

LOC/DME I-BRU	APP CRS	Rwy Idg	26L	26R
108.7	275°	TDZE	999 996	8500 990
Chan 24		Apt Elev	1026 1026	

ILS or LOC RWY 26L

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

▼ Inoperative table does not apply to Sidestep Rwy 26R. For inop MALSR, increase S-ILS 26L visibility all Cats to RVR 4500 and S-LOC 26L Cat E visibility to 1¼. Simultaneous approach authorized with Rwy 27L or 27R or 28.

Rwy 26L MALSR

Rwy 26R MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 1.5 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					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
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

115.4 RMG
Chan 101

MSA ATL 25 NM
3100

LOCALIZER 108.7
I-BRU
Chan 24

PEACHTREE
116.6 PDK
Chan 113

ALTERNATE MISSED
APCH FIX

PEACHTREE
PDK
116.6
Chan 113

DETAILED CHART CONTENT: Includes MSA, Localizer, Peachtree, and various navigation aids with their frequencies and channels.

ELEV 1026

TDZE 26L 996

TDZE 26R 990

275° 4.9 NM from FAF

1500

3500

TROYS

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

USUCI I-BRU 2.5

DEJAA INT I-BRU 6.7

MARKD INT I-BRU 12

BOYKN INT I-BRU 15.5

JIRRI INT I-BRU 21.6

2600

4000

5000

GS 3.00° TCH 52

CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 284 (300-½)				
S-LOC 26L	1420/24 424 (400-½)	1420/40 424 (400-¾)			
SIDESTEP 26R	1420/55 430 (400-1)	1420-1½ 430 (400-1½)			

ATLANTA, GEORGIA

Amdt 21A 100CT19

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26L