ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL)

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU	APP CRS	Rwy Idg 9999
108.7	275°	TDZE 996
Chan 24		Apt Elev 1026

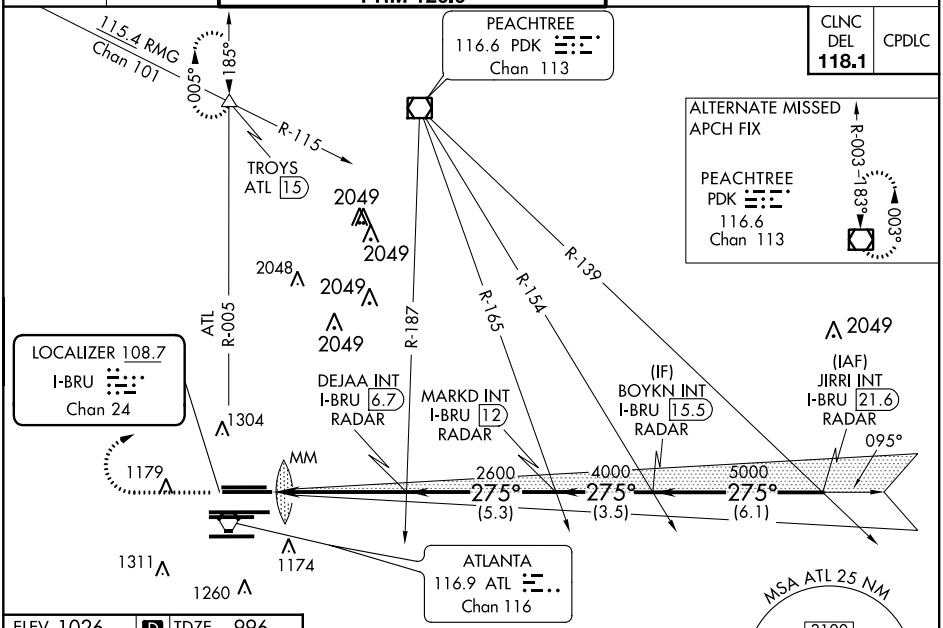
Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwys 27R and 28, or Rwys 27L and 28. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MALSR (A5)

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.)

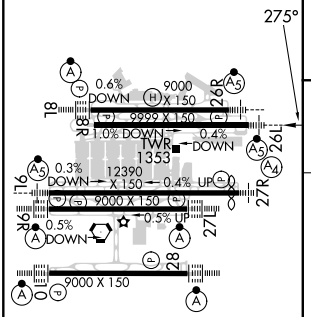
D-ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4
		PRM 126.9									

CLNC DEL 118.1 | CPDLC



RADAR REQUIRED

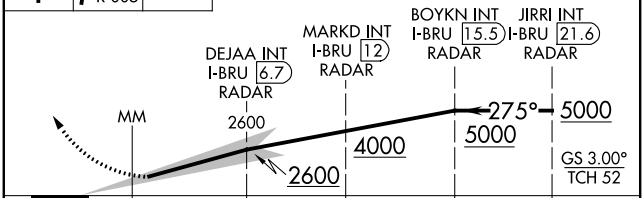
ELEV 1026 | D | TDZE 996



HIRL all Rwys
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1500	3500	TROYS
	ATL R-005	

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



CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 284 (300-½)				

SE-4, 10 OCT 2019 to 07 NOV 2019