

ATLANTA, GEORGIA

AL-26 (FAA)

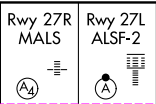
26078

LOC I-AFA 111.3	APP CRS 275°	Rwy Ldg	27R 11890	27L 8865
		TDZE	985	999
		Apt Elev	1026	1026

ILS or LOC RWY 27R
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

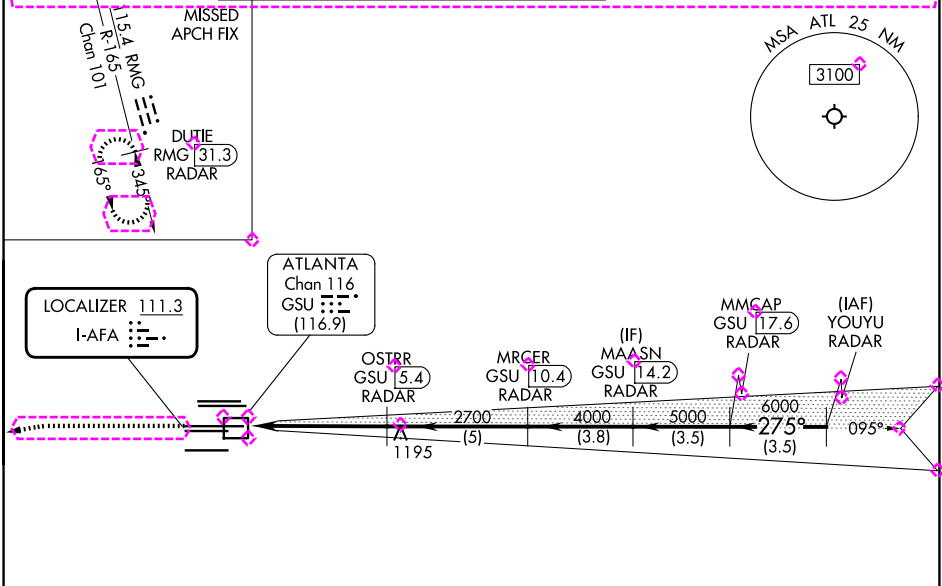
DME and RADAR required.

Simultaneous approach authorized. Inop table does not apply to S-ILS 27R all Cats. DME from GSU DME. DME use requires simultaneous reception of I-AFA and GSU DME.

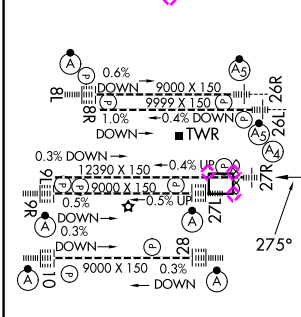


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

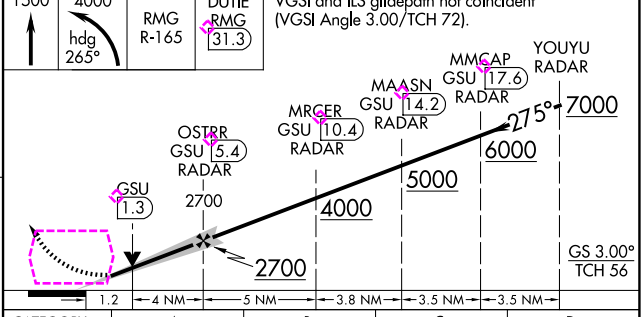
D-ATIS 119.65	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER					ALL RWYS	GND CON	ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28
		119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75 121.65 254.4



ELEV 1026	TDZE 27R 985	TDZE 27L 999
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FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 27R	1185/40		200 (200-¾)	
S-LOC 27R	1420/40	435 (400-¾)	1420/50	435 (400-1)
SIDESTEP 27L	1420/55 421 (400-1)			1420-1½ 421 (400-1½)

ATLANTA, GEORGIA
Amdt 8 20APR23

HARTSFIELD/JACKSON ATLANTA INTL (ATL)
33°38'N-84°26'W
ILS or LOC RWY 27R

SE-4 11 JUN 2026 to 09 JUL 2026

SE-4 11 JUN 2026 to 09 JUL 2026

ATLANTA, GEORGIA

AL-26 (FAA)

26190

LOC I-AFA	APP CRS	Rwy Ldg	27R	27L
111.3	275°	TDZE	11890	8865
		Apt Elev	985	999
			1026	1026

ILS or LOC RWY 27R
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME and RADAR required.

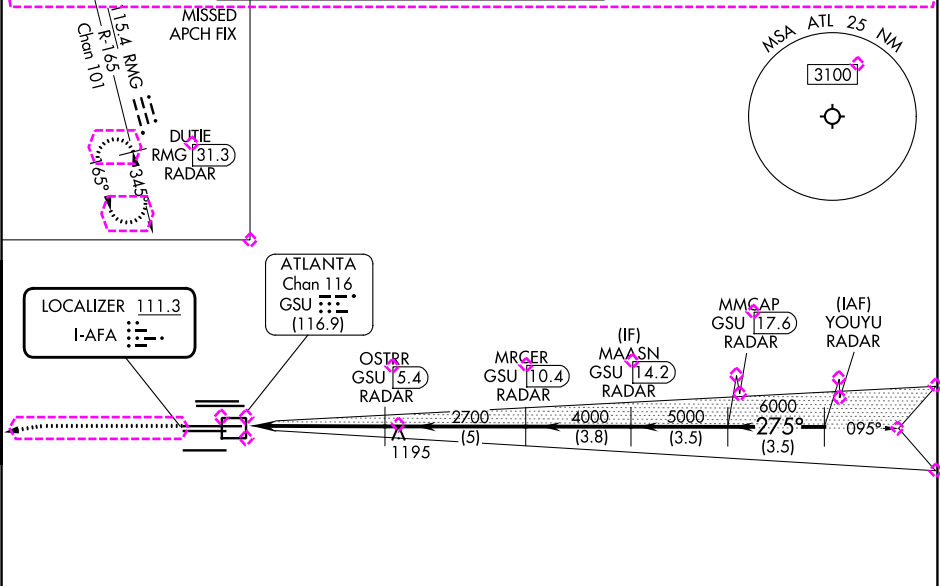
Simultaneous approach authorized. Inop table does not apply to S-ILS 27R all Cats. DME from GSU DME. DME use requires simultaneous reception of I-AFA and GSU DME.

Rwy 27R MALS

Rwy 27L ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON	ALL RWYS
119.65	134.725 379.9	8L-26R	8R-26L	9L-27R	9R-27L	10-28	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28	121.65 254.4



ELEV 1026	D TDZE 27R 985 TDZE 27L 999	1500 4000 hdg 265° RMG R-165 DUTIE RMG 31.3 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
18 DOWN → 2000 X 150 0.6% AS 9999 X 150 (C) 1.0% DOWN → AS 261 DOWN → 0.4% DOWN → AS 26R DOWN → 0.3% DOWN → AS 12390 X 150 0.5% DOWN → AS 27 DOWN → 0.3% DOWN → AS 27R DOWN → 0.3% DOWN → AS 28 DOWN → 0.3% DOWN → AS 27L DOWN → 0.3% DOWN → AS 27 DOWN → 0.3% DOWN → <						