

|                                                 |                        |                             |                                                                |                                            |                                                            |
|-------------------------------------------------|------------------------|-----------------------------|----------------------------------------------------------------|--------------------------------------------|------------------------------------------------------------|
| LOC/DME I-ATL<br><b>109.9</b><br>Chan <b>36</b> | APP CRS<br><b>095°</b> | Rwy Idg<br>TDZE<br>Apt Elev | 8R<br><b>9999 8800</b><br><b>1024 1015</b><br><b>1026 1026</b> | 8L<br><b>1024 1015</b><br><b>1026 1026</b> | ILS or LOC RWY 8R<br>HARTSFIELD/JACKSON ATLANTA INTL (ATL) |
|-------------------------------------------------|------------------------|-----------------------------|----------------------------------------------------------------|--------------------------------------------|------------------------------------------------------------|

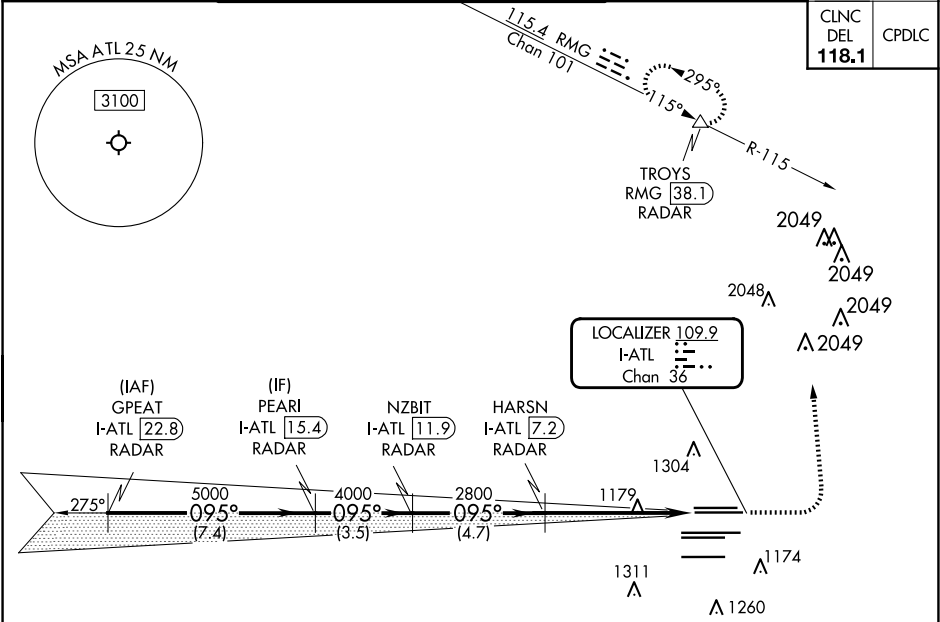
RADAR required for procedure entry.  
DME or RADAR required.

Simultaneous approach authorized. Sidestep 8L for inop ALSF-2, increase Cat E visibility to 2.

Rwy 8L  
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

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



ELEV 1026 TDZE 8R 1024 TDZE 8L 1015

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

1500 3500 RMG R-115 TROYS

hdg 360°

GPEAT I-ATL 22.8 RADAR

PEARL I-ATL 15.4 RADAR

NZBIT I-ATL 11.9 RADAR

HARSN I-ATL 7.2 RADAR

I-ATL 2.9

I-ATL 1.8

5000 095°

5000

4000

2800

2800

GS 3.00° TCH 53

7.4 NM

3.5 NM

4.7 NM

4.3 NM

1.1 NM

|             |                     |             |                      |         |              |
|-------------|---------------------|-------------|----------------------|---------|--------------|
| CATEGORY    | A                   | B           | C                    | D       | E            |
| S-ILS 8R    | 1282/40 258 (300-¾) |             |                      |         |              |
| S-LOC 8R    | 1440/55             | 416 (500-1) | 1440/60 416 (500-1½) |         |              |
| SIDESTEP 8L | 1440/55             | 425 (500-1) | 1440/60 425 (500-1½) | 1440-1½ | 425 (500-1½) |

095°

0.6% DOWN

9000 X 150

9999 X 150

1.0% DOWN

0.4% DOWN

0.3% DOWN

12350 X 150

0.4% UP

9000 X 150

0.5% UP

0.3% DOWN

9000 X 150

0.3% DOWN

27

28

27R 261 26R

1353

TWR

HIRL all Rwy's TDZ/CL Rwy's 8L, 9R, 10, 26R, 27L and 28

FAF to MAP 5.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SE-4, 20 MAR 2025 to 17 APR 2025

SE-4, 20 MAR 2025 to 17 APR 2025