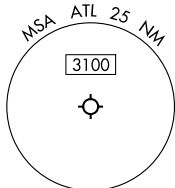


ILS PRM RWY 9R
(CLOSE PARALLEL)
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

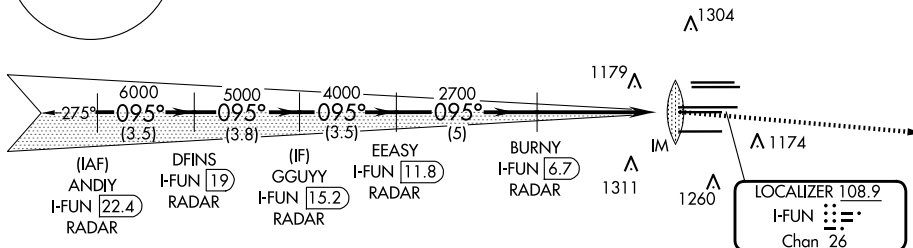
ALSF-2

MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

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 132.55										



2048 _A	CLNC DEL 118.1	CPDLC
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2049^Δ

MISSED APCH FIX 

Diagram illustrating a channel bend. The channel is labeled "CONNI AHN 30.2" and "116.95 AHN (Y)". The bend is marked with a dashed line and angles of "055°" and "235°". The channel is identified as "R-235 Chan 116 (Y)".

ELEV 1026	D	TDZE 1026
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Diagram illustrating the geometry of the collision between the two aircraft, showing altitude (feet) and distance (NM) along the flight paths.

Altitude (feet): 7000, 6000, 5000, 4000, 2700

Distance (NM): 3.5 NM, 3.8 NM, 3.5 NM, 5 NM, 5 NM, 0.1 NM

Aircraft and Altitudes:

- ANDIY (I-FUN 22.4) RADAR
- DFINS (I-FUN 19) RADAR
- GGUYY (I-FUN 15.2) RADAR
- EEASY (I-FUN 11.8) RADAR
- BURNY (I-FUN 6.7) RADAR

Notes:

- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
- GS 3.00° TCH 55
- AHN R-235 (4000 hdg 100°)
- CONN AHN (30.2)

CATEGORY	A	B	C	D
S-ILS 9R	1226/18 200 (200-½)			

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