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 glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 15 DME and hold. (TACAN aircraft climb to 1500 then climbing right turn to 3500 on heading 005° for RADAR vectors.)

RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28, Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 15 DME and hold. (TACAN aircraft climb to 1500 then climbing right turn to 3500 on heading 005° for RADAR vectors.)

RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28, Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 15 DME and hold. (TACAN aircraft climb to 1500 then climbing right turn to 3500 on heading 005° for RADAR vectors.)

RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28, Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.