

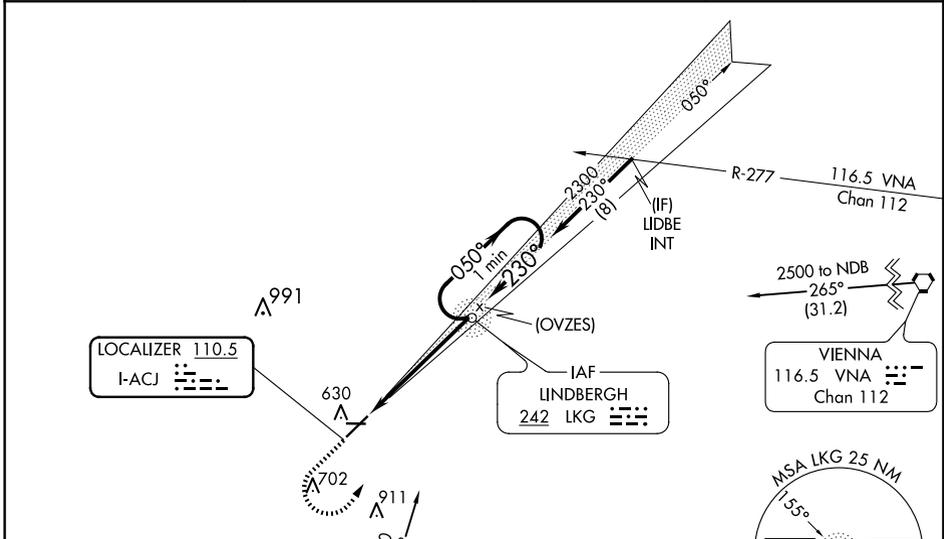
LOC I-ACJ	APP CRS	Rwy Idg	<b>6011</b>
<b>110.5</b>	<b>230°</b>	TDZE	<b>464</b>
		Apt Elev	<b>468</b>

# ILS or LOC RWY 23

JIMMY CARTER RGNL (ACJ)

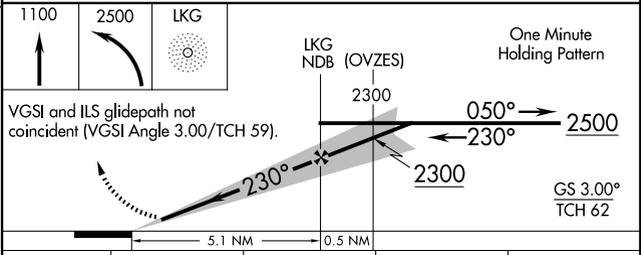
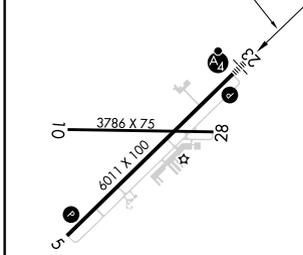
ADF required.	<p><b>MAVSF</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.</p>
<p><b>NA</b> Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase S-ILS 23 DA to 889 and all MDA 120 feet, increase S-ILS 23 all Cats visibility and S-LOC 23 Cat C/D visibility 1/4 SM, increase Circling Cat C visibility 1/2 SM, and Circling Cat D visibility 1/4 SM. For inop ALS when using Columbus altimeter setting increase S-LOC 23 Cat C/D visibility to 1 3/4 SM. Circling Rwy 10, 28 NA at night. For inop ALS, increase S-ILS 23 all Cats visibility to 7/8 SM.</p>		

AWOS-3 <b>128.375</b>	ATLANTA APP CON ★ <b>124.2 323.1</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 468	TDZE 464
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230° 5.1 NM from FAF



	1100		2500		LKG		One Minute Holding Pattern	
	↑		↻		○		LKG NDB (OVZES)	
	VGSIs and ILS glidepath not coincident (VGSIs Angle 3.00/TCH 59).		2300		050°		2500	
	5.1 NM		0.5 NM		2300		GS 3.00° TCH 62	
CATEGORY	A		B		C		D	
S-ILS 23	775-3/4		311 (400-3/4)					
S-LOC 23	940-3/4 476 (500-3/4)		940-1 1/8 476 (500-1 1/8)					
CIRCLING	940-1 472 (500-1)		1020-1 1/2 552 (600-1 1/2)		1280-2 3/4 812 (900-2 3/4)			

SE-4, 19 MAR 2026 to 16 APR 2026

SE-4, 19 MAR 2026 to 16 APR 2026