

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 26L

(SIMULTANEOUS CLOSE PARALLEL)

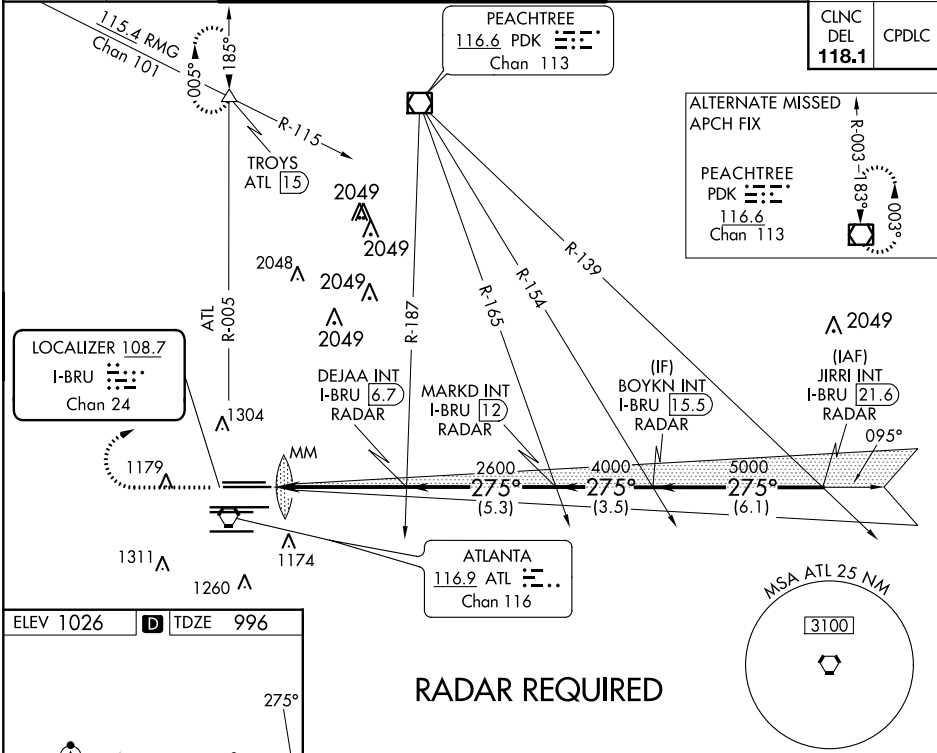
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU <b>108.7</b> Chan <b>24</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>996</b> Apt Elev <b>1026</b>
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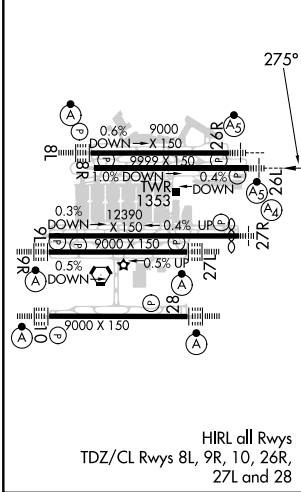
Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwy 27R and 28, or Rwy 27L and 28. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. For inop MALSR increase S-ILS 26L visibility all Cats to RVR 4500.

MALSR 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.)

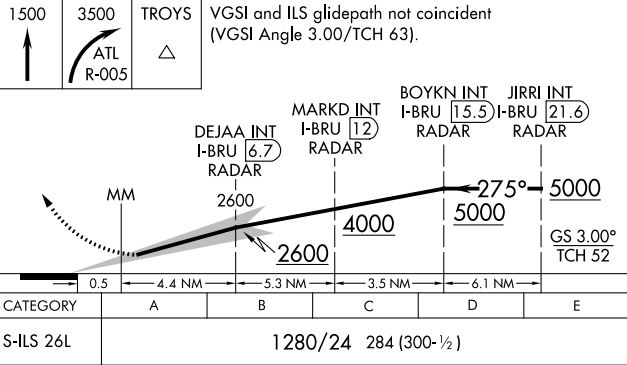
D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 126.9</b>	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>	GND CON ALL RWYS
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ELEV 1026	TDZE 996
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RADAR REQUIRED



SE-4, 31 DEC 2020 to 28 JAN 2021

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