

ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)  
D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)

RADAR required.

TOP ALTITUDE:  
JETS: 10000  
PROPS: 4000

NOONE

NOTWO

EAONE

EATWO

1500

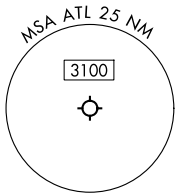
1400

WETWO

1527

1527

WEONE



SOTWO

SOONE

TAKEOFF MINIMUMS

Rwys 8L, 9R, 10, 26L/R, 27L/R, 28: Standard.  
Rwy 8R: 300-1 or standard with minimum climb of 250'/NM to 1200, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.  
Rwy 9L: 300-1 or standard with minimum climb of 270'/NM to 1200.

- NOTE: Monitor tower frequency when advised by ground control.  
NOTE: Use departure frequency depicted unless otherwise assigned.  
NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track.  
TURBOJETS ONLY: Anticipate the following NADT no wind heading: Rwy 8R heading 070°, Rwy 9L heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 10 heading 110°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff.  
Fly assigned heading at the point instructed by ATC.  
NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.  
TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.