

WAAS CH <b>61000</b> <b>W26B</b>	APP CRS <b>275°</b>	Rwy Idg <b>8500</b> TDZE <b>990</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 26R  
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwys 27R and 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

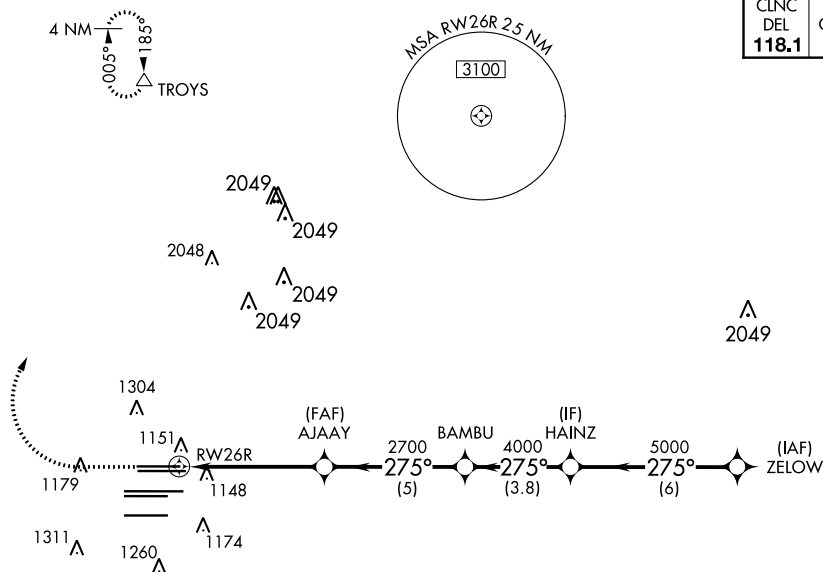
MALSR



**MISSED APPROACH:**  
Climb to 1500 then  
climbing right turn to  
3500 direct TROYS  
and hold.

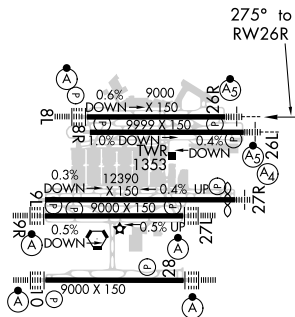
D-ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON		ALL RWYS	
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>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

CLNC DEL <b>118.1</b>	CPDLC
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ELEV 1026	<b>D</b>	TDZE 990
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## RADAR REQUIRED



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

Diagram illustrating the RNAV 5 glidepath for RW26R. The glidepath is defined by a 275° descent from 5000 feet to 2700 feet, followed by a 2700-foot segment to 2700 feet, and finally a 2700-foot segment to 2700 feet. The diagram also shows the 'VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 69)' and the 'HAINZ' and 'ZELOW' stations. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	1190/18	200 (200-1/2)		
RNAV/VNAV DA	1426/50	436 (500-1)		
RNAV MDA	1460/24	470 (500-1/2)	1460/50	470 (500-1)