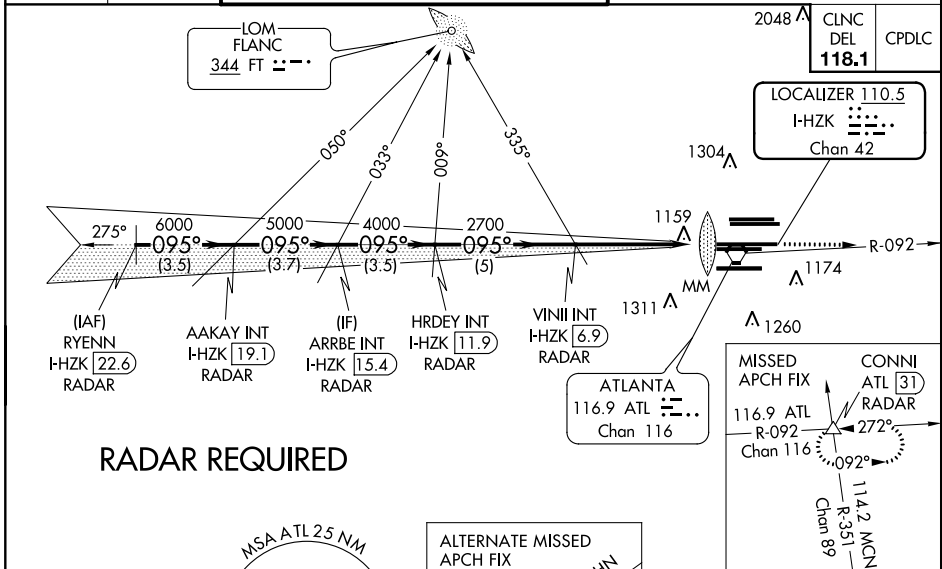
Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP. ADF or DME or RADAR required. For inoperative MALSR, increase S-ILS 9L all Cats visibility to RVR 6000. Helicopter visibility reduction below RVR 4000 not authorized.

MALSR

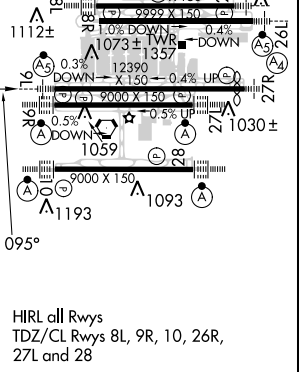
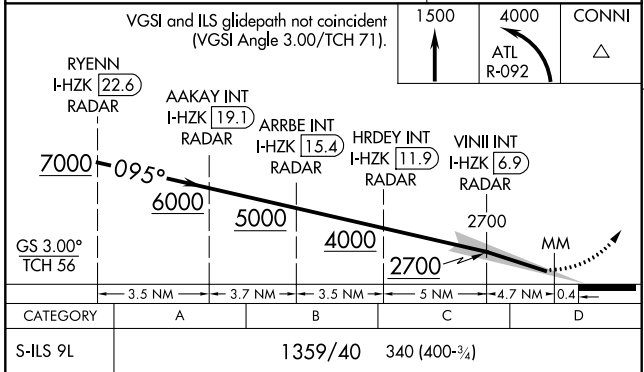


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNRI INT/ATL 31 DME/RADAR and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> PRM <b>132.55</b>	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>
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ELEV 1026	TDZE 1019
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SE-4, 28 FEB 2019 to 28 MAR 2019

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