

# ILS or LOC RWY 8R

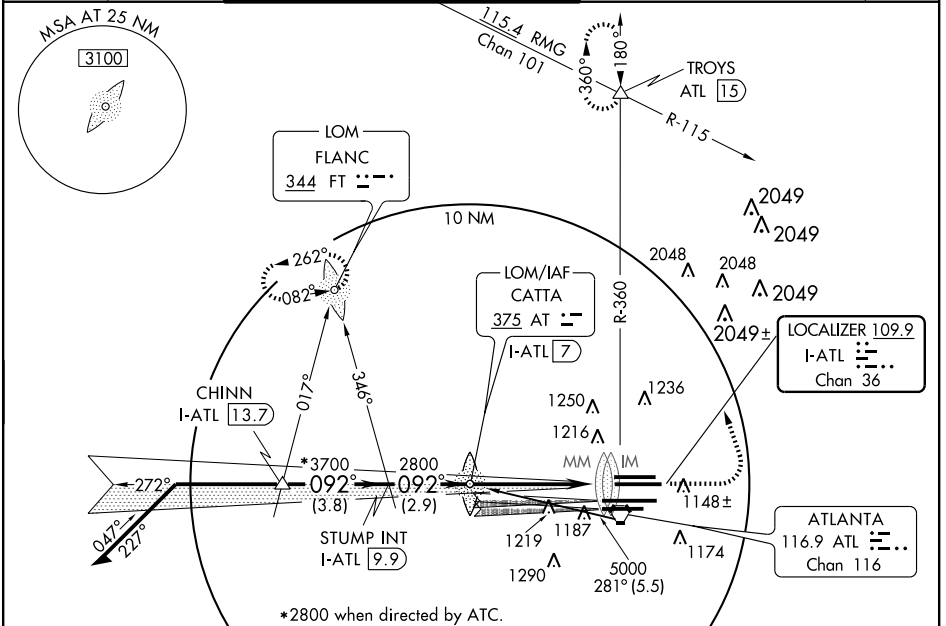
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-ATL <b>109.9</b> Chan <b>36</b>	APP CRS <b>092°</b>	Rwy 8R Idg <b>10000</b> TDZE <b>1024</b> Apt Elev <b>1026</b>	Rwy 8L Idg <b>9000</b> TDZE <b>1015</b> Apt Elev <b>1026</b>
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Simultaneous approaches authorized with Rwys 9L or 9R. For inoperative ALSF, increase S-ILS-8R Cat E visibility to RVR 4000, S-LOC-8R increase S-LOC-8R Cat E visibility to ½ mile. Inoperative table does not apply to Sidestep 8L for Cats A and B. Cat E Sidestep Rwy 8L visibility increased ½ mile for inoperative ALSF-2.

ALSF-2 MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL R-360 to TROYS Int/ATL 1.5 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER <b>119.5 125.325 381.6</b>	Rwys 8L-26R, 8R-26L <b>121.9 381.6</b>	Rwys 9L-27R, 9R-27L <b>121.75 381.6</b>	GND CON Rwys 8L-26R, 8R-26L Rwys 9L-27R, 9R-27L	CLNC DEL <b>118.1</b>
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SE-4, 24 NOV 2005 to 22 DEC 2005

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CATEGORY S-ILS 8R S-LOC 8R CIRCLING SIDESTEP RWY 8L	CHINN I-ATL 13.7		STUMP INT I-ATL 9.9		CATTA LOM I-ATL 7		1500	3500	TROYS
	Remain within 15 NM		*5000		*5000		LOC unusable inside rwy threshold.		
	GS 3.00% TCH 53		*2800 when directed by ATC.		2800		I-ATL 2.9		
	3.8 NM		2.9 NM		4.1 NM		1.1 NM		
	A		B		C		D		
1289/24		265 (300-½)		1440/40		416 (500-¾)		1440/50	
1440/24		416 (500-½)		1440/40		416 (500-¾)		1440/50	
NA		NA		NA		NA		NA	
1440/50		425 (500-1)		1440-1½		425 (500-1½)			

ELEV 1026	Rwy 8L TDZE 1015'	Rwy 8R TDZE 1024'
092° 5.2 NM from FAF 1186 Δ 1151 Δ 1135 ± 0.6% DOWN X 150 1112 ± 0.9% DOWN X 150 1073 ± 0.4% DOWN X 150 11890 0.3% DOWN X 150 9001 X 150 (0.4% DOWN) 1030 ± 0.4% DOWN X 150 1030 ± 0.5% UP X 150 1093 Δ 1193 Δ HIRL all runways TDZ/CL Rwys 8L, 8R, 9R, 26R, and 27L FAF to MAP 5.2 NM Knots 60 90 120 150 180 Min:Sec 5:12 3:28 2:36 2:05 1:44		

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