

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Atlanta Large TRACON  
784 Georgia Highway 74 South  
Peachtree City, Georgia 30269

ISSUED: December 20, 2006

EFFECTIVE: January 18, 2007

**ATLANTA LARGE TRACON LETTER TO AIRMEN NO. 06-4**

**SUBJECT: IMPLEMENTATION OF INDEPENDENT SIMULTANEOUS CLOSE PARALLEL INSTRUMENT APPROACH PROCEDURES AT THE ATLANTA HARTSFIELD-JACKSON INTERNATIONAL AIRPORT**

CANCELLATION: December 20, 2008

The Hartsfield-Jackson Atlanta International Airport will implement independent Simultaneous Close Parallel Instrument Approaches Procedures to one of the following runway combinations:

- Runways 9R and 10
- Runways 8L, 9R, and 10
- Runways 8L, 9L, and 10
- Runways 8R, 9R, and 10
- Runways 8R, 9L, and 10
- Runways 27L and 28
- Runways 26R, 27L and 28
- Runways 26L, 27L and 28
- Runways 26L, 27R, and 28
- Runways 26R, 27R and 28

Specific air traffic procedures permit simultaneous independent approaches to closely spaced parallel runways using a standard straight-in Instrument Landing System (ILS) provided a high update radar is utilized to monitor the "No Transgression Zone" (NTZ). The recently installed Precision Runway Monitor (PRM) has a 1-second update rate (nearly 5 times faster than the present radar) and includes high-resolution radar displays that provide predictive software coupled with aural and verbal alerts. "Final Monitor" approach controllers will use the PRM to insure that aircraft do not enter the NTZ, located between the final approach courses. The letters "PRM" appear in the approach name for each runway indicating PRM is required to use the procedures.

When independent simultaneous close parallel instrument approach procedures are in use in accordance with the runways identified above, pilots will be assigned an ILS/PRM approach. Runway and approach assignment is normally determined by arrival fix, arrival fix demand and airport demand. When communicating with the tower controller, the approaches to each runway will utilize two frequencies, a primary (normal tower frequency) and a monitor, to mitigate the possibility of any blocked critical transmissions. When instructed by Air Traffic Control (ATC), pilots should immediately switch to the tower controller's frequency ***and*** select the monitor frequency audio. The tower controller will transmit on both frequencies. The

monitor controller's transmissions, if needed, will override both frequencies. The monitor controller frequency for each approach is depicted on the instrument approach procedure chart. Pilots shall listen on both frequencies, but are to transmit **only** on the normal tower controller's frequency.

Detailed instructions for the PRM procedures are contained on the "Attention All Users Page."

Pilots must complete special pilot training, as outlined below, **before** accepting a clearance for an ILS/PRM approach.

For operations under Part 121, 129 and 135 pilots must comply with FAA approved company training as identified in their Operations Specifications. For air carrier operations, the training program must be approved by the air carrier's POI. Refer to [http://www.faa.gov/education\\_research/training/prm/](http://www.faa.gov/education_research/training/prm/) for additional information and to view or download the FAA video, "ILS PRM AND SOIA APPROACHES: INFORMATION FOR AIR CARRIER PILOTS."

All general aviation pilots shall review and be familiar with the Aeronautical Information Manual (AIM) relative to ILS/PRM approaches.

For corporate and general aviation operations in non-transport category aircraft, pilots are encouraged to view the latest FAA video/CD entitled "ILS PRM & SOIA Approaches: Information for General Aviation Pilots."

For corporate and general aviation operations in transport category aircraft, pilots are encouraged to view the latest FAA video/CD entitled "ILS PRM & SOIA Approaches: Information for Air Carrier Pilots."

All pilots should consider visiting the FAA's PRM website at: [http://www.faa.gov/education\\_research/training/prm/](http://www.faa.gov/education_research/training/prm/) which contains a link to the latest AIM, PRM, and SOIA guidance. This website also contains links for viewing or downloading the latest FAA PRM training videos, and links to the FAA's Advisory Circular 90-98 which describes reservation procedures and restrictions for pilots who are not trained to accept a PRM approach. If unable to participate in PRM approaches, operators are required to contact FAA ATCSCC directly at 1-800-333-4286 or 1-703-904-4452 prior to departure to obtain a pre-coordinated arrival time. Non-participating aircraft may encounter delays attributable to PRM flow.

ILS/PRM approach procedures will improve the capacity, efficiency, and safety of operations at The Atlanta Hartsfield-Jackson International Airport. You are encouraged to report any irregularities associated with these procedures as soon as possible after landing.

*Brian E. Luthi*

Air Traffic Manager  
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