VFR TERMINAL AREA CHART
ATLANTA

VFR FLYWAY

ATLANTA

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M.) Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

Runways with Right Traffic Patterns (public use)

RP * Special conditions exist - see A/FD.

FSS
NO SVFR
NAME (NAM) (PNAM)
CT - 118.3 ★ Ⓒ ATIS 123.8
285 L 72 122.95
RP 23, 34
VFR Advsy 125.0
AOE

FAR 91

Location Identifier

ICAO Location Indicator shown outside contiguous U.S.

UNICOM

Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69

Total mileage between NAVAIDs on direct Airways 169

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 TK 313 (Helicopter Only) RNAV Waypoint

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 OAKDALE 362 116.8 OAK

122.1R CHICAGO CHI

Underline indicates no voice on frequency.

- Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

122.1R MIAMI

FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

Below 1000 ft AGL

Wind Turbine

Wind Turbine Farm

2894' UC

Group Obstruction

Elevation of the top above mean sea level 2049

Height above ground (1149)

Under construction or reported; position and elevation unverified UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Airport/Facility Directory.)

Space Launch Activity Area (See Airport/Facility Directory.)

VPXYZ VFR Waypoints (See chart tabulation for latitude/longitude.)

NAME (VPXYZ)

−1°E− Isogonic Line (2015 VALUE)

Marine Light

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

ATLANTA TAC

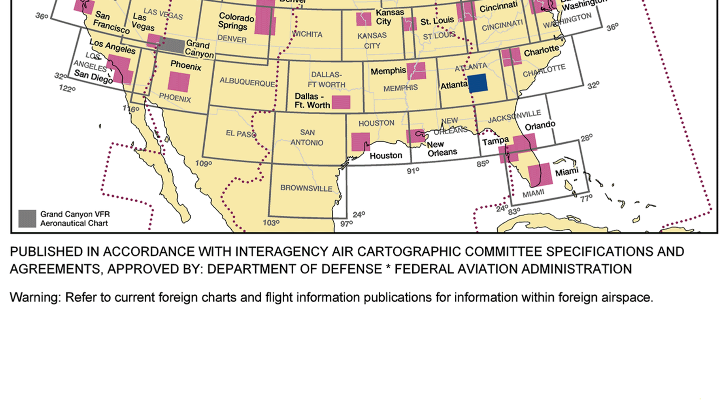
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

93RD EDITION EFFECTIVE 0901Z **3 MAR 2016**
TO 0901Z **18 AUG 2016**

Includes airspace amendments effective **4 FEB 2016**
and all other aeronautical data received by **7 JAN 2016**

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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EFF. DATE 16063

CONTROL TOWER FREQUENCIES ON ATLANTA TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
COBB CO–MC COLLUM	0700-2300	125.9	119.0	128.125	
DEKALB–PEACHTREE	0630-2300 MON-FRI 0700-2300 SAT-SUN	120.9 281.5	121.6	128.4	
DOBBINS ARB	0700-2300	120.75 370.875	125.3 275.8	269.5	ASR
FULTON CO–BROWN	CONTINUOUS	118.45 257.8	121.7 348.6	120.175	
GWINNETT CO–BRISCOE	0700-2100	124.1	121.8	132.275	
HARTSFIELD–JACKSON ATLANTA INTL	CONTINUOUS	119.1 (RWY 8L/26R) 119.3 (RWY 9R/27L) 119.5 (RWY 10/28) 123.85 (RWY 9L/27R) 125.325 (RWY 8R/26L) 254.4	121.65 (RWY 10/28) 121.75 (RWYS 9L/27R & 9R/27L) 121.9 (RWYS 8R/26L & 8L/26R) 254.4	119.65 (ARR) 125.55 (DEP)	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ATLANTA CLASS B	126.975 239.275 (E V97, N V18) 128.0 381.65 (E V97, S V18) 119.8 354.125 (W V97, S V18) 121.0 268.7 (W V97, N V18)	CONTINUOUS

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12^5

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://faacharts.faa.gov.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

MILITARY TRAINING ROUTES (MTRs)

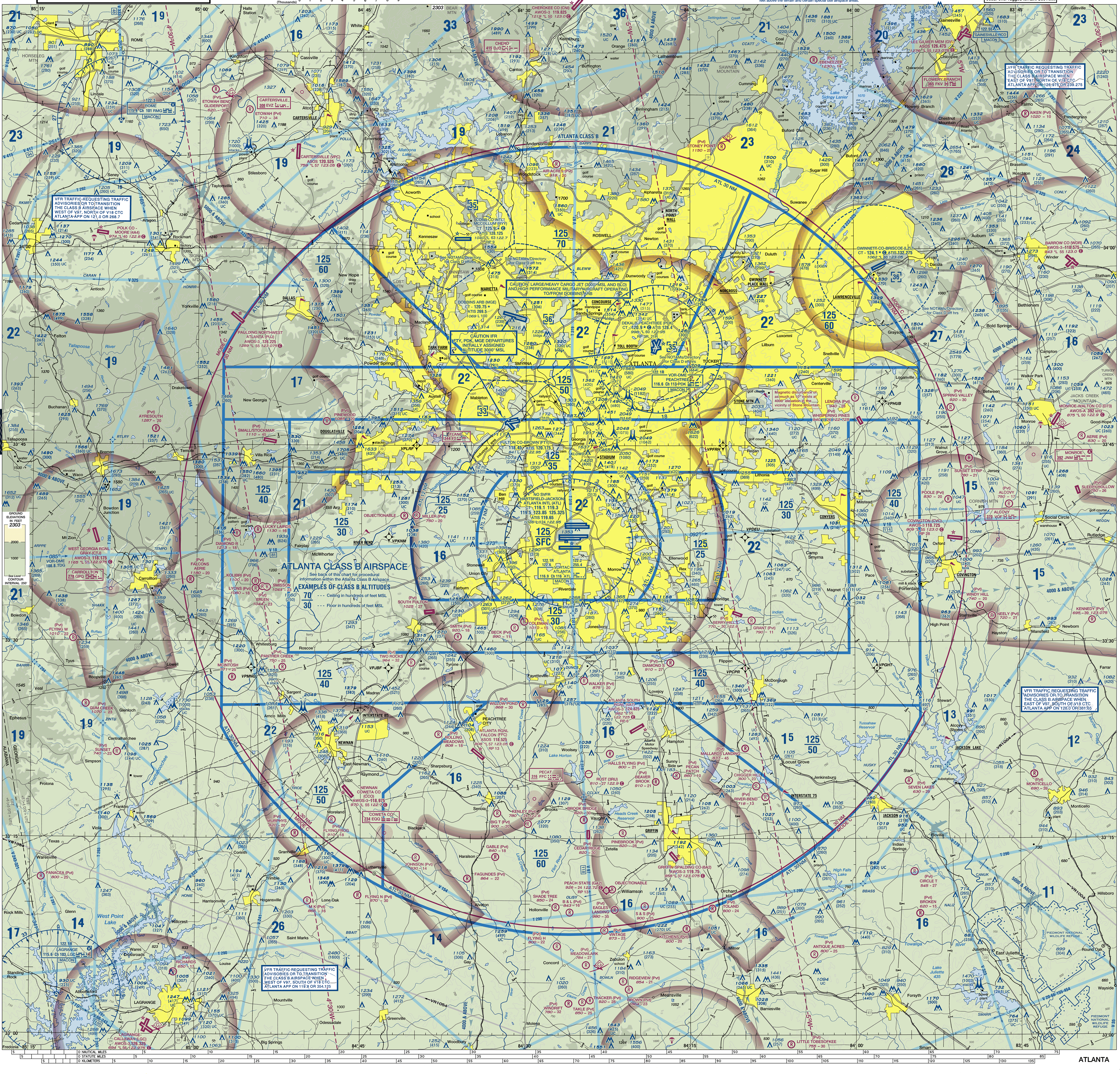
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



ATLANTA