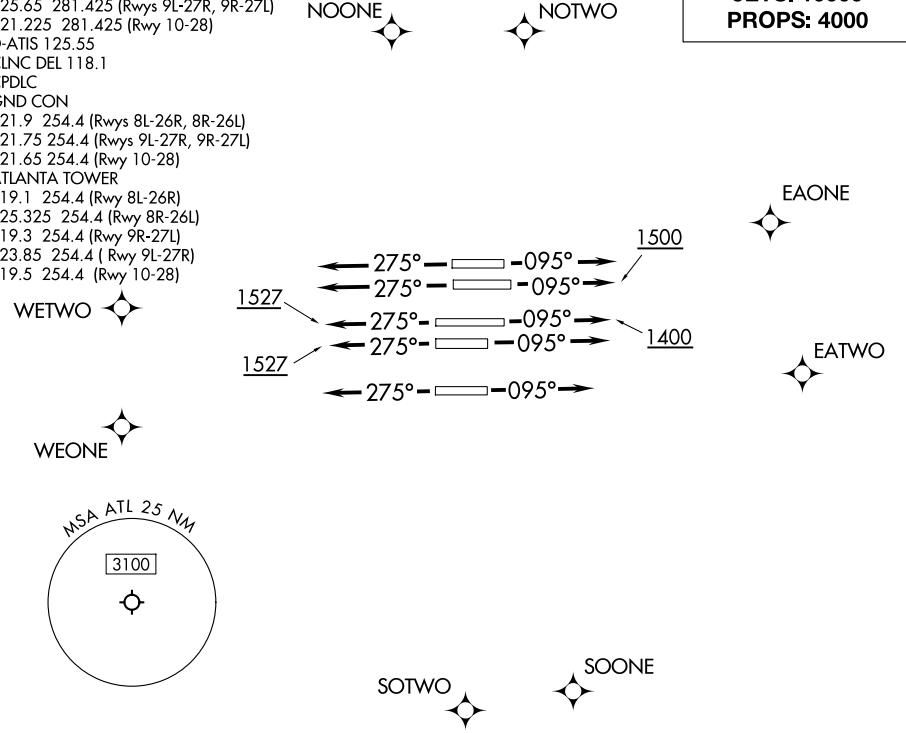
ATLANTA TWO DEPARTURE

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



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.

SE-4, 29 OCT 2026 to 26 NOV 2026
SE-4, 29 OCT 2026 to 26 NOV 2026