

LOC/DME I-BRU <b>108.7</b> Chan 24	APP CRS <b>275°</b>	Rwy Idg 26L <b>9999</b> 26R <b>8800</b> TDZE <b>996</b> Apt Elev <b>1026 1026</b>
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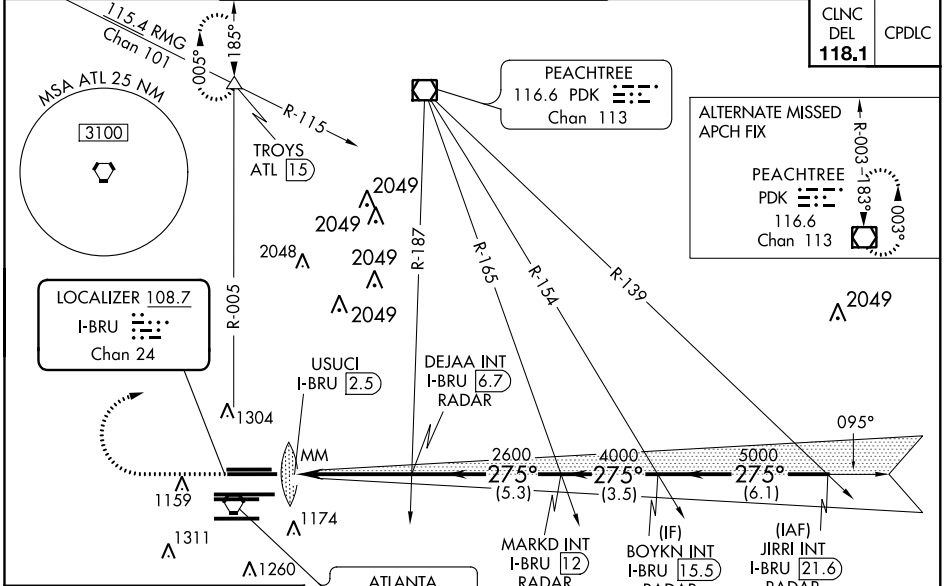
# ILS or LOC RWY 26L

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

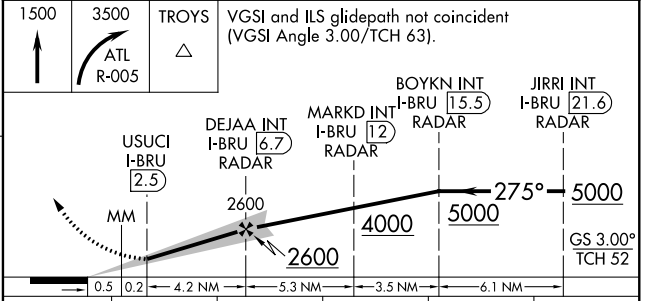
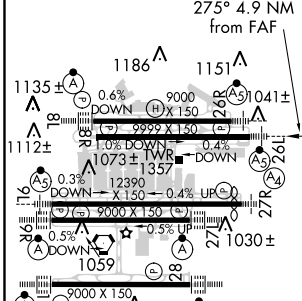
**▼ Inoperative table does not apply to Sidestep Rwy 26R. For inop MALSR, increase S-ILS 26L visibility all Cats to RVR 4500 and S-LOC 26L Cat E visibility to 1/4. Simultaneous approach authorized with Rwy 27L or 27R or 28.**

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 15 DME and hold. (TACAN aircraft climb to 1500 then climbing right turn to 3500 on heading 005° for radar vectors.)
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D-ATIS ARR <b>119.65</b>	ATLANTA APP CON	ATLANTA TOWER	ALL RWYS	GND CON	ALL RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	8L-26R <b>119.1</b> 8R-26L <b>125.325</b> 9L-27R <b>123.85</b> 9R-27L <b>119.3</b> 10-28 <b>119.5 254.4</b>		<b>121.9</b>	<b>121.75 121.65 254.4</b>



ELEV 1026	<b>D</b> TDZE 26L 996 TDZE 26R 990
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CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 284 (300-1/2)				
S-LOC 26L	1420/24 424 (400-1/2)		1420/40 424 (400-3/4)		
SIDESTEP 26R	1420/55 430 (400-1)		1420-1 1/2 430 (400-1 1/2)		

SE-4, 28 FEB 2019 to 28 MAR 2019

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