

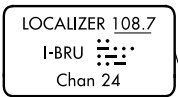
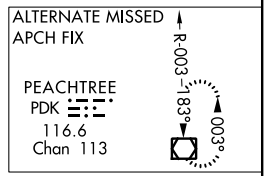
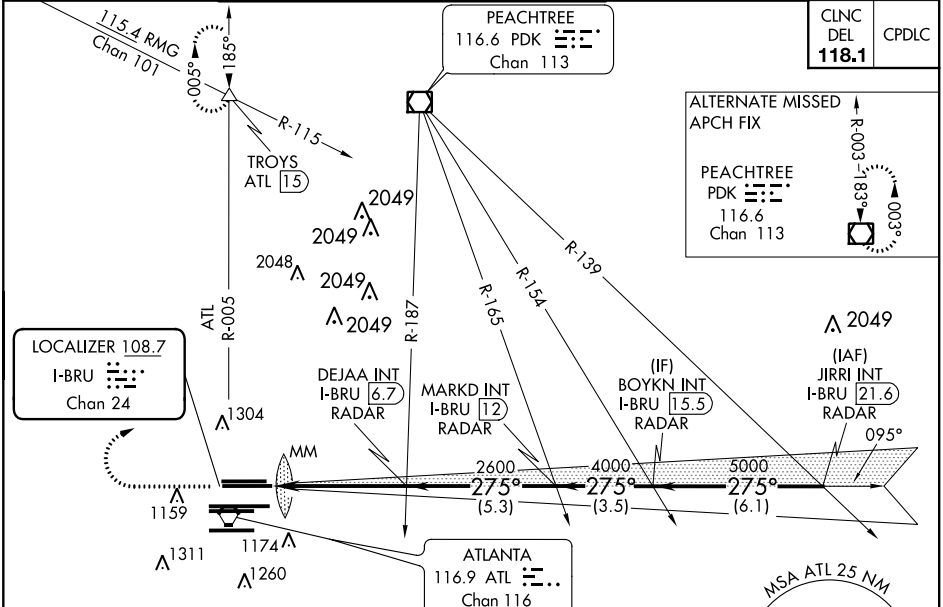
# ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL) HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU <b>108.7</b> Chan 24	APP CRS <b>275°</b>	Rwy Idg <b>9999</b> TDZE <b>996</b> Apt Elev <b>1026</b>
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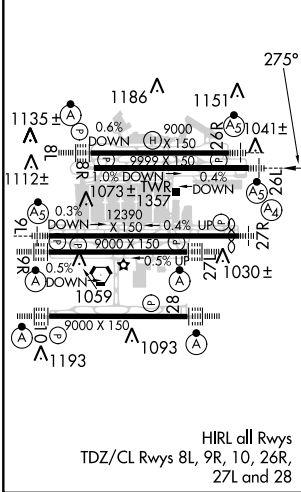
Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. For inop MALSR increase S-ILS 26L visibility all 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 <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>126.9</b>	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>	GND CON ALL RWYS
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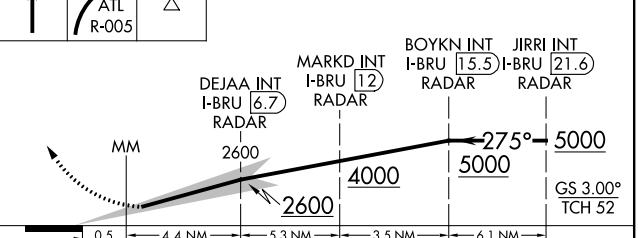


ELEV 1026	<b>D</b>	TDZE 996
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## RADAR REQUIRED

1500 3500 TROYS VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).



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

SE-4, 06 DEC 2018 to 03 JAN 2019

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