

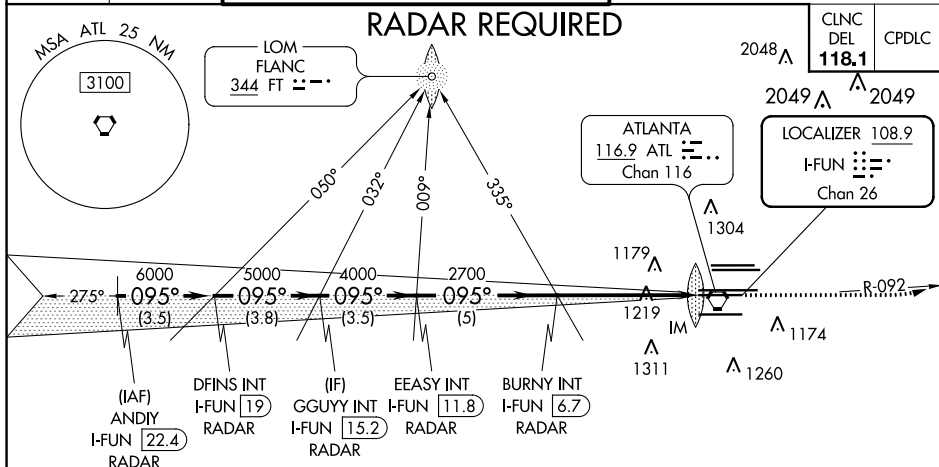
**ILS RWY 9R (SA CAT I)**  
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Rwy 9R  
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on ATL VORTAC R-092 to CONNI INT/ATL 31 DME 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>

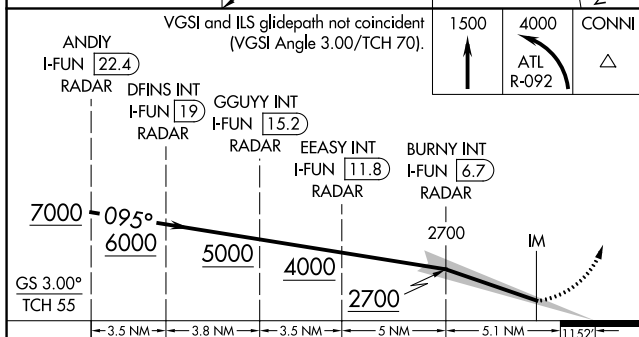
## RADAR REQUIRED



The figure contains two radar plots. The left plot is titled 'ALTERNATE MISSED APCH FIX' and shows a radar return for CONNI AHN at a range of 30.2. A bearing line is drawn at 109.6 AHN, and a range line is drawn at R-235. The right plot is titled 'MISSED APCH FIX' and shows radar returns for CONNI and ATL. CONNI is at a range of 31. ATL is at a range of 116.9 and a bearing of R-092. Other radar returns are labeled with their ranges: 114.2 MCH, R-351, and Chan 89. Bearing lines are drawn at 272° and 092°.

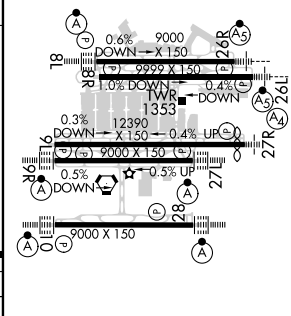
ELEV 1026	<b>D</b>	TDZE 9R 1026 TDZE 9L 1019
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VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 9R	RA 196/14 150 DA 1176			

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



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