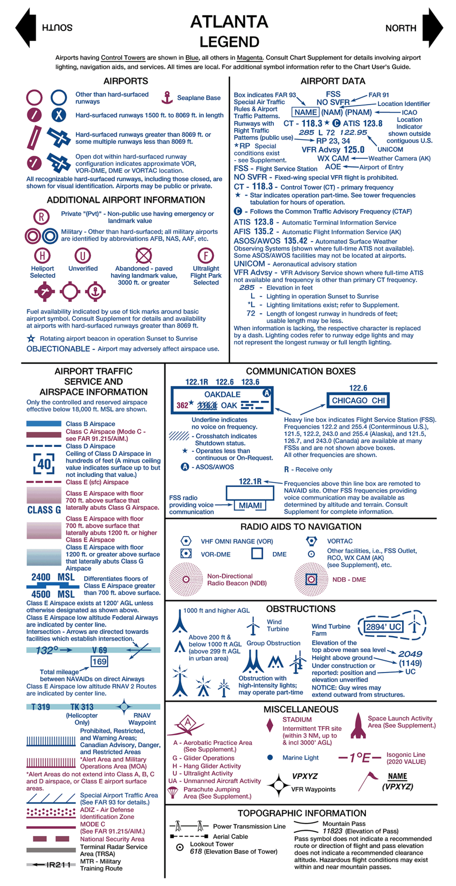
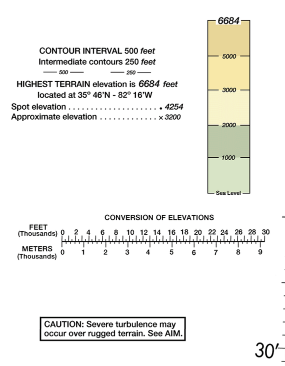
ATLANTA
LEGEND



CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 6684 feet located at 35° 46'N - 82° 16'W
Spot elevation 4254
Approximate elevation .... x 3200



CONVERSION OF ELEVATIONS

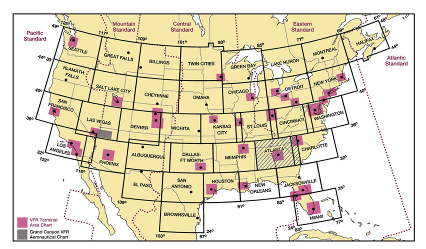
CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATLANTA SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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

FAA Product ID: SATL
NSN 7641014100157
NGA REF. NO. SECXXATLANTA
EFF. DATE 21056

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

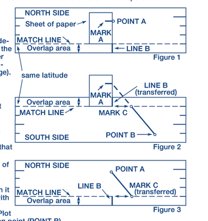
STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.



CONTROL TOWER FREQUENCIES ON ATLANTA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are 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	TOWER	GND CON	ATIS	ASR/PAR
ASHEVILLE RGNL	0630-2300	121.1 257.8	121.9	120.2	
ATHENS/EPPS	0800-2000	126.3 338.275	121.8		
AUGUSTA RGNL AT BUSH FLD	0645-2300	118.7 239.3	121.9 348.6	132.75	
BIRMINGHAM–SHUTTLESWORTH INTL	CONTINUOUS	119.9 317.725	121.7 348.6	119.4 270.1	
CHARLOTTE/DOUGLAS INTL	CONTINUOUS	118.1 (RWYS 18L/36R & 05/23) 126.4 (RWY 18C/36C) 133.35 (RWY 18R/36L) 257.8	121.8 (W) 121.9 (E) 348.6	121.15 (ARR) 132.1 (DEP)	
COBB COUNTY INTL–MCCOLLUM FLD	0700-2300	125.9	119.0	128.125	
COLUMBIA METRO	CONTINUOUS	119.5 257.8	121.9 348.6	120.15	
COLUMBUS	0900-2100	120.1 257.8	121.9 348.6	127.75	
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
DONALDSON FLD	0700-2100	133.325 269.25	121.4		
FULTON COUNTY/BROWN FLD	CONTINUOUS	118.45 257.8	121.7 348.6	120.175	
GREENVILLE DOWNTOWN	0700-2200	119.9 257.7	121.25	127.075	
GREENVILLE–SPARTANBURG INTL–MILLIKEN	0600-2345	120.1 251.15	121.9	134.25	
GWINNETT COUNTY–BRISCOE FLD	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)	
HEART OF GEORGIA RGNL	0800-1800 MON-THU 0800-1200 FRI	124.55	121.175	119.425	
HICKORY RGNL	0700-2100	128.15	121.7		
HUNTER AAF	0730 MON–2300 FRI EXC HOL	124.975 279.575	121.8 291.675	127.525 323.125	ASR/PAR
HUNTSVILLE INTL–CARL T JONES FLD	0600-2400	127.6 350.35	121.9 269.525	121.25	ASR
LAWSON AAF	0730-2300 MON-FRI EXC HOL	119.05 269.525	121.7 254.25	134.375	ASR/PAR
LOVELL FLD	0600-2350	118.3 257.8	121.7 348.6	119.85	
MAXWELL AFB	0800-2200 MON-FRI 1000-1800 SAT-SUN CLSD FED HOL	118.15 253.5	127.15 289.4	134.7 269.9	
MC GHEE TYSON	CONTINUOUS	121.2 257.8	121.9 348.6	128.35	ASR
MIDDLE GEORGIA RGNL	0800-2000	128.2 257.8	121.65	120.775	
MONTGOMERY RGNL (DANNELLY FLD)	0600-2300	119.7 360.85	121.7 348.6	120.675	ASR
NASHVILLE INTL	CONTINUOUS	118.6 257.8	121.9 348.6	135.1	
REDSTONE AAF	0730-1530 MON-FRI EXC HOL	126.95 290.275		120.65	PAR
ROBINS AFB	CONTINUOUS	133.225 257.975	121.85 275.8	119.475 273.475	
SAVANNAH/HILTON HEAD INTL	0600-2400	119.1 257.8	121.9 348.6	123.75	
SMYRNA	0700-2200 MON-FRI 0700-1900 SAT-SUN	118.5 233.1	121.4		
TUSCALOOSA NTL	0700-2000	126.3 256.7	121.8 257.95		

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ATLANTA CLASS B	126.975 239.275 (NE) 128.575 381.65 (SE) 119.8 354.125 (SW) 121.0 268.7 (NW)	CONTINUOUS
CHARLOTTE CLASS B	128.325 (001°-119° 8000' & BELOW) 120.05 (120°-295° 8000' & BELOW) 134.75 (296°-360° 8000' & BELOW) 124.0 (075°-245° ABOVE 8000') 120.5 (246°-074° ABOVE 8000') 257.2 (180°-359°) 307.8 (360°-179°)	CONTINUOUS
ASHEVILLE CLASS C	124.65 351.8 (160°-339°) 125.8 269.575 (340°-159°) O/T 132.625 353.625 ATLANTA CNTR	0630-2300 O/T CLASS G
BIRMINGHAM CLASS C	123.8 256.8 (050°-230°) 127.675 338.2 (231°-049°)	CONTINUOUS
CHATTANOOGA CLASS C	125.1 379.1 (021°-199°) 119.2 323.075 (200°-020°) O/T 132.05 354.025 ATLANTA CNTR	0600-2350 O/T CLASS E
COLUMBIA CLASS C	124.15 338.2 (110°-289°) 133.4 285.6 (290°-109°)	CONTINUOUS
GREER CLASS C	119.4 350.2 (E) 118.8 270.275 (W) O/T 135.35 263.125 ATLANTA CNTR	0600-2345 O/T CLASS E
HUNTSVILLE CLASS C	125.6 354.1 (360°-179°) 118.05 239.0 (180°-359°) O/T 120.8 307.0 MEMPHIS CNTR	0600-2400 O/T CLASS E
KNOXVILLE CLASS C	118.0 360.8 (051°-229°) 123.9 353.6 (230°-050°)	CONTINUOUS
NASHVILLE CLASS C	118.4 360.7 (E) 119.35 372.0 (W)	CONTINUOUS
SAVANNAH CLASS C	125.3 371.875 (011°-109°) 120.4 353.775 (110°-269°) 118.4 354.0 (270°-010°) O/T 132.925 363.2 JACKSONVILLE CNTR	0600-2400 O/T CLASS E
AUGUSTA TRSA	119.15 284.625 (350°-169°) 126.8 270.3 (170°-349°) O/T 128.1 322.325 ATLANTA CNTR	0645-2300
MACON TRSA	124.2 279.6 O/T 134.5 360.75 ATLANTA CNTR	0615-2300
MONTGOMERY TRSA		
MONTGOMERY RGNL DANNELLY	124.0 363.025 O/T 120.55 270.25 ATLANTA CNTR	0600-2300
MAXWELL AFB	121.2 269.05 (N) 124.0 363.025 (S) O/T 120.55 270.25 ATLANTA CNTR	0600-2300
LAWSON AAF	125.5 323.1 (BELOW 7000') 126.55 353.75 (7000' & ABOVE) O/T 120.45 298.85 ATLANTA CNTR	0615-2300

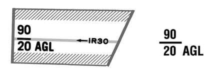
MILITARY TRAINING ROUTES (MTRs)

All IR and R MTRs are shown, and may extend from the surface u wards. Only the route centerline, direction of flight along the route, and the route designator are de icted - route widths and altitudes are not shown.

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

SPECIAL MILITARY ACTIVITY

The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.



90 --- Ceiling of MTR in hundreds of feet MSL
20 AGL --- Floor of MTR in hundreds of feet AGL

SPECIAL USE AIRSPACE ON ATLANTA SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL – Flight Level. NO A/G – No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2101	TO 5000	0700-1800 MON-FRI	BIRMINGHAM ATCT	
R-2102 A, B, C	SUBAREA A TO 8000 SUBAREA B 8000 TO 14,000 SUBAREA C 14,000 TO 24,000	0600-2200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA CNTR	
R-2104 A, C	TO 12,000	0600-2000 MON-SAT INTERMITTENT †6 HRS IN ADVANCE	MEMPHIS CNTR	
R-2104 B	TO 2400	CONTINUOUS	MEMPHIS CNTR	
R-2104 D, E	12,000 TO FL 300	BY NOTAM 6 HRS IN ADVANCE	MEMPHIS CNTR	
R-3002 A	TO 4000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 B	4000 TO 8000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 C, E	8000 TO 14,000	BY NOTAM 6 HRS IN ADVANCE INTERMITTENT	ATLANTA TRACON	
R-3002 D	TO 8000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 F	14,000 TO FL 250	BY NOTAM 6 HRS IN ADVANCE INTERMITTENT	ATLANTA TRACON	
R-3002 G	TO 14,000	0600-0200 ET INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3004 A	SURFACE TO BUT NOT INCL 3500	BY NOTAM 24 HRS IN ADVANCE	ATLANTA CNTR	
R-3004 B	3500 TO BUT NOT INCL 7000	BY NOTAM 24 HRS IN ADVANCE	ATLANTA CNTR	
R-3004 C	7000 TO 16,000	BY NOTAM 24 HRS IN ADVANCE	ATLANTA CNTR	
R-3005 A, B, D	TO 29,000	0600-2400 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-3005 C	TO 29,000	0600-0300 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
A-685	TO 700 AGL	SR-SS INTERMITTENT	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAUFORT 3	100 AGL TO 2000	4 DAYS/ HRS PER DAY 2 DAYS PER MONTH BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
BENNING	500 AGL TO 8000	0700-2000 MON-FRI OCCASIONALLY SAT-SUN BY NOTAM	ATLANTA TRACON	
BIRMINGHAM	10,000	0700-2200	ATLANTA CNTR	
BIRMINGHAM 2	500 AGL TO BUT NOT INCL 10,000	0700-2200	ATLANTA CNTR	
BULLDOG A, C	500 AGL TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
BULLDOG B	10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
BULLDOG D	500 AGL TO 17,000	0800-1800 INTERMITTENT IN CONJUNCTION WITH R-3004	ATLANTA CNTR	
BULLDOG E	5000 TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
CAMDEN RIDGE	500 AGL TO BUT NOT INCL 10,000	0700-2300 NORMALLY	ATLANTA CNTR	
COASTAL 5	300 AGL	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM	JACKSONVILLE CNTR	
COASTAL 6	10,000	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
COASTAL 8	11,000	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
COLUMBUS 1, 2	8000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
COLUMBUS 4	10,000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
FORT STEWART B1	300 AGL TO 4999	0600-2200 MON-FRI INTERMITTENT	JACKSONVILLE CNTR	
FORT STEWART B2	5000 TO 10,000	BY NOTAM	JACKSONVILLE CNTR	
MERIDIAN 1 EAST	8000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
MUSTANG	8000	0700-2200 MON-FRI	ATLANTA CNTR	
PINE HILL EAST, WEST	10,000	0700-2300 MON-FRI 0800-1500 SAT	MEMPHIS CNTR	
SNOWBIRD	11,000	0800-2100 BY NOTAM INTERMITTENT	ATLANTA CNTR	
THUD	8000	0700-0000 MON-FRI	ATLANTA CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart. †Other times by NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/go/ais prior to contacting us via toll free number 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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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 12⁵

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

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

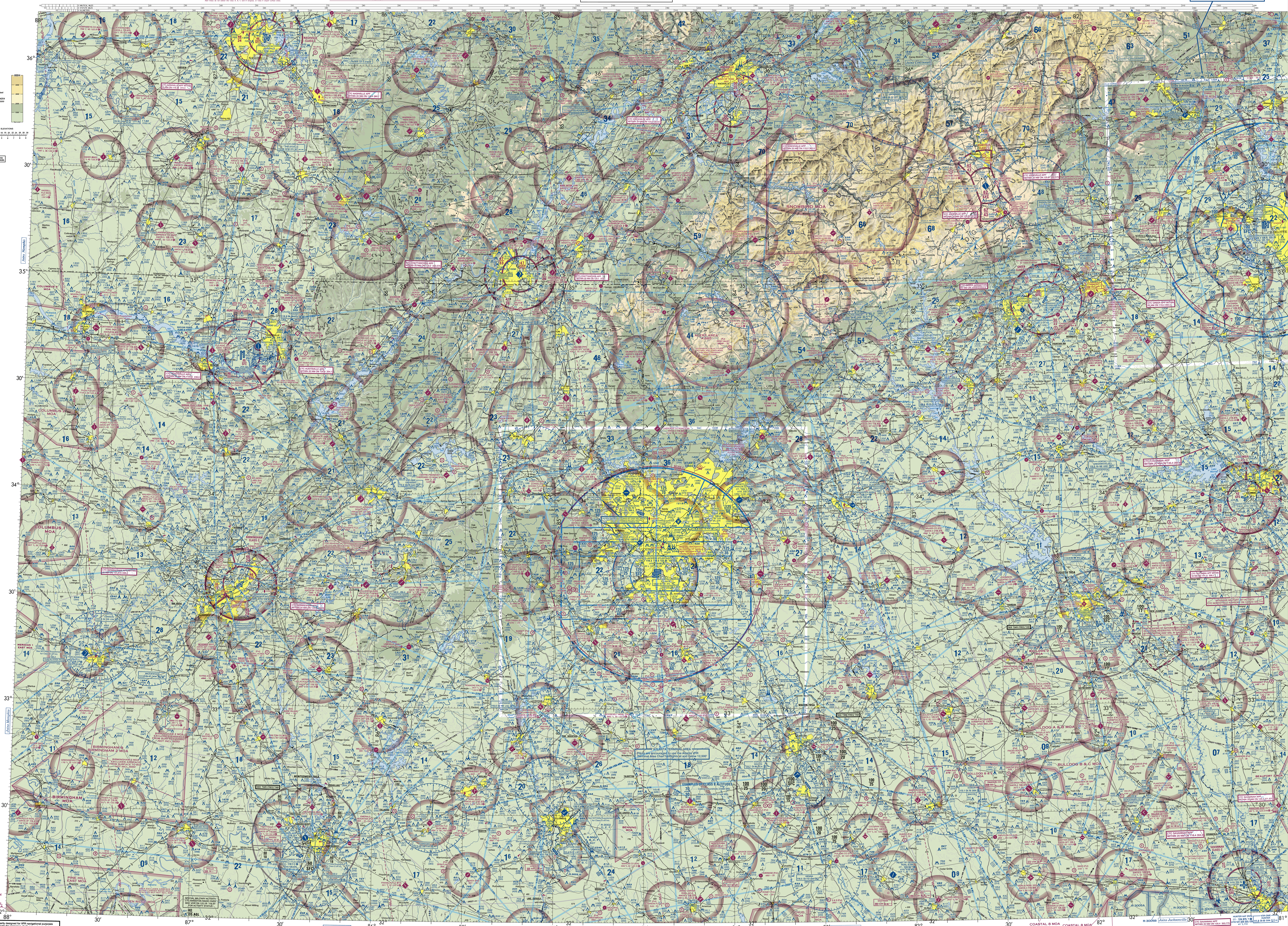
NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

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 5-6-13 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 intercept signals of the aircraft. 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.

EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

CHARLOTTE TERMINAL AREA
Pilots are encouraged to use the Charlotte VFR Terminal Area Chart for flights at and below 10,000'



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.

ATLANTA