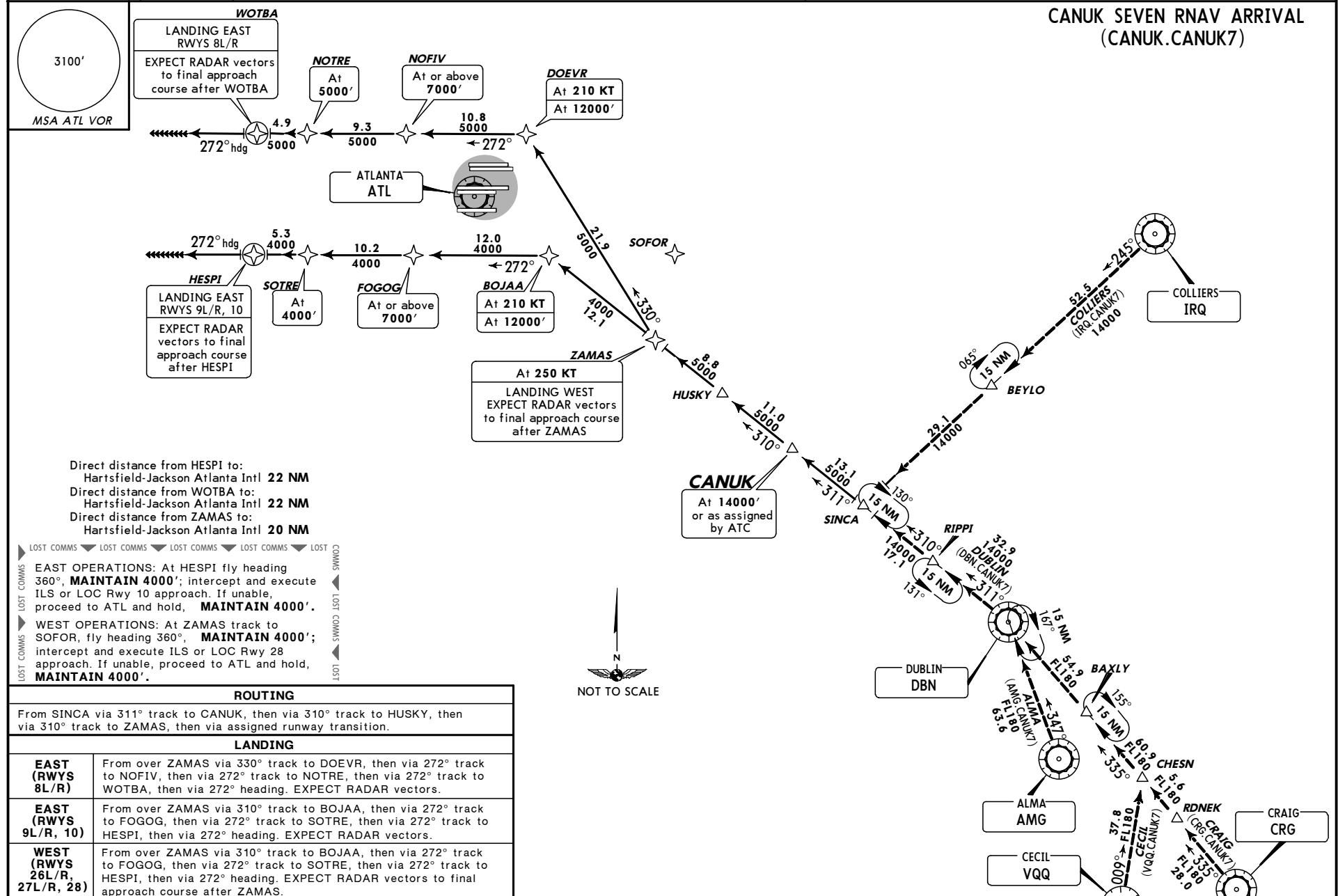




**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

JEPPESEN ATLANTA, GA  
 4 APR 08 10-2 Eff 10 Apr RNAV STAR

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. This STAR applicable to Turbojet aircraft only.</li> <li>3. DME/DME/IRU or GPS required.</li> <li>4. RNAV 1.</li> <li>5. For NON-GPS equipped aircraft: AHN, DBN and IRQ must be operational.</li> </ol>
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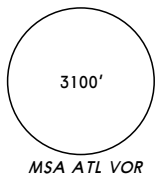




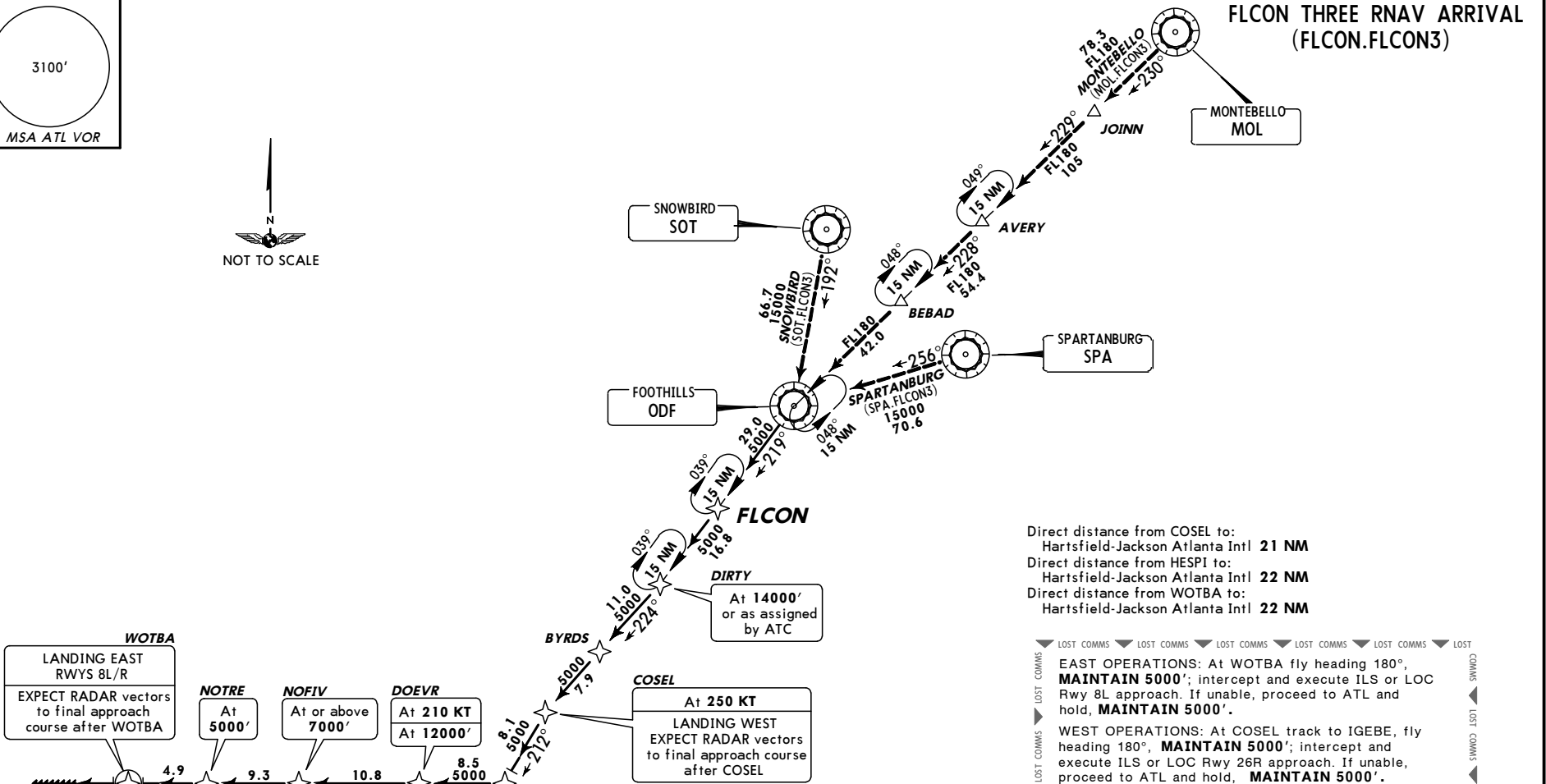
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN ATLANTA, GA**  
 8 FEB 08 **10-2B** Eff 14 Feb **RNAV STAR**

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. This STAR applicable to Turbojet aircraft only.</li> <li>3. DME/DME/IRU or GPS required.</li> <li>4. RNAV 1.</li> <li>5. For NON-GPS equipped aircraft: AHN, GSO, ODF and SPA must be operational.</li> </ol>
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**FLCON THREE RNAV ARRIVAL (FLCON.FLCON3)**



Direct distance from COSEL to:  
 Hartsfield-Jackson Atlanta Intl **21 NM**  
 Direct distance from HESPI to:  
 Hartsfield-Jackson Atlanta Intl **22 NM**  
 Direct distance from WOTBA to:  
 Hartsfield-Jackson Atlanta Intl **22 NM**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 EAST OPERATIONS: At WOTBA fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 8L approach. If unable, proceed to ATL and hold, **MAINTAIN 5000'**.  
 WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL and hold, **MAINTAIN 5000'**.

ROUTING	
From ODF via 219° track to FLCON, then via 219° track to DIRTY, then via 224° track to BYRDS, then via 224° track to COSEL, then via 212° track to WORFF, then via assigned runway transition.	
LANDING	
<b>EAST (RWYS 8L/R)</b>	From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. EXPECT RADAR vectors.
<b>EAST (RWYS 9L/R, 10)</b>	From over WORFF via 212° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. EXPECT RADAR vectors.
<b>WEST (RWYS 26L/R, 27L/R, 28)</b>	From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. EXPECT RADAR vectors to final approach course after COSEL.

CHANGES: Procedure renumbered.

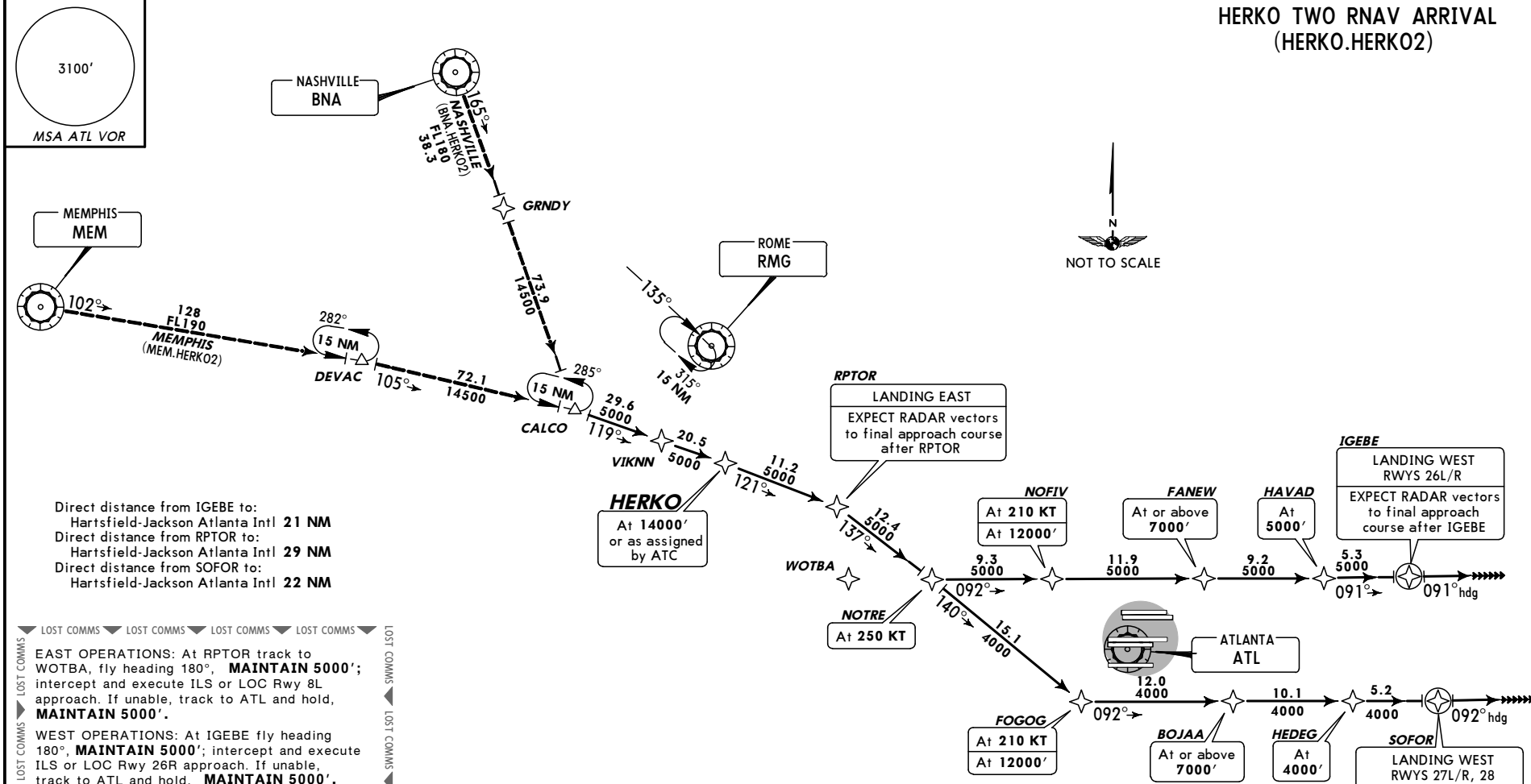
KATL/ATL  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

JEPPESEN  
 8 FEB 08 10-2C Eff 14 Feb

ATLANTA, GA  
 RNAV STAR

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	<ol style="list-style-type: none"> <li>Assigned by ATC only.</li> <li>RADAR required.</li> <li>This STAR applicable to Turbojet aircraft only.</li> <li>DME/DME/IRU or GPS required.</li> <li>RNAV 1.</li> <li>For NON-GPS equipped aircraft: GAD, GQO, RMG and SQS must be operational.</li> </ol>
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**HERKO TWO RNAV ARRIVAL  
 (HERKO.HERKO2)**



Direct distance from IGEBE to:  
 Hartsfield-Jackson Atlanta Intl 21 NM  
 Direct distance from RPTOR to:  
 Hartsfield-Jackson Atlanta Intl 29 NM  
 Direct distance from SOFOR to:  
 Hartsfield-Jackson Atlanta Intl 22 NM

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
 EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL and hold, **MAINTAIN 5000'**.  
 WEST OPERATIONS: At IGEBE fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 26R approach. If unable, track to ATL and hold, **MAINTAIN 5000'**.

ROUTING	
From over CALCO via 119° track to VIKKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, then via assigned runway transition.	
LANDING	
<b>EAST (RWYS 8L/R, 9L/R, 10)</b>	From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. EXPECT RADAR vectors to final approach course after RPTOR.
<b>WEST (RWYS 26L/R)</b>	From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. EXPECT RADAR vectors.
<b>WEST (RWYS 27L/R, 28)</b>	From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. EXPECT RADAR vectors.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026'</b>	Alt Set: INCHES    Trans level: FL180    Trans alt: 18000'	<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. This STAR applicable to Turbojet aircraft only.</li> <li>3. DME/DME/IRU or GPS required.</li> <li>4. RNAV 1.</li> <li>5. For NON-GPS equipped aircraft: CSG and MGM must be operational.</li> </ol>
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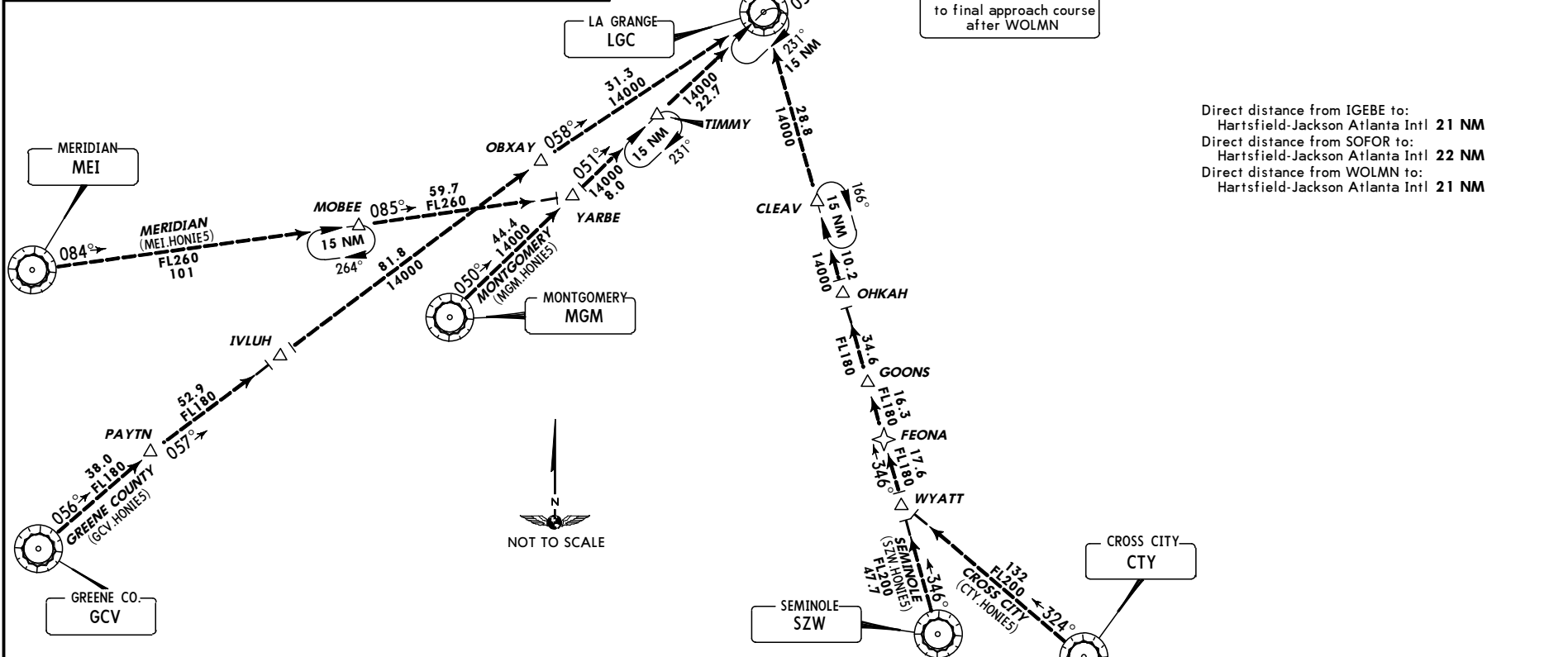
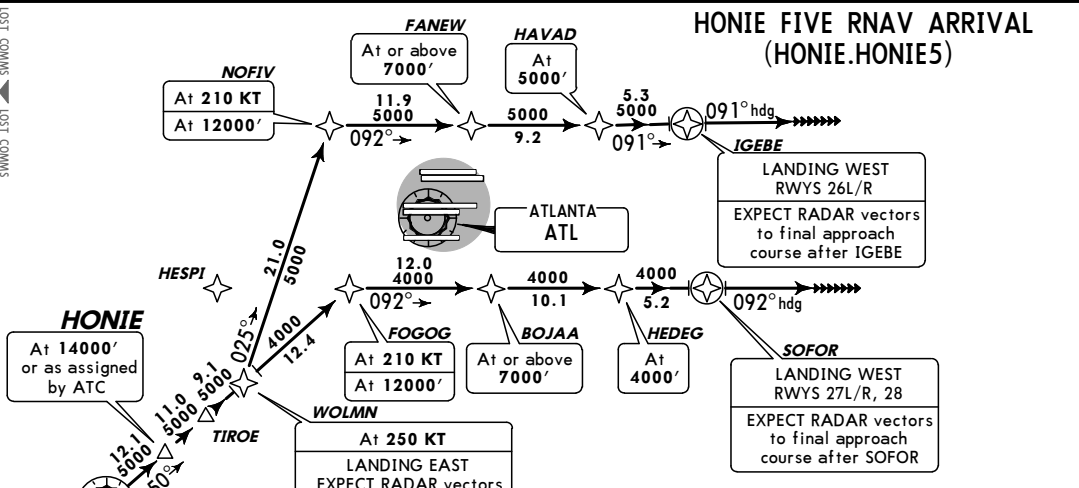
**3100'**  
 MSA ATL VOR

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, **MAINTAIN 4000'**; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL and hold, **MAINTAIN 4000'**.  
 WEST OPERATIONS: At SOFOR fly heading 360°, **MAINTAIN 4000'**; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL and hold, **MAINTAIN 4000'**.

**ROUTING**  
 From LGC via 050° track to HONIE, then via 050° track to TIROE, then via 050° track to WOLMN, then via assigned runway transition.

**LANDING**

<b>EAST (RWYS 8L/R, 9L/R, 10)</b>	From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. EXPECT RADAR vectors to final approach course after WOLMN.
<b>WEST (RWYS 26L/R)</b>	From over WOLMN via 025° track to NOFIV, then via 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. EXPECT RADAR vectors.
<b>WEST (RWYS 27L/R, 28)</b>	From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. EXPECT RADAR vectors.



Direct distance from IGEBE to:  
 Hartsfield-Jackson Atlanta Intl 21 NM  
 Direct distance from SOFOR to:  
 Hartsfield-Jackson Atlanta Intl 22 NM  
 Direct distance from WOLMN to:  
 Hartsfield-Jackson Atlanta Intl 21 NM

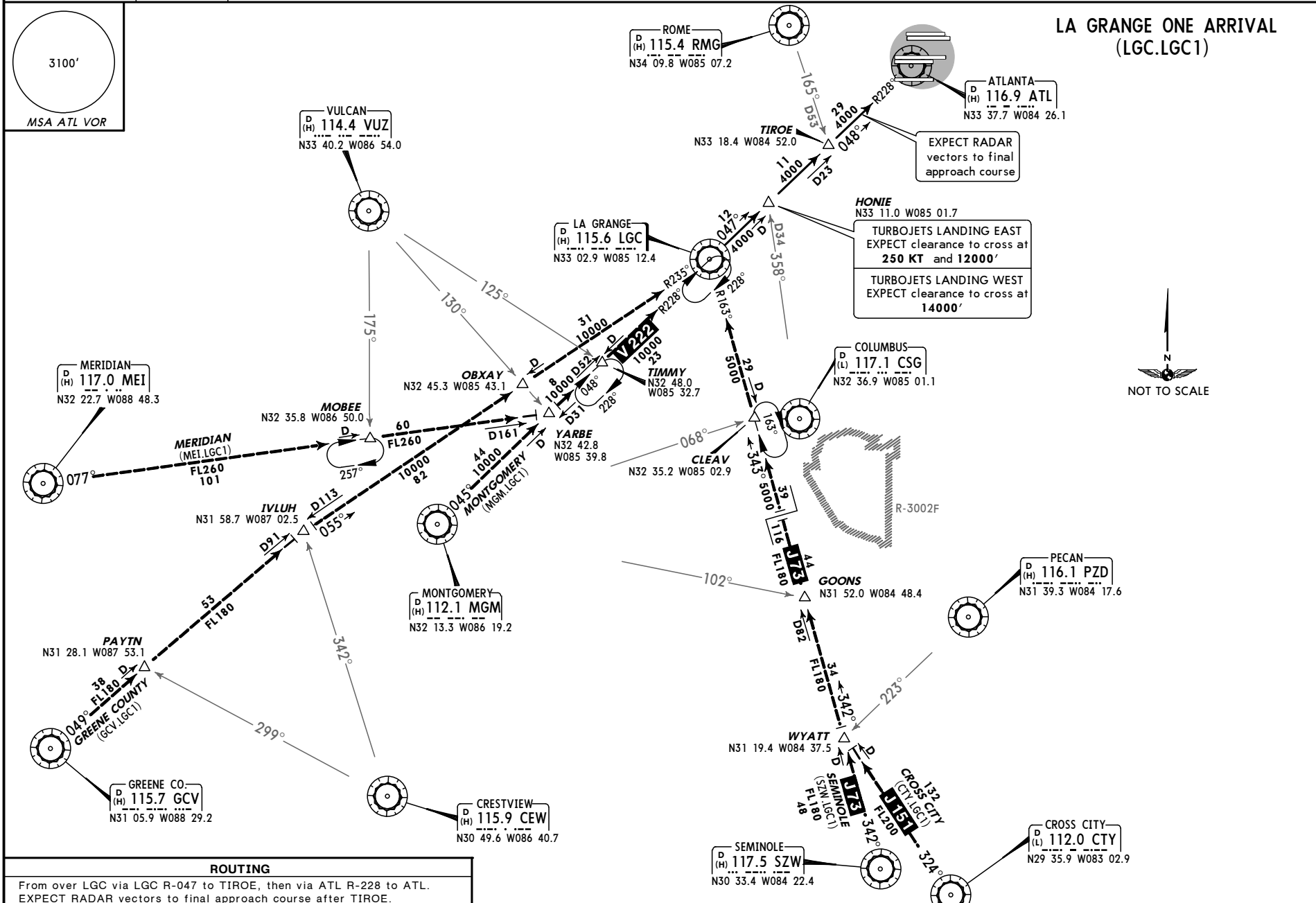
KATL/ATL  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

JEPPESEN  
 30 MAY 08 10-2E Eff 5 Jun

ATLANTA, GA

STAR

D-ATIS Arrival <b>119.65</b>	Apt Elev 1026'	Alt Set: INCHES    Trans level: FL180    Trans alt: 18000'
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LA GRANGE ONE ARRIVAL  
 (LGC.LGC1)

EXPECT RADAR vectors to final approach course

TURBOJETS LANDING EAST  
 EXPECT clearance to cross at 250 KT and 12000'

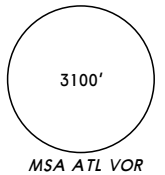
TURBOJETS LANDING WEST  
 EXPECT clearance to cross at 14000'



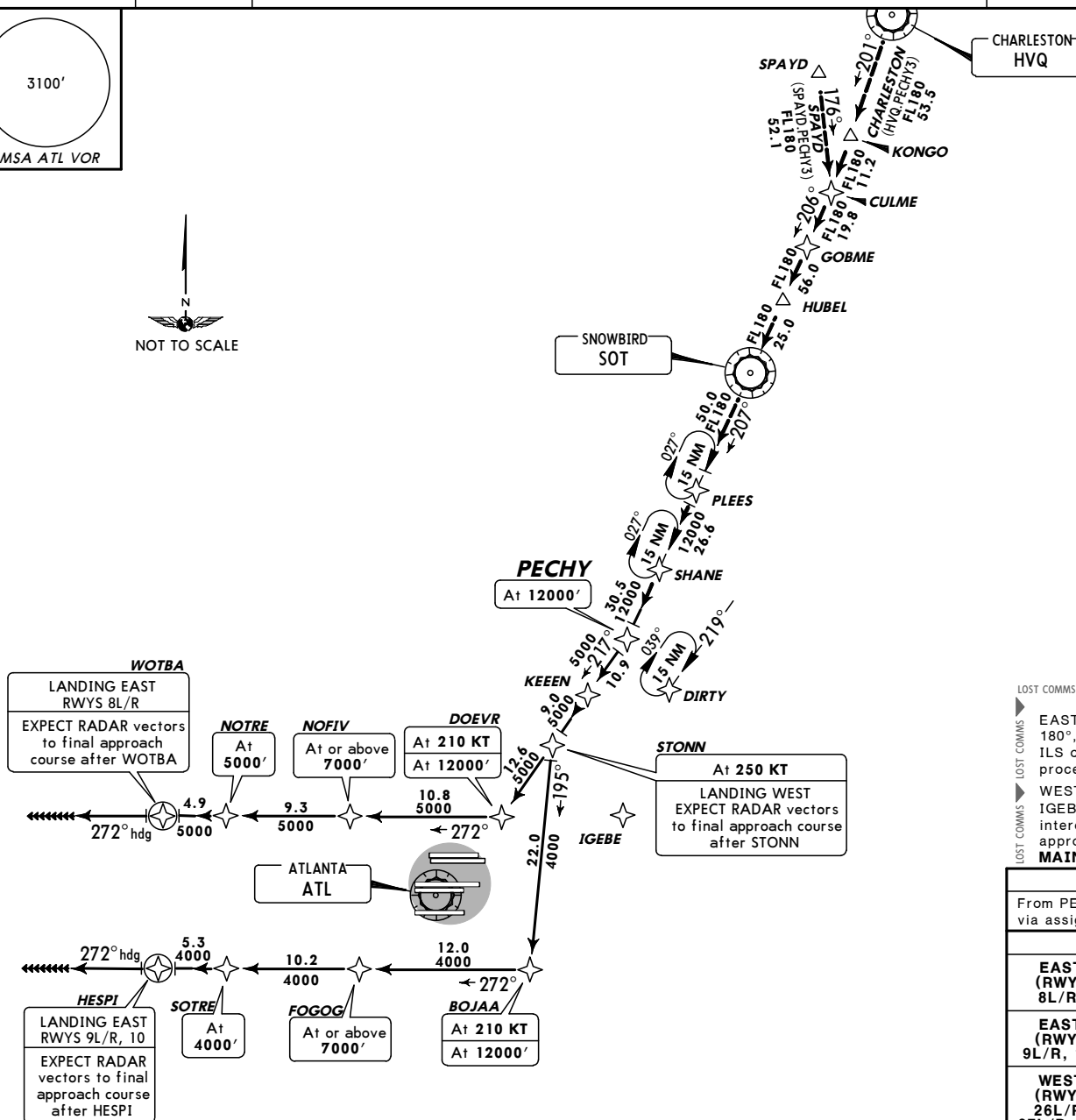
**ROUTING**  
 From over LGC via LGC R-047 to TIROE, then via ATL R-228 to ATL.  
 EXPECT RADAR vectors to final approach course after TIROE.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026'</b>	Alt Set: INCHES    Trans level: FL180    Trans alt: 18000'	1. RADAR required. 2. This STAR applicable to Turbojet aircraft only. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For NON-GPS equipped aircraft: HRS and ODF must be operational.
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**PECHY THREE RNAV ARRIVAL (PECHY.PECHY3)**



Direct distance from HESPI to:  
 Hartsfield-Jackson Atlanta Intl **22 NM**  
 Direct distance from STONN to:  
 Hartsfield-Jackson Atlanta Intl **19 NM**  
 Direct distance from WOTBA to:  
 Hartsfield-Jackson Atlanta Intl **22 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▶ EAST OPERATIONS: At WOTBA fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 8L approach. If unable, proceed to ATL and hold, **MAINTAIN 5000'**.

▶ WEST OPERATIONS: At STONN track to IGEBE, fly heading 180°, **MAINTAIN 5000'**; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL and hold, **MAINTAIN 5000'**.

ROUTING	
From PECHY via 217° track to KEEEN, then via 217° track to STONN, then via assigned runway transition.	
LANDING	
<b>EAST (RWYS 8L/R)</b>	From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. EXPECT RADAR vectors.
<b>EAST (RWYS 9L/R, 10)</b>	From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to NOTRE, then via 272° track to HESPI, then via 272° heading. EXPECT RADAR vectors.
<b>WEST (RWYS 26L/R, 27L/R, 28)</b>	From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. EXPECT RADAR vectors to final approach course after STONN.



KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

JEPPESEN

ATLANTA, GA

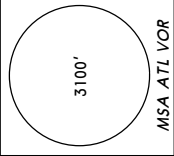
14 NOV 08 (10-2G) Eff 20 Nov

STAR

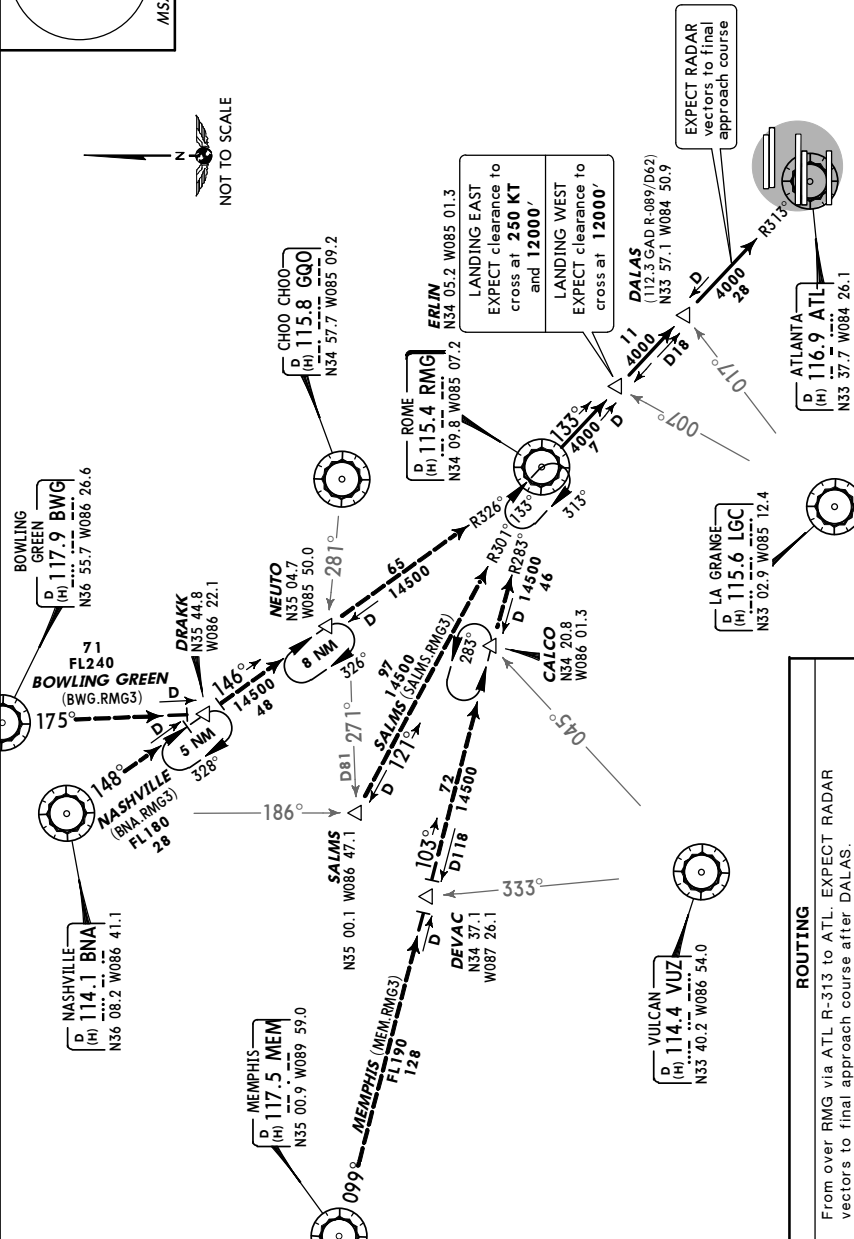
D-ATIS Arrival  
**119.65**

Apt Elev  
**1026'**

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'



### ROME THREE ARRIVAL (RMG.RMG3)



#### ROUTING

From over RMG via ATL R-313 to ATL. EXPECT RADAR vectors to final approach course after DALAS.

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

JEPPESEN

ATLANTA, GA

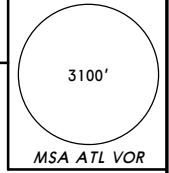
21 AUG 09 (10-2H) Eff 27 Aug

STAR

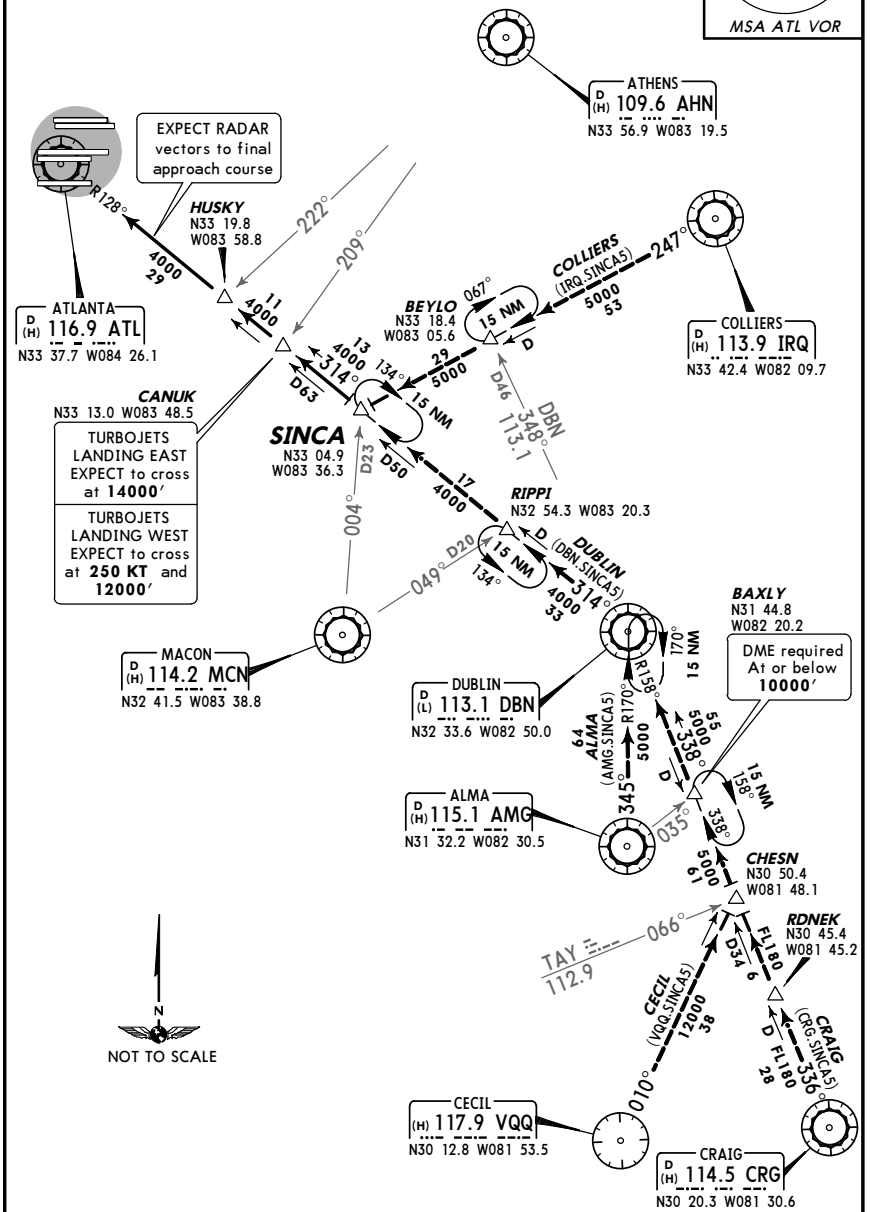
D-ATIS Arrival  
**119.65**

Apt Elev  
**1026'**

Alt set: INCHES Trans level: FL180 Trans alt: 18000'



### SINCA FIVE ARRIVAL (SINCA.SINCA5)



#### ROUTING

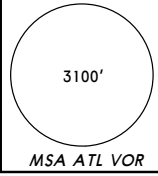
From SINCA via DBN R-314 and ATL R-128 to ATL. EXPECT RADAR vectors to final approach course after HUSKY.



**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
**JEPPESEN ATLANTA, GA**  
 29 JUN 07 **10-3** Eff 5 Jul **SID**

ATLANTA Departure (R)		
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>

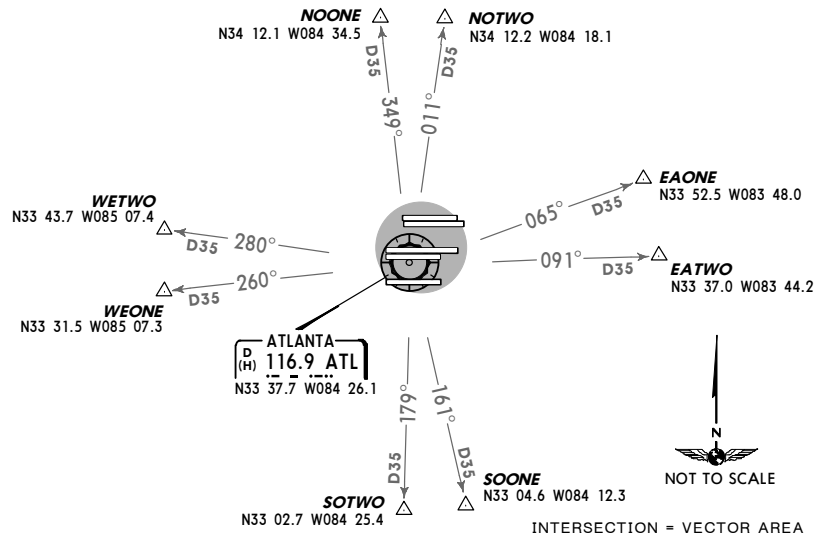
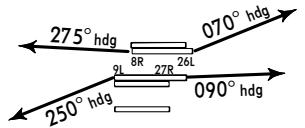
Trans level: FL180 Trans alt: 18000'  
 1. Monitor Tower frequency when advised by Ground Control.  
 2. Use departure frequency depicted unless otherwise assigned.



**ATLANTA FIVE DEPARTURE (ATL5.ATL)**

**NOISE ABATEMENT DEPARTURE TRACKS (NADT's)**

NOTE: 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 090°, Rwy 26L heading 275°, Rwy 27R heading 250°.  
 ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.



NOT TO SCALE

- INTERSECTION = VECTOR AREA  
 NOONE = NORTH-ONE  
 NOTWO = NORTH-TWO  
 EAONE = EAST-ONE  
 EATWO = EAST-TWO  
 SOONE = SOUTH-ONE  
 SOTWO = SOUTH-TWO  
 WEONE = WEST-ONE  
 WETWO = WEST-TWO

Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway.  
 Upon receipt of ATC clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L/R, 9L/R, 26L/R, 27L/R: Standard (or lower than standard, if authorized).  
**Turbojets:** Accelerate to 250 KT immediately until reaching 10000', if unable advise ATC.  
**Turboprops:** Operate in a manner that will result in best forward speed and climb rate.  
**SPECIAL INSTRUCTIONS**  
 Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of their vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

**INITIAL CLIMB**  
 EXPECT further clearance to filed altitude 10 minutes after departure.  
**MAINTAIN** heading as assigned until vectored to appropriate VOR, airway, or jet route. Unless otherwise assigned, departure frequency for NORTH Rwys (8L-26R and 8R-26L)-125.7; for SOUTH Rwys (9L-27R and 9R-27L)-135.7. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**ALTITUDE**  
 TURBOJETS  
**MAINTAIN 10000'**  
 (or requested altitude if lower),  
 PROPS  
**MAINTAIN 4000'**

**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
**JEPPESEN ATLANTA, GA**  
 15 MAY 09 **10-3-0** Eff 1 Jun

**ATL RNAV SID ADVISORY NOTICE**

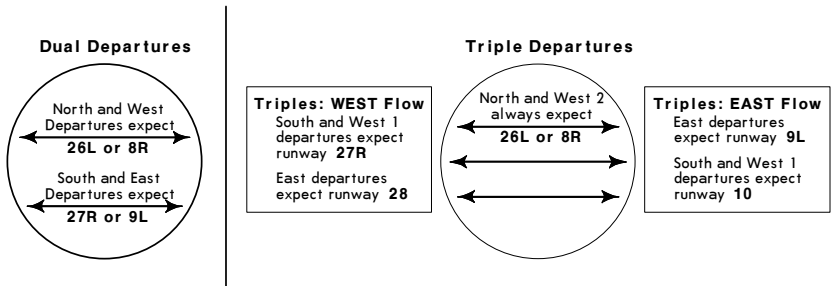
**Flight Crew Procedures for Simultaneous RNAV SIDs off Parallel Runways**

- PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. *Ensure all transitions are loaded correctly.*

**Atlanta Departure RNAV SIDs and Associated Departure Directions**

North	East	South	West
CADIT	DAWGS	BRAVS	JOGOR (West 1)
COKEM	DOOLY	PNUTT	JCKTS (West 1)
SUMMT	MUNSN	THRSR	GEETK (West 2)
NUGGT	UGAAA	NOVSS	RMBLN (West 2)

**Expected Runway Assignment for Dual or Triple Departure Operations**



- BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. *If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.*
- LINE-UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading to be maintained. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

KATL/ATL

15 MAY 09

Eff 1 Jun

JEPPESEN

(10-3-1)

ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

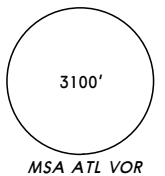
**ATL RNAV SID ADVISORY NOTICE (CONTD)**

4. AFTER TAKEOFF: Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. *If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.*
5. ATLANTA SPECIFIC INFORMATION: Atlanta Departure ATIS does not include expected runways. Runway assignment will be issued on initial contact with Atlanta Ground Control at the Ramp exit spot. During dual runway simultaneous departure operations, expect an RNAV takeoff clearance. During triple simultaneous departure operations, expect a radar vector takeoff clearance. After takeoff during triple simultaneous departure operations, expect vectors to join the filed RNAV route.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

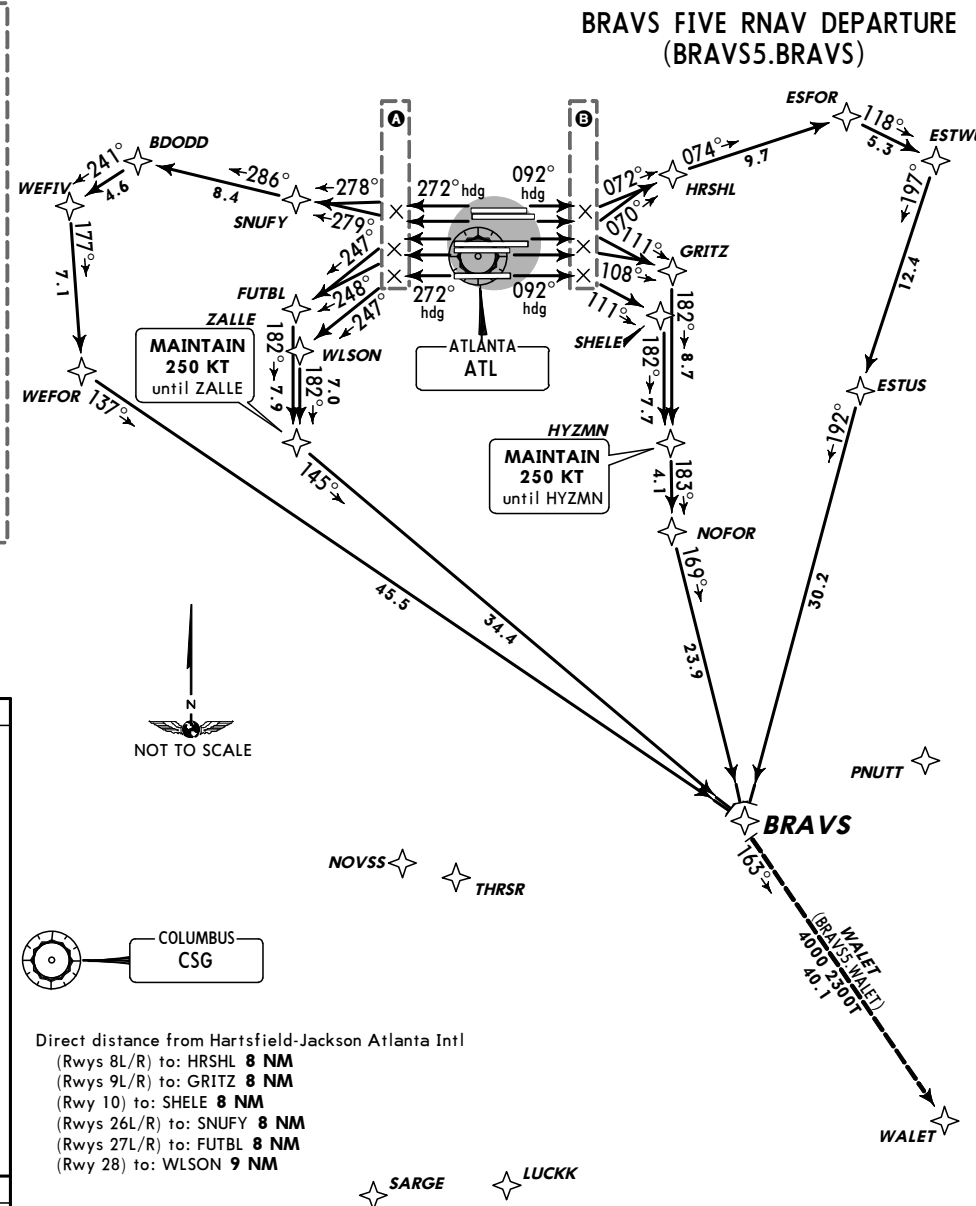
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

<b>A</b>	<b>B</b>
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
 For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to BRAVS.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to BRAVS.	
9L	Climb heading 092° to at or above <b>1480'</b> , then on 111° course to GRITZ, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until HYZMN.	
9R	Climb heading 092° to at or above <b>1500'</b> , then on 108° course to GRITZ, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until HYZMN.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until HYZMN.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 279° course to SNUFY, then via depicted route to BRAVS.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 278° course to SNUFY, then via depicted route to BRAVS.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until ZALLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until ZALLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to BRAVS. <b>MAINTAIN 250 KT</b> until ZALLE.	

**ROUTING**  
 EXPECT clearance to filed altitude 10 minutes after departure.



**KATL/ATL**  
HARTSFIELD-  
JACKSON ATLANTA INTL



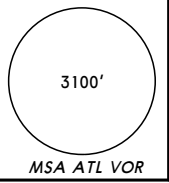
24 AUG 07 (10-3B) Eff 30 Aug

**ATLANTA, GA**

**RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1500'.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to 1200', ATC climb of 500' per NM to 1500'.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to 1200', ATC climb of 500' per NM to 1480'.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1540'.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1520'.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

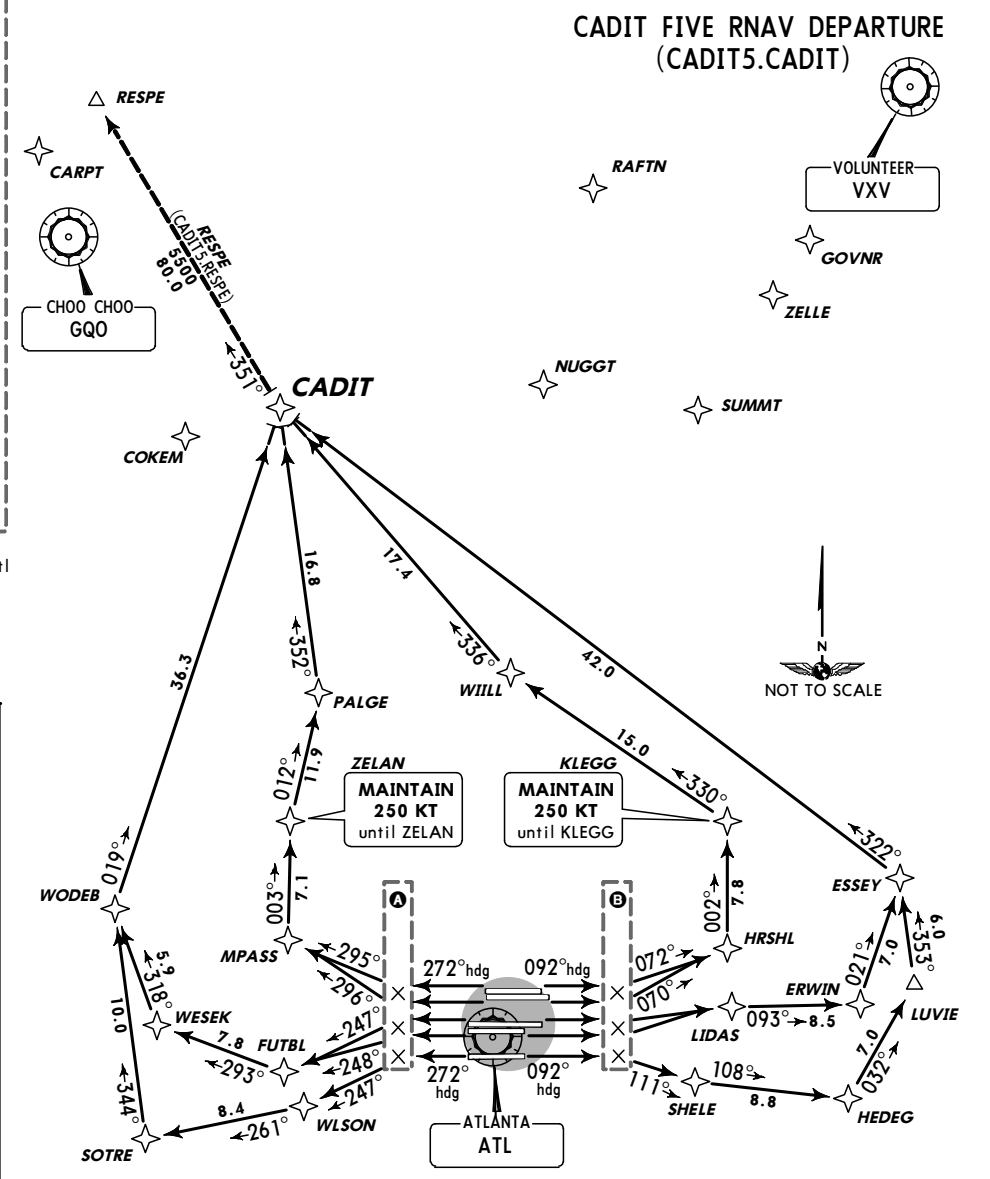
**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

A INITIAL CLIMB TURN ALTITUDE		B INITIAL CLIMB TURN ALTITUDE	
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRSHL	RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS	RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE		

Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL 8 NM  
 (Rwys 9L/R) to: LIDAS 8 NM  
 (Rwy 10) to: SHELE 8 NM  
 (Rwys 26L/R) to: MPASS 8 NM  
 (Rwys 27L/R) to: FUTBL 8 NM  
 (Rwy 28) to: WLSON 9 NM

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above 1500', then on 072° course to HRSHL, then via depicted route to CADIT. <b>MAINTAIN</b> 250 KT until KLEGG.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above 1500', then on 070° course to HRSHL, then via depicted route to CADIT. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above 1480', then LEFT turn direct LIDAS, then via depicted route to CADIT.	
9R	Climb heading 092° to at or above 1500', then LEFT turn direct LIDAS, then via depicted route to CADIT.	
10	Climb heading 092° to at or above 1500', then on 111° course to SHELE, then via depicted route to CADIT.	
26L	Climb heading 272° to at or above 1540', then on 296° course to MPASS, then via depicted route to CADIT. <b>MAINTAIN</b> 250 KT until ZELAN.	
26R	Climb heading 272° to at or above 1520', then on 295° course to MPASS, then via depicted route to CADIT. <b>MAINTAIN</b> 250 KT until ZELAN.	
27L	Climb heading 272° to at or above 1540', then on 248° course to FUTBL, then via depicted route to CADIT.	
27R	Climb heading 272° to at or above 1520', then on 247° course to FUTBL, then via depicted route to CADIT.	
28	Climb heading 272° to at or above 1500', then on 247° course to WLSON, then via depicted route to CADIT.	

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.

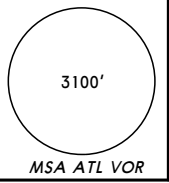


**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN ATLANTA, GA**  
24 AUG 07 **10-3C** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

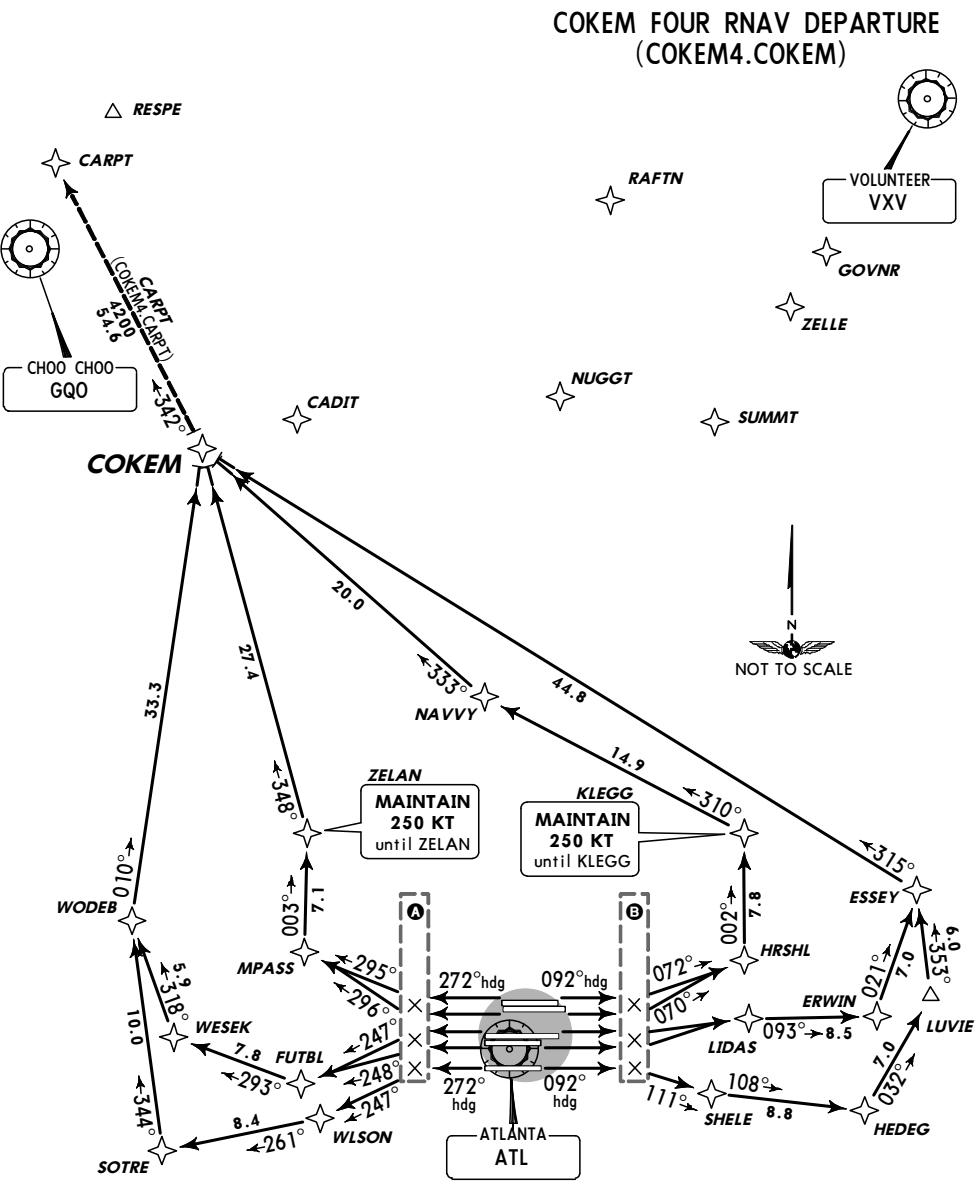
**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

<b>A</b>	<b>B</b>
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL **8 NM**  
 (Rwys 9L/R) to: LIDAS **8 NM**  
 (Rwy 10) to: SHELE **8 NM**  
 (Rwys 26L/R) to: MPASS **8 NM**  
 (Rwys 27L/R) to: FUTBL **8 NM**  
 (Rwy 28) to: WLSON **9 NM**

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to COKEM. <b>MAINTAIN</b> 250 KT until KLEGG.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to COKEM. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to COKEM.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to COKEM.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to COKEM.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to COKEM. <b>MAINTAIN</b> 250 KT until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to COKEM. <b>MAINTAIN</b> 250 KT until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to COKEM.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to COKEM.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to COKEM.	

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.



CHANGES: Procedure revised, renumbered.

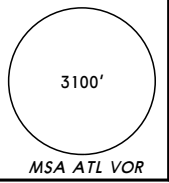
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

JEPPesen  
 24 AUG 07 (10-3D) Eff 30 Aug

**ATLANTA, GA**

**RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>			

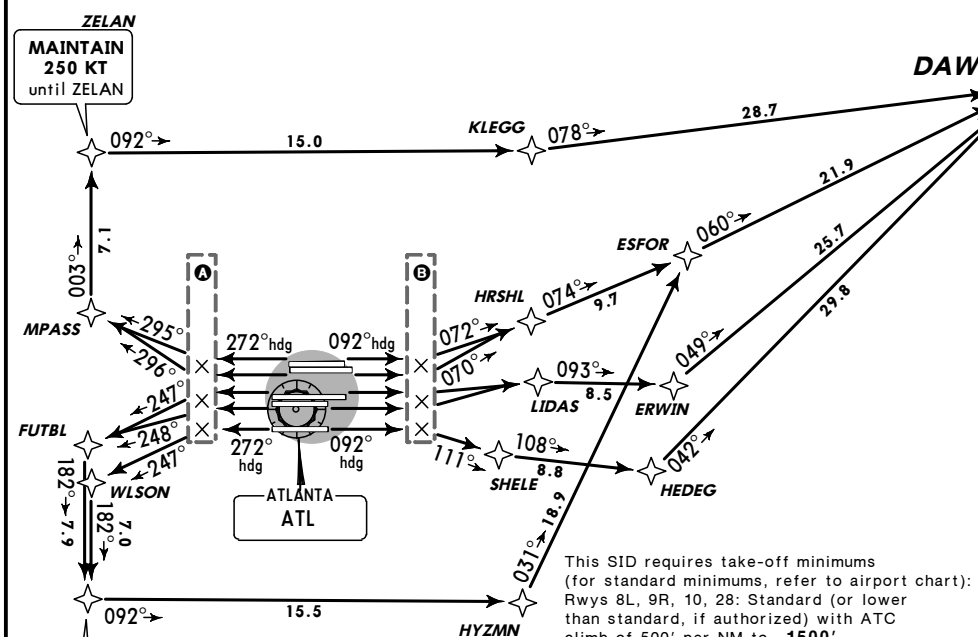


Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRS HL 8 NM  
 (Rwys 9L/R) to: LIDAS 8 NM  
 (Rwy 10) to: SHELE 8 NM  
 (Rwys 26L/R) to: MPASS 8 NM  
 (Rwys 27L/R) to: FUTBL 8 NM  
 (Rwy 28) to: WLS ON 9 NM



**DAWGS FOUR RNAV DEPARTURE**  
**(DAWGS4.DAWGS)**

A	B
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRS HL
RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRS HL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLS ON	RWY 10 At or above <b>1500'</b> 111° course to SHELE



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

**OBSTACLES**  
 For TAKEOFF OBSTACLES see 10-30B1.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRS HL, then via depicted route to DAWGS.	<b>MAINTAIN 1000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRS HL, then via depicted route to DAWGS.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to DAWGS.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to DAWGS.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to DAWGS.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to DAWGS. <b>MAINTAIN 250 KT</b> until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to DAWGS. <b>MAINTAIN 250 KT</b> until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to DAWGS. <b>MAINTAIN 250 KT</b> until ZALLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to DAWGS. <b>MAINTAIN 250 KT</b> until ZALLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLS ON, then via depicted route to DAWGS. <b>MAINTAIN 250 KT</b> until ZALLE.	

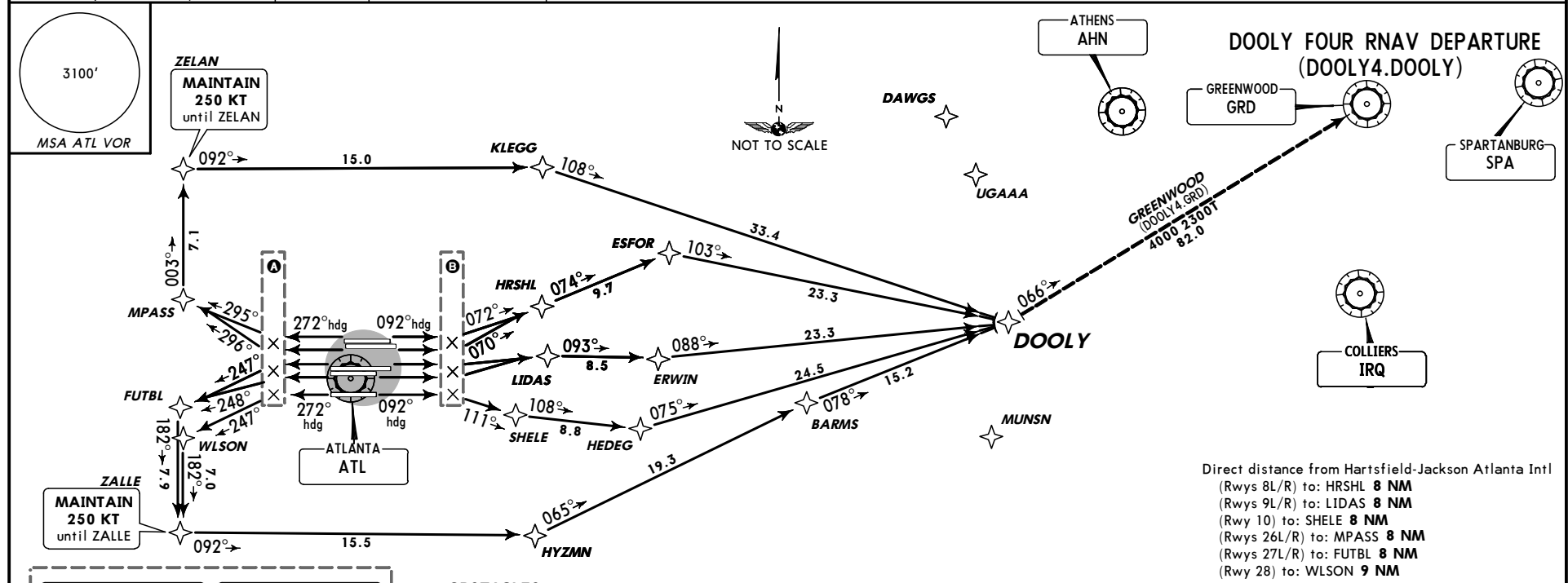
**ROUTING**  
 EXPECT clearance to filed altitude 10 minutes after departure.



**KATL/ATL**  
HARTSFIELD-  
JACKSON ATLANTA INTL

**JEPPESEN ATLANTA, GA**  
24 AUG 07 **10-3E** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>			



A	B
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to DOOLY.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to DOOLY.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to DOOLY.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to DOOLY.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to DOOLY.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to DOOLY. <b>MAINTAIN 250 KT</b> until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to DOOLY. <b>MAINTAIN 250 KT</b> until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to DOOLY. <b>MAINTAIN 250 KT</b> until ZELLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to DOOLY. <b>MAINTAIN 250 KT</b> until ZELLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to DOOLY. <b>MAINTAIN 250 KT</b> until ZELLE.	
<b>ROUTING</b>		
EXPECT clearance to filed altitude 10 minutes after departure.		

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

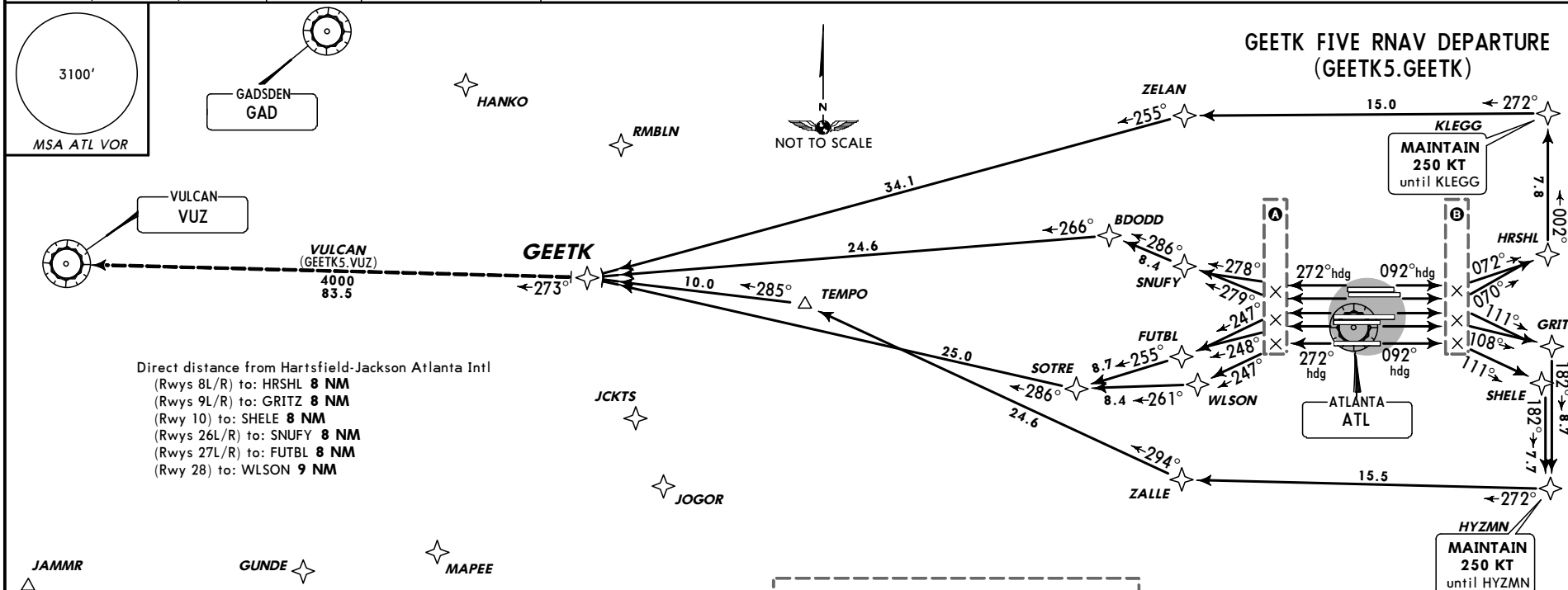


24 AUG 07 10-3F Eff 30 Aug

ATLANTA, GA

RNAV SID

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
125.7	135.7	135.37			



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above 1500', then on 072° course to HRSHL, then via depicted route to GEETK. <b>MAINTAIN</b> 250 KT until KLEGG.	MAINTAIN 10000' (or requested altitude if lower)
8R	Climb heading 092° to at or above 1500', then on 070° course to HRSHL, then via depicted route to GEETK. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above 1480', then on 111° course to GRITZ, then via depicted route to GEETK. <b>MAINTAIN</b> 250 KT until HYZMN.	
9R	Climb heading 092° to at or above 1500', then on 108° course to GRITZ, then via depicted route to GEETK. <b>MAINTAIN</b> 250 KT until HYZMN.	
10	Climb heading 092° to at or above 1500', then on 111° course to SHELE, then via depicted route to GEETK. <b>MAINTAIN</b> 250 KT until HYZMN.	
26L	Climb heading 272° to at or above 1540', then on 279° course to SNUFY, then via depicted route to GEETK.	
26R	Climb heading 272° to at or above 1520', then on 278° course to SNUFY, then via depicted route to GEETK.	
27L	Climb heading 272° to at or above 1540', then on 248° course to FUTBL, then via depicted route to GEETK.	
27R	Climb heading 272° to at or above 1520', then on 247° course to FUTBL, then via depicted route to GEETK.	
28	Climb heading 272° to at or above 1500', then on 247° course to WLSN, then via depicted route to GEETK.	
<b>ROUTING</b>		
EXPECT clearance to filed altitude 10 minutes after departure.		

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above 1520' 278° course to SNUFY	RWY 8L At or above 1500' 072° course to HRSHL
RWY 26L At or above 1540' 279° course to SNUFY	RWY 8R At or above 1500' 070° course to HRSHL
RWY 27R At or above 1520' 247° course to FUTBL	RWY 9L At or above 1480' 111° course to GRITZ
RWY 27L At or above 1540' 248° course to FUTBL	RWY 9R At or above 1500' 108° course to GRITZ
RWY 28 At or above 1500' 247° course to WLSN	RWY 10 At or above 1500' 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1500'.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to 1200', ATC climb of 500' per NM to 1500'.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to 1200', ATC climb of 500' per NM to 1480'.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1540'.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1520'.

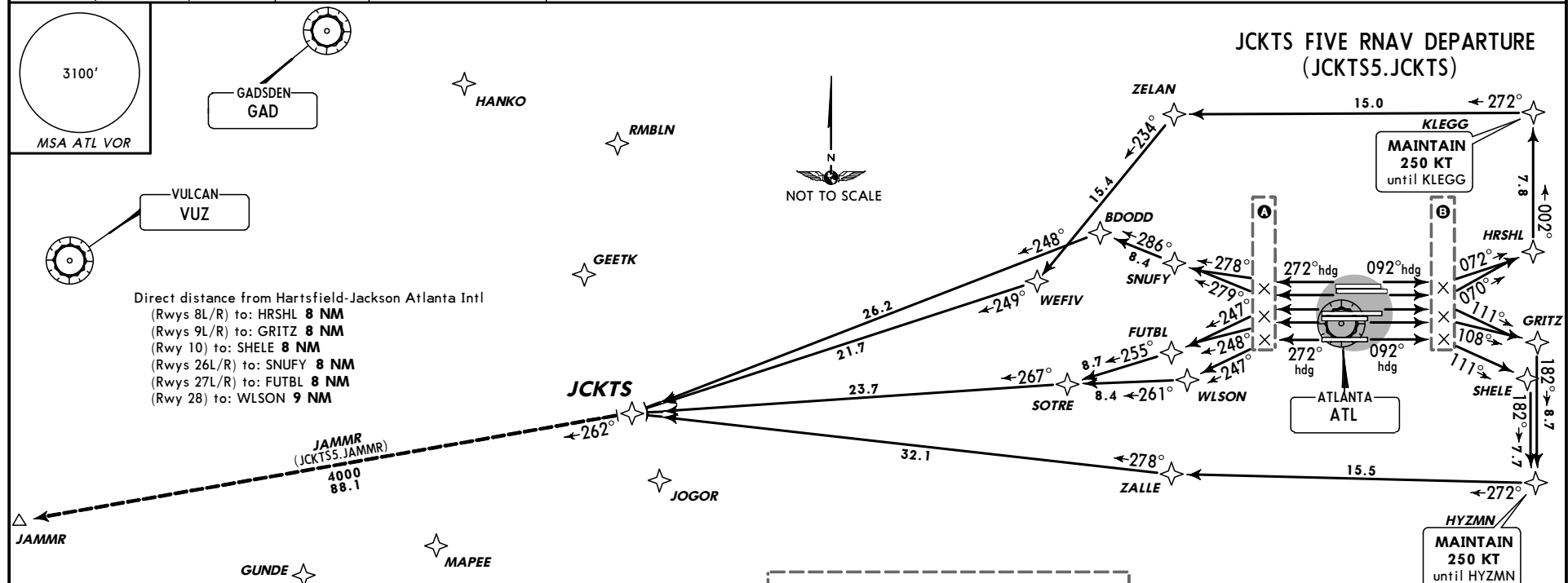
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure revised, renumbered.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPesen ATLANTA, GA**  
 24 AUG 07 **10-3G** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>			



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above 1500', then on 072° course to HRSHL, then via depicted route to JCKTS. <b>MAINTAIN 250 KT</b> until KLEGG.	<b>MAINTAIN 1000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above 1500', then on 070° course to HRSHL, then via depicted route to JCKTS. <b>MAINTAIN 250 KT</b> until KLEGG.	
9L	Climb heading 092° to at or above 1480', then on 111° course to GRITZ, then via depicted route to JCKTS. <b>MAINTAIN 250 KT</b> until HYZMN.	
9R	Climb heading 092° to at or above 1500', then on 108° course to GRITZ, then via depicted route to JCKTS. <b>MAINTAIN 250 KT</b> until HYZMN.	
10	Climb heading 092° to at or above 1500', then on 111° course to SHELE, then via depicted route to JCKTS. <b>MAINTAIN 250 KT</b> until HYZMN.	
26L	Climb heading 272° to at or above 1540', then on 279° course to SNUFY, then via depicted route to JCKTS.	
26R	Climb heading 272° to at or above 1520', then on 278° course to SNUFY, then via depicted route to JCKTS.	
27L	Climb heading 272° to at or above 1540', then on 248° course to FUTBL, then via depicted route to JCKTS.	
27R	Climb heading 272° to at or above 1520', then on 247° course to FUTBL, then via depicted route to JCKTS.	
28	Climb heading 272° to at or above 1500', then on 247° course to WLSN, then via depicted route to JCKTS.	

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSN	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
 For TAKEOFF OBSTACLES see 10-30B.1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

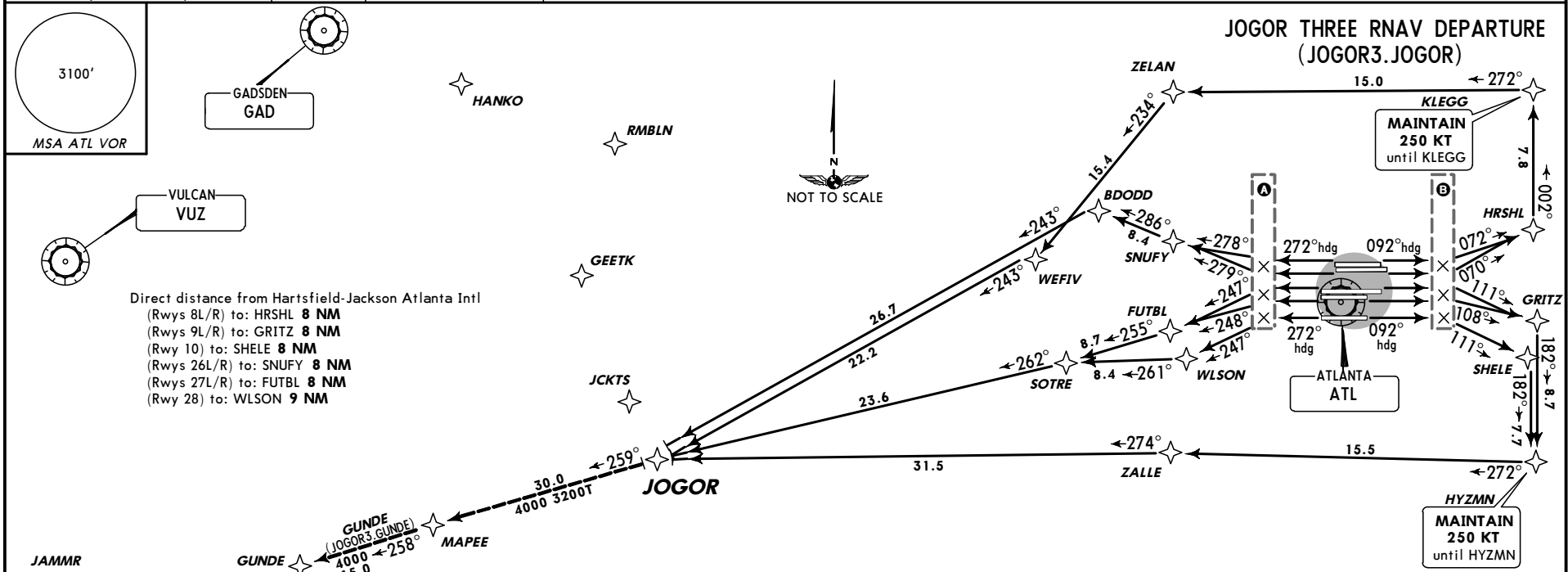
JEPPESEN

24 AUG 07 (10-3H) Eff 30 Aug

ATLANTA, GA

RNAV SID

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
125.7	135.7	135.37			



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above 1500', then on 072° course to HRSHL, then via depicted route to JOGOR. <b>MAINTAIN</b> 250 KT until KLEGG.	<b>MAINTAIN 1000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above 1500', then on 070° course to HRSHL, then via depicted route to JOGOR. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above 1480', then on 111° course to GRITZ, then via depicted route to JOGOR. <b>MAINTAIN</b> 250 KT until HYZMN.	
9R	Climb heading 092° to at or above 1500', then on 108° course to GRITZ, then via depicted route to JOGOR. <b>MAINTAIN</b> 250 KT until HYZMN.	
10	Climb heading 092° to at or above 1500', then on 111° course to SHELE, then via depicted route to JOGOR. <b>MAINTAIN</b> 250 KT until HYZMN.	
26L	Climb heading 272° to at or above 1540', then on 279° course to SNUFY, then via depicted route to JOGOR.	
26R	Climb heading 272° to at or above 1520', then on 278° course to SNUFY, then via depicted route to JOGOR.	
27L	Climb heading 272° to at or above 1540', then on 248° course to FUTBL, then via depicted route to JOGOR.	
27R	Climb heading 272° to at or above 1520', then on 247° course to FUTBL, then via depicted route to JOGOR.	
28	Climb heading 272° to at or above 1500', then on 247° course to WILSON, then via depicted route to JOGOR.	
<b>ROUTING</b>		
EXPECT clearance to filed altitude 10 minutes after departure.		

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WILSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

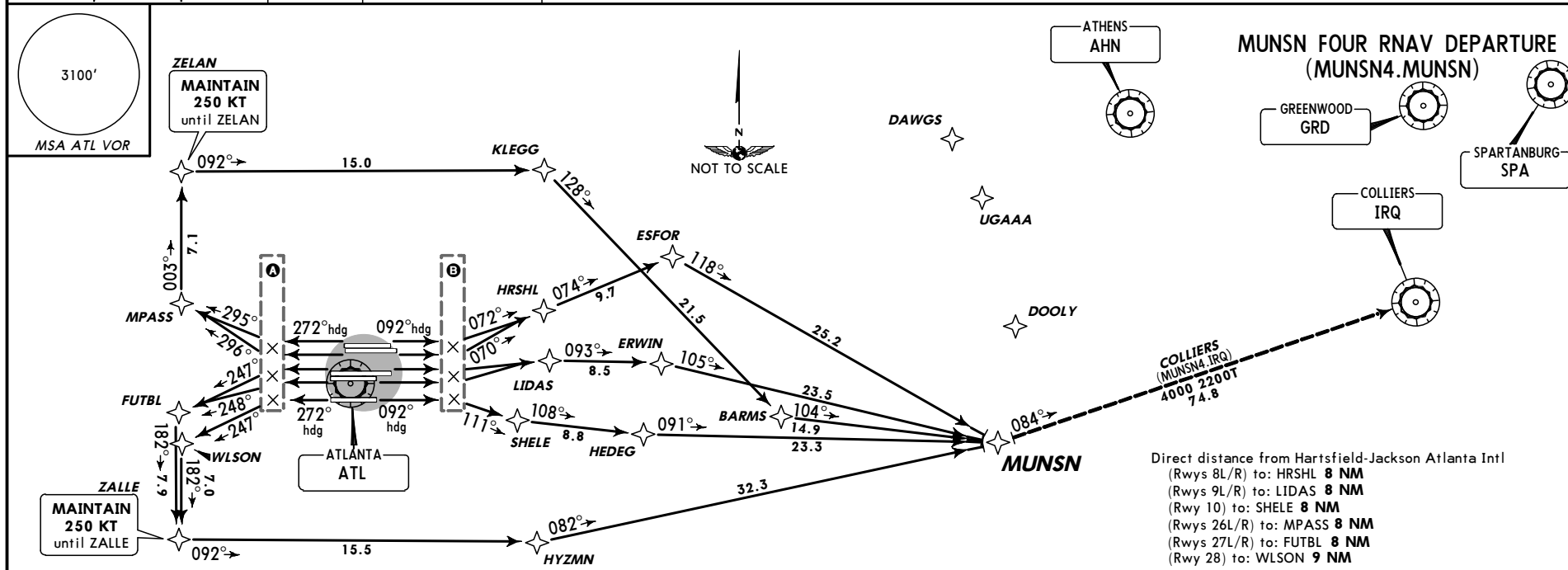
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure revised, renumbered.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN ATLANTA, GA**  
 24 AUG 07 **(10-3J)** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev <b>1026'</b>	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>			



Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL **8 NM**  
 (Rwys 9L/R) to: LIDAS **8 NM**  
 (Rwy 10) to: SHELE **8 NM**  
 (Rwys 26L/R) to: MPASS **8 NM**  
 (Rwys 27L/R) to: FUTBL **8 NM**  
 (Rwy 28) to: WLSON **9 NM**

A	B
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
 For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to MUNS4.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to MUNS4.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to MUNS4.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to MUNS4.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to MUNS4.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to MUNS4. <b>MAINTAIN 250 KT</b> until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to MUNS4. <b>MAINTAIN 250 KT</b> until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to MUNS4. <b>MAINTAIN 250 KT</b> until ZELLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to MUNS4. <b>MAINTAIN 250 KT</b> until ZELLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to MUNS4. <b>MAINTAIN 250 KT</b> until ZELLE.	

**ROUTING**  
 EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

**KATL/ATL**  
HARTSFIELD-  
JACKSON ATLANTA INTL

**JEPPesen**

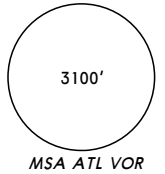
24 AUG 07 **10-3K** Eff 30 Aug

**ATLANTA, GA**

**RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

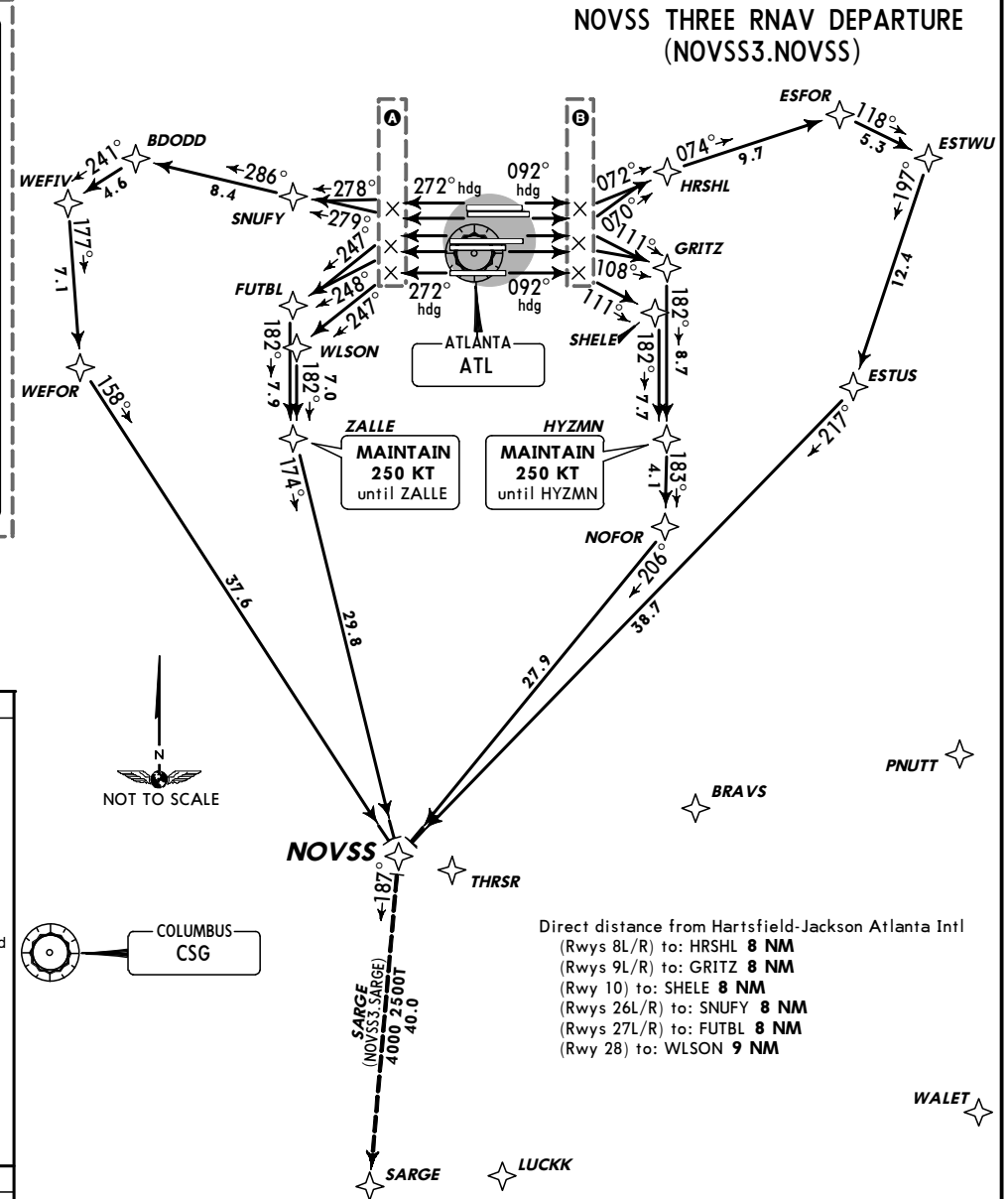
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

A	B
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to NOVSS.	
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to NOVSS.	
9L	Climb heading 092° to at or above <b>1480'</b> , then on 111° course to GRITZ, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until HYZMN.	
9R	Climb heading 092° to at or above <b>1500'</b> , then on 108° course to GRITZ, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until HYZMN.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until HYZMN.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
26L	Climb heading 272° to at or above <b>1540'</b> , then on 279° course to SNUFY, then via depicted route to NOVSS.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 278° course to SNUFY, then via depicted route to NOVSS.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until ZALLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until ZALLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to NOVSS. <b>MAINTAIN</b> 250 KT until ZALLE.	

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.



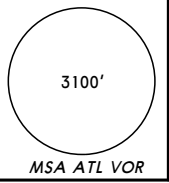
Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL **8 NM**  
 (Rwys 9L/R) to: GRITZ **8 NM**  
 (Rwy 10) to: SHELE **8 NM**  
 (Rwys 26L/R) to: SNUFY **8 NM**  
 (Rwys 27L/R) to: FUTBL **8 NM**  
 (Rwy 28) to: WLSON **9 NM**

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

JEPPesen ATLANTA, GA  
24 AUG 07 **10-3L** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

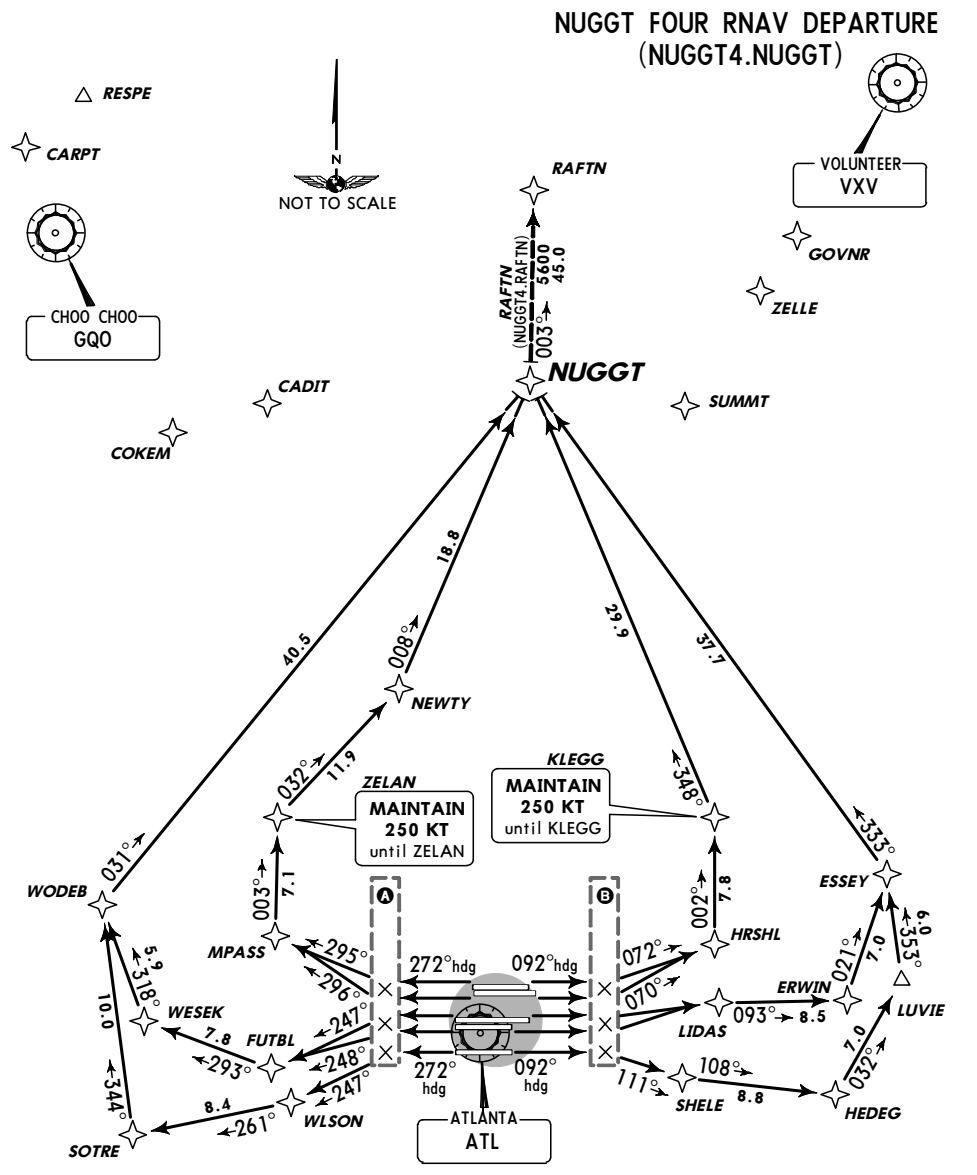
**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to NUGGT. <b>MAINTAIN</b> 250 KT until KLEGG.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to NUGGT. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to NUGGT.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to NUGGT.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to NUGGT.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to NUGGT. <b>MAINTAIN</b> 250 KT until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to NUGGT. <b>MAINTAIN</b> 250 KT until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to NUGGT.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to NUGGT.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to NUGGT.	

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.

A INITIAL CLIMB TURN ALTITUDE	B INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above <b>1520'</b> 295° course to MPASS	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 296° course to MPASS	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> Direct to LIDAS
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> Direct to LIDAS
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL **8 NM**  
 (Rwys 9L/R) to: LIDAS **8 NM**  
 (Rwy 10) to: SHELE **8 NM**  
 (Rwys 26L/R) to: MPASS **8 NM**  
 (Rwys 27L/R) to: FUTBL **8 NM**  
 (Rwy 28) to: WLSON **9 NM**



**KATL/ATL**  
HARTSFIELD-  
JACKSON ATLANTA INTL

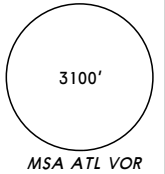
**JEPPESEN**  
24 AUG 07 **(10-3M)** Eff 30 Aug

**ATLANTA, GA**

**RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwy 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwy 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

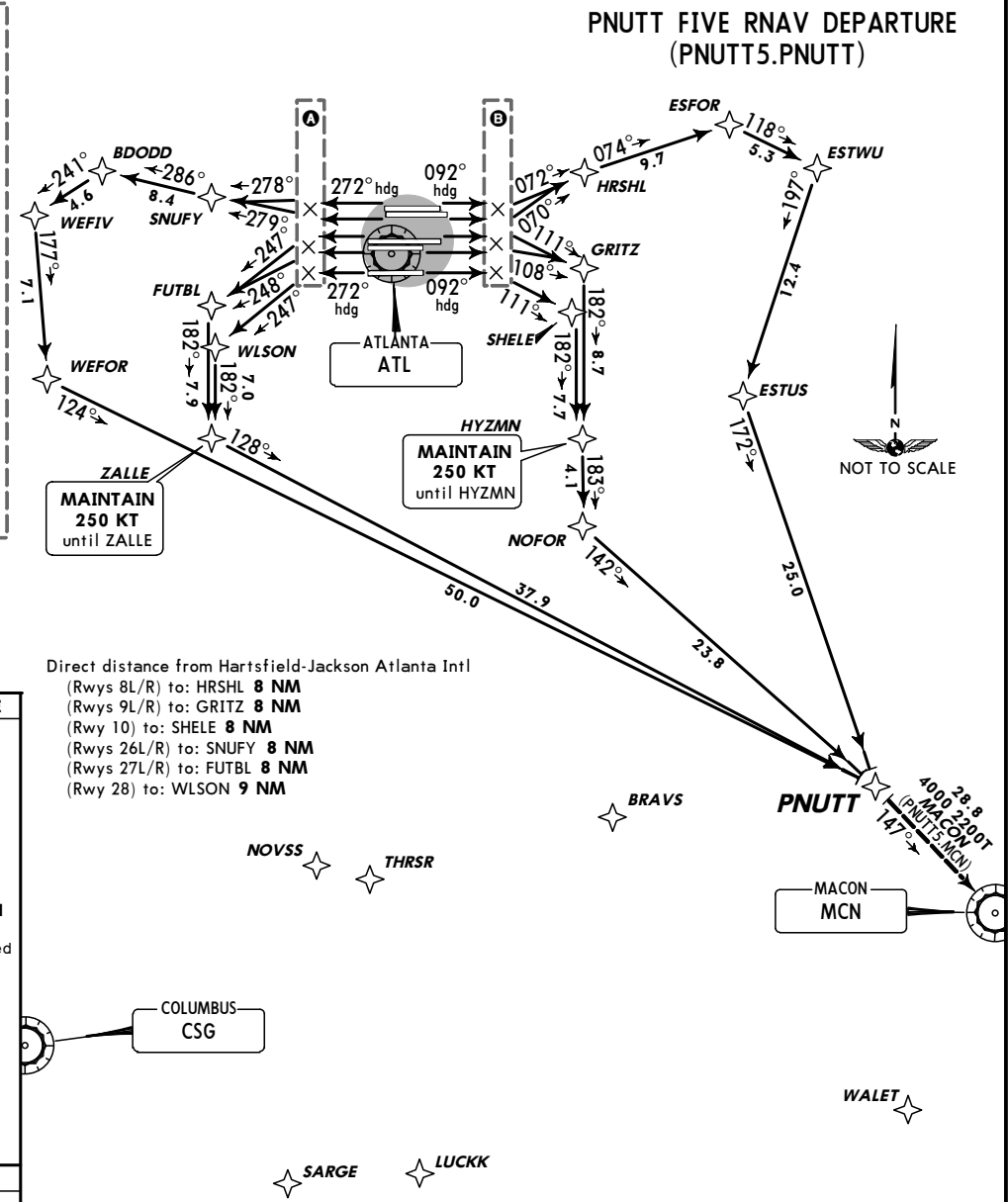
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSN	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to PNUTT.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to PNUTT.	
9L	Climb heading 092° to at or above <b>1480'</b> , then on 111° course to GRITZ, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until HYZMN.	
9R	Climb heading 092° to at or above <b>1500'</b> , then on 108° course to GRITZ, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until HYZMN.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until HYZMN.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 279° course to SNUFY, then via depicted route to PNUTT.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 278° course to SNUFY, then via depicted route to PNUTT.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until ZALLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until ZALLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSN, then via depicted route to PNUTT. <b>MAINTAIN 250 KT</b> until ZALLE.	

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.



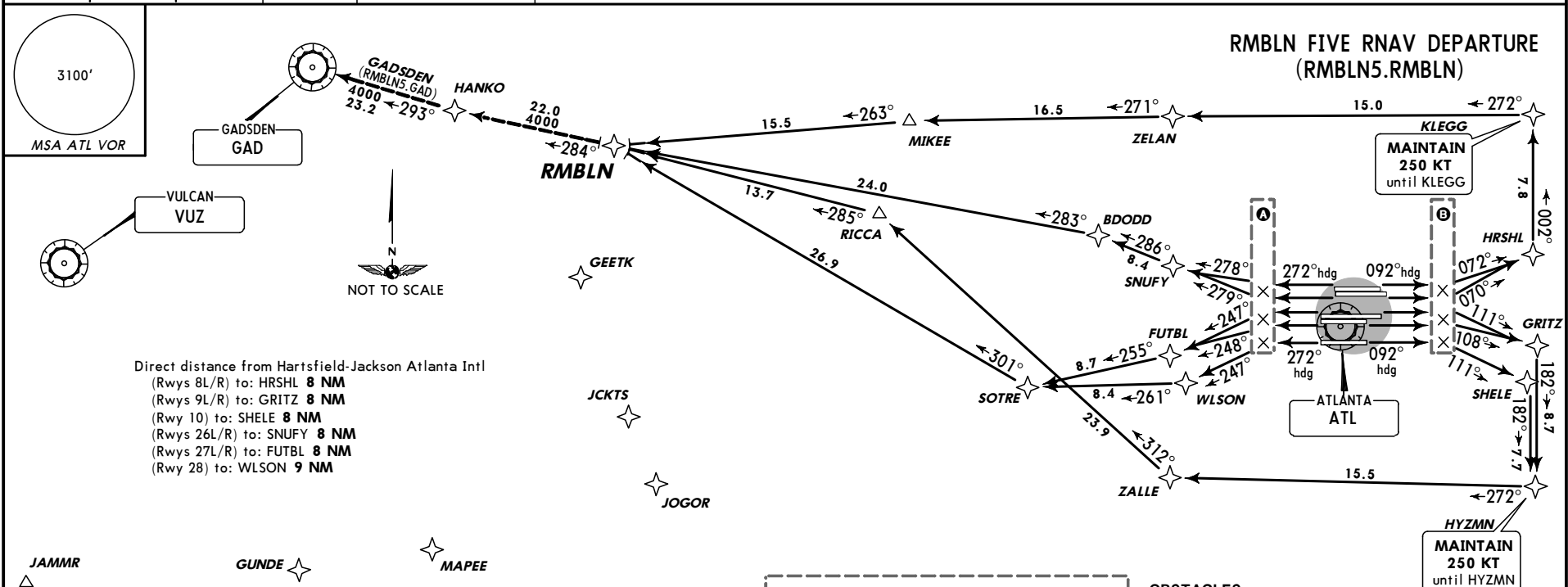


**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN ATLANTA, GA**  
24 AUG 07 **(10-3N)** Eff 30 Aug **RNAV SID**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to RMBLN. <b>MAINTAIN 250 KT</b> until KLEGG.	<b>MAINTAIN 1000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to RMBLN. <b>MAINTAIN 250 KT</b> until KLEGG.	
9L	Climb heading 092° to at or above <b>1480'</b> , then on 111° course to GRITZ, then via depicted route to RMBLN. <b>MAINTAIN 250 KT</b> until HYZMN.	
9R	Climb heading 092° to at or above <b>1500'</b> , then on 108° course to GRITZ, then via depicted route to RMBLN. <b>MAINTAIN 250 KT</b> until HYZMN.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to RMBLN. <b>MAINTAIN 250 KT</b> until HYZMN.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 279° course to SNUFY, then via depicted route to RMBLN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 278° course to SNUFY, then via depicted route to RMBLN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to RMBLN.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to RMBLN.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to RMBLN.	

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

**ROUTING**  
EXPECT clearance to filed altitude 10 minutes after departure.

KATL/ATL

24 AUG 07  
Eff 30 Aug

JEPPESEN

ATLANTA, GA

10-30B1

HARTSFIELD-JACKSON ATLANTA INTL

<b>TAKEOFF OBSTACLE NOTES</b>
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- RWY 08L:  
MULTIPLE TREES BEGINNING 930' FROM DER, 533' LEFT OF CENTERLINE, UP TO 58' AGL/1048' MSL. BLDG 2705' FROM DER, 1061' LEFT OF CENTERLINE, 72' AGL/1068' MSL.
- RWY 08R:  
ANTENNA ON TOWER 4816' FROM DER, 1637' RIGHT OF CENTERLINE, 153' AGL/1148' MSL. TOWER 4804' FROM DER, 1666' RIGHT OF CENTERLINE, 148' AGL/1145' MSL. STACK ON BLDG 1734' FROM DER, 945' LEFT OF CENTERLINE, 47' AGL/1043' MSL.
- RWY 09L:  
ROD ON POLE 5306' FROM DER, 1731' LEFT OF CENTERLINE, 187' AGL/1137' MSL. BUSH 101' FROM DER, 453' LEFT OF CENTERLINE, 3' AGL/981' MSL.
- RWY 10  
TOWER 4223' FROM DER, 400' LEFT OF CENTERLINE, 216' AGL/1135' MSL. ANTENNA ON TOWER 4240' FROM DER, 407' LEFT OF CENTERLINE, 217' AGL/1134' MSL. POLE 59' FROM DER, 467' RIGHT OF CENTERLINE, 51' AGL/1016' MSL. POLE 198' FROM DER, 520' RIGHT OF CENTERLINE, 43' AGL/1011' MSL.
- RWY 26L:  
TREE 1370' FROM DER, 186' LEFT OF CENTERLINE, 53' AGL/1060' MSL. TREE 2832' FROM DER, 564' LEFT OF CENTERLINE, 50' AGL/1097' MSL. ROD ON BLDG 1249' FROM DER, 752' LEFT OF CENTERLINE, 52' AGL/1059' MSL. BLDG 1138' FROM DER, 636' LEFT OF CENTERLINE, 43' AGL/1057' MSL.
- RWY 26R:  
MULTIPLE TREES BEGINNING 1786' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 83' AGL/1135' MSL. MULTIPLE TREES BEGINNING 1988' FROM DER, 143' LEFT OF CENTERLINE, UP TO 100' AGL/1112' MSL. POLE 3196' FROM DER, 997' RIGHT OF CENTERLINE, 49' AGL/1101' MSL. ANTENNA ON TOWER 3382' FROM DER, 1024' RIGHT OF CENTERLINE, 76' AGL/1128' MSL. ANTENNA 3814' FROM DER, 1069' RIGHT OF CENTERLINE, 69' AGL/1121' MSL.
- RWY 27L:  
HOPPER 3936' FROM DER, 1255' RIGHT OF CENTERLINE, 96' AGL/1131' MSL.
- RWY 27R  
TREE 4396' FROM DER, 1005' RIGHT OF CENTERLINE, 92' AGL/1137' MSL. ANTENNA ON HOPPER 3568' FROM DER, 862' RIGHT OF CENTERLINE, 68' AGL/1113' MSL. LIGHT POLE 1012' FROM DER, 729' RIGHT OF CENTERLINE, 28' AGL/1046' MSL. MULTIPLE HOPPERS BEGINNING 3680' FROM DER, 201' RIGHT OF CENTERLINE UP TO 96' AGL/1131' MSL. ELEVATOR 4001' FROM DER, 207' RIGHT OF CENTERLINE, 103' AGL/1125' MSL.
- RWY 28  
CATENARY 2001' FROM DER, 771' LEFT OF CENTERLINE, 60' AGL/1051' MSL.

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

JEPPESEN

24 AUG 07 10-3P Eff 30 Aug

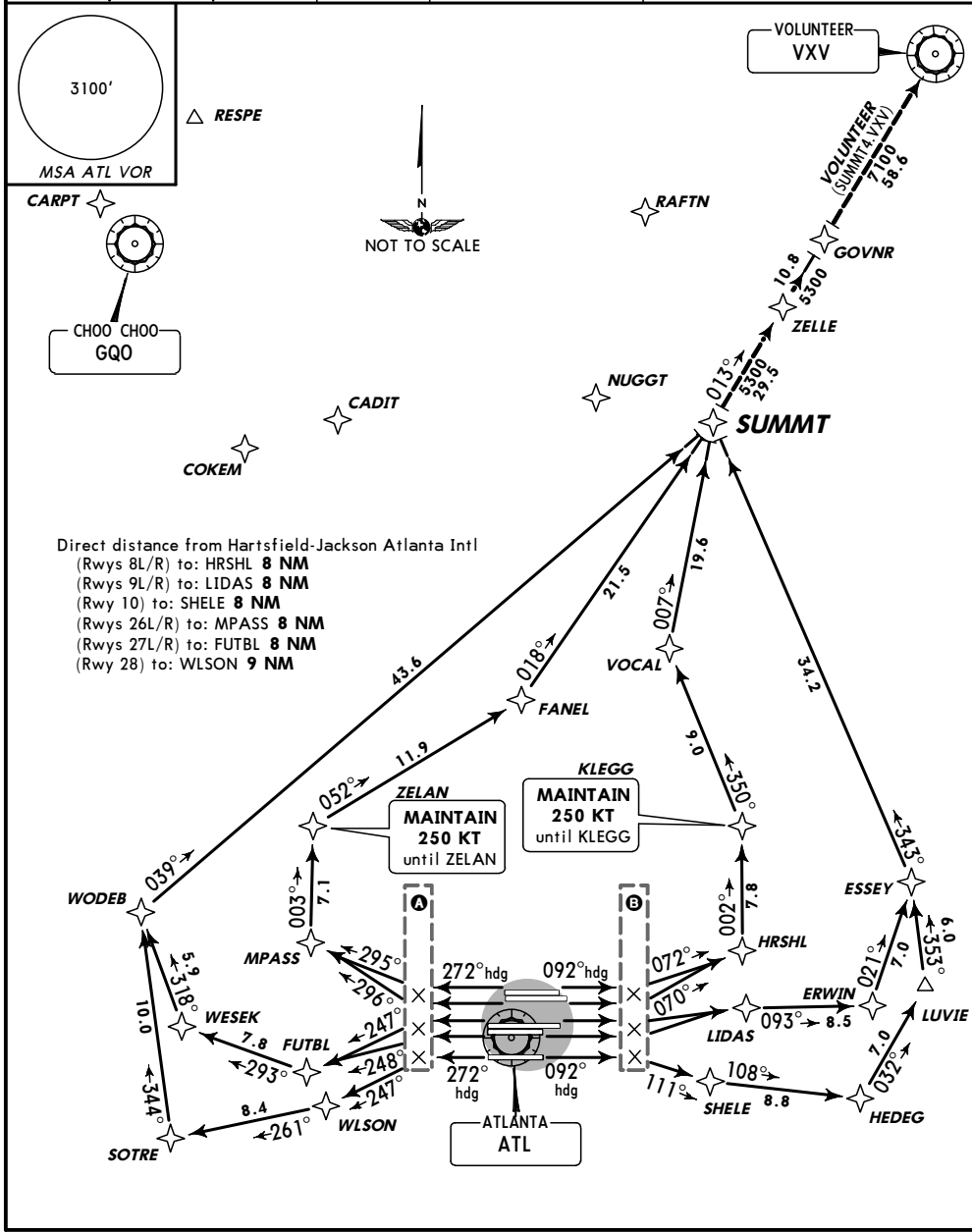
ATLANTA, GA

RNAV SID

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
125.7	135.7	135.37		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.

SUMMT FOUR RNAV DEPARTURE  
(SUMMT4.SUMMT)



Direct distance from Hartsfield-Jackson Atlanta Intl  
(Rwys 8L/R) to: HRSHL 8 NM  
(Rwys 9L/R) to: LIDAS 8 NM  
(Rwy 10) to: SHELE 8 NM  
(Rwys 26L/R) to: MPASS 8 NM  
(Rwys 27L/R) to: FUTBL 8 NM  
(Rwy 28) to: WLSON 9 NM

A		B	
INITIAL CLIMB TURN ALTITUDE		INITIAL CLIMB TURN ALTITUDE	
RWY 26R At or above <b>1520'</b> 295° course to MPASS		RWY 8L At or above <b>1500'</b> 072° course to HRSHL	
RWY 26L At or above <b>1540'</b> 296° course to MPASS		RWY 8R At or above <b>1500'</b> 070° course to HRSHL	
RWY 27R At or above <b>1520'</b> 247° course to FUTBL		RWY 9L At or above <b>1480'</b> Direct to LIDAS	
RWY 27L At or above <b>1540'</b> 248° course to FUTBL		RWY 9R At or above <b>1500'</b> Direct to LIDAS	
RWY 28 At or above <b>1500'</b> 247° course to WLSON		RWY 10 At or above <b>1500'</b> 111° course to SHELE	

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

**OBSTACLES**  
For TAKEOFF OBSTACLES see 10-30B1.

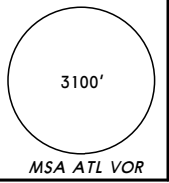
RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to SUMMT. <b>MAINTAIN</b> 250 KT until KLEGG.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to SUMMT. <b>MAINTAIN</b> 250 KT until KLEGG.	
9L	Climb heading 092° to at or above <b>1480'</b> , then LEFT turn direct LIDAS, then via depicted route to SUMMT.	
9R	Climb heading 092° to at or above <b>1500'</b> , then LEFT turn direct LIDAS, then via depicted route to SUMMT.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to SUMMT.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 296° course to MPASS, then via depicted route to SUMMT. <b>MAINTAIN</b> 250 KT until ZELAN.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 295° course to MPASS, then via depicted route to SUMMT. <b>MAINTAIN</b> 250 KT until ZELAN.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to SUMMT.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to SUMMT.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to SUMMT.	
ROUTING		
EXPECT clearance to filed altitude 10 minutes after departure.		

CHANGES: Procedure revised, renumbered.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28		
<b>125.7</b>	<b>135.7</b>	<b>135.37</b>		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC.
6. Use departure frequency depicted unless otherwise assigned.
7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1500'**.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to **1200'**, ATC climb of 500' per NM to **1500'**.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1200'**, ATC climb of 500' per NM to **1480'**.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1540'**.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **1520'**.

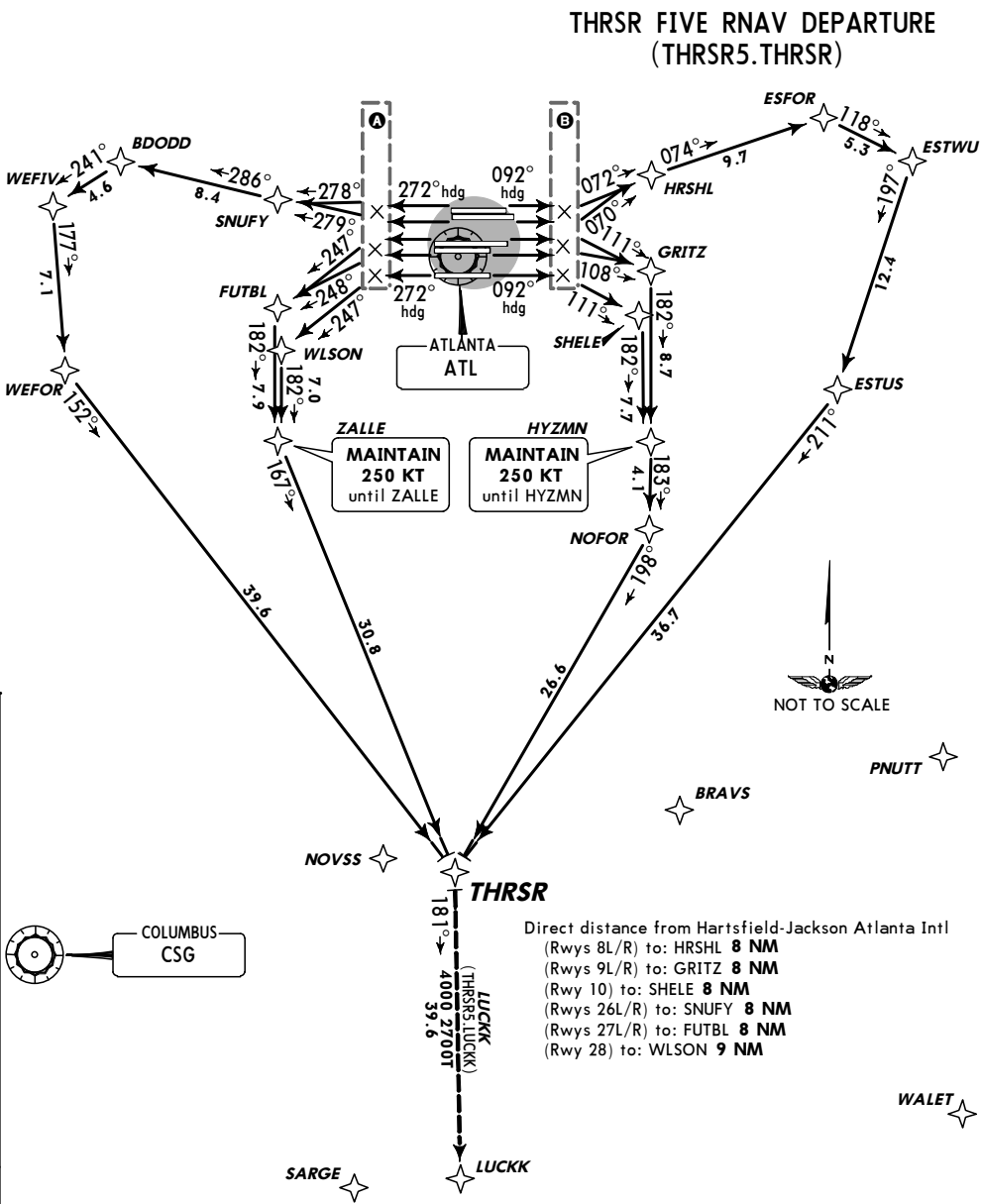
Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

A	B
<b>INITIAL CLIMB TURN ALTITUDE</b>	<b>INITIAL CLIMB TURN ALTITUDE</b>
RWY 26R At or above <b>1520'</b> 278° course to SNUFY	RWY 8L At or above <b>1500'</b> 072° course to HRSHL
RWY 26L At or above <b>1540'</b> 279° course to SNUFY	RWY 8R At or above <b>1500'</b> 070° course to HRSHL
RWY 27R At or above <b>1520'</b> 247° course to FUTBL	RWY 9L At or above <b>1480'</b> 111° course to GRITZ
RWY 27L At or above <b>1540'</b> 248° course to FUTBL	RWY 9R At or above <b>1500'</b> 108° course to GRITZ
RWY 28 At or above <b>1500'</b> 247° course to WLSON	RWY 10 At or above <b>1500'</b> 111° course to SHELE

**OBSTACLES**  
 For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above <b>1500'</b> , then on 072° course to HRSHL, then via depicted route to THRSR.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above <b>1500'</b> , then on 070° course to HRSHL, then via depicted route to THRSR.	
9L	Climb heading 092° to at or above <b>1480'</b> , then on 111° course to GRITZ, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until HYZMN.	
9R	Climb heading 092° to at or above <b>1500'</b> , then on 108° course to GRITZ, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until HYZMN.	
10	Climb heading 092° to at or above <b>1500'</b> , then on 111° course to SHELE, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until HYZMN.	
26L	Climb heading 272° to at or above <b>1540'</b> , then on 279° course to SNUFY, then via depicted route to THRSR.	
26R	Climb heading 272° to at or above <b>1520'</b> , then on 278° course to SNUFY, then via depicted route to THRSR.	
27L	Climb heading 272° to at or above <b>1540'</b> , then on 248° course to FUTBL, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until ZALLE.	
27R	Climb heading 272° to at or above <b>1520'</b> , then on 247° course to FUTBL, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until ZALLE.	
28	Climb heading 272° to at or above <b>1500'</b> , then on 247° course to WLSON, then via depicted route to THRSR. <b>MAINTAIN 250 KT</b> until ZALLE.	

**ROUTING**  
 EXPECT clearance to filed altitude 10 minutes after departure.



CHANGES: Procedure revised, renumbered.

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

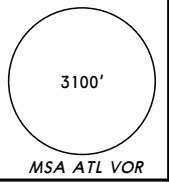


24 AUG 07 (10-35) Eff 30 Aug

ATLANTA, GA

RNAV SID

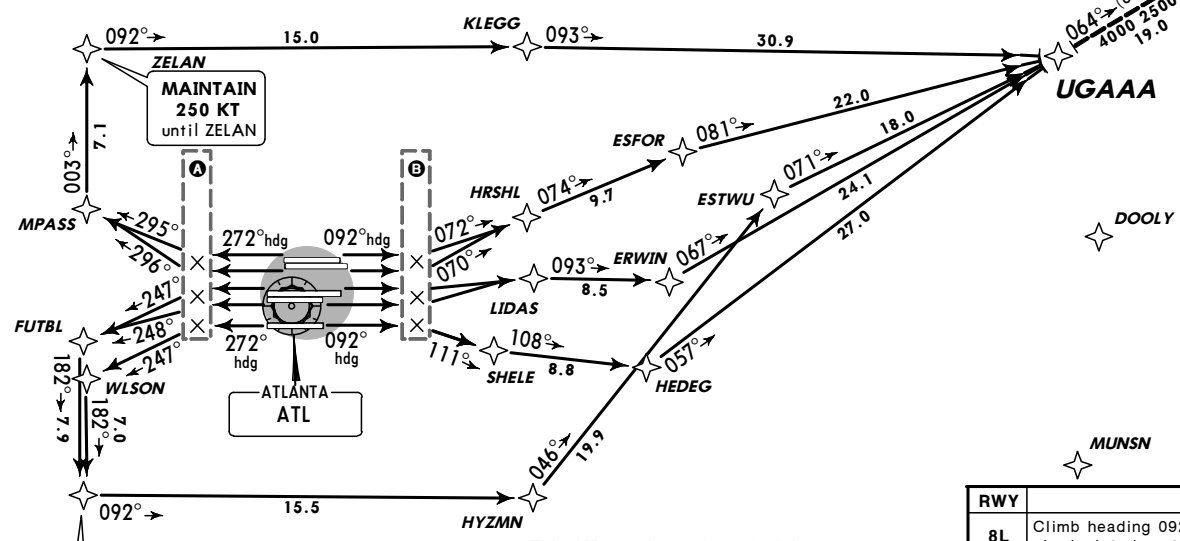
ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Use departure frequency depicted unless otherwise assigned. 7. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Any aircraft receiving clearance via Pre Departure Clearance (PDC) may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code unless you have a question.
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28			
125.7	135.7	135.37			



Direct distance from Hartsfield-Jackson Atlanta Intl  
 (Rwys 8L/R) to: HRSHL 8 NM  
 (Rwys 9L/R) to: LIDAS 8 NM  
 (Rwy 10) to: SHELE 8 NM  
 (Rwys 26L/R) to: MPASS 8 NM  
 (Rwys 27L/R) to: FUTBL 8 NM  
 (Rwy 28) to: WLSON 9 NM

UGAAA TWO RNAV DEPARTURE  
(UGAAA2.UGAAA)

A	B
INITIAL CLIMB TURN ALTITUDE	INITIAL CLIMB TURN ALTITUDE
RWY 26R At or above 1520' 295° course to MPASS	RWY 8L At or above 1500' 072° course to HRSHL
RWY 26L At or above 1540' 296° course to MPASS	RWY 8R At or above 1500' 070° course to HRSHL
RWY 27R At or above 1520' 247° course to FUTBL	RWY 9L At or above 1480' Direct to LIDAS
RWY 27L At or above 1540' 248° course to FUTBL	RWY 9R At or above 1500' Direct to LIDAS
RWY 28 At or above 1500' 247° course to WLSON	RWY 10 At or above 1500' 111° course to SHELE



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwys 8L, 9R, 10, 28: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1500'.  
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 247' per NM to 1200', ATC climb of 500' per NM to 1500'.  
 Rwy 9L: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to 1200', ATC climb of 500' per NM to 1480'.  
 Rwys 26L, 27L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1540'.  
 Rwys 26R, 27R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 1520'.

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170
247' per NM	309	412	618	823	1029	1235
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES  
For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to at or above 1500', then on 072° course to HRSHL, then via depicted route to UGAAA.	<b>MAINTAIN 10000'</b> (or requested altitude if lower)
8R	Climb heading 092° to at or above 1500', then on 070° course to HRSHL, then via depicted route to UGAAA.	
9L	Climb heading 092° to at or above 1480', then LEFT turn direct LIDAS, then via depicted route to UGAAA.	
9R	Climb heading 092° to at or above 1500', then LEFT turn direct LIDAS, then via depicted route to UGAAA.	
10	Climb heading 092° to at or above 1500', then on 111° course to SHELE, then via depicted route to UGAAA.	
26L	Climb heading 272° to at or above 1540', then on 296° course to MPASS, then via depicted route to UGAAA. <b>MAINTAIN 250 KT</b> until ZELAN.	
26R	Climb heading 272° to at or above 1520', then on 295° course to MPASS, then via depicted route to UGAAA. <b>MAINTAIN 250 KT</b> until ZELAN.	
27L	Climb heading 272° to at or above 1540', then on 248° course to FUTBL, then via depicted route to UGAAA. <b>MAINTAIN 250 KT</b> until ZALLE.	
27R	Climb heading 272° to at or above 1520', then on 247° course to FUTBL, then via depicted route to UGAAA. <b>MAINTAIN 250 KT</b> until ZALLE.	
28	Climb heading 272° to at or above 1500', then on 247° course to WLSON, then via depicted route to UGAAA. <b>MAINTAIN 250 KT</b> until ZALLE.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

# KATL/ATL

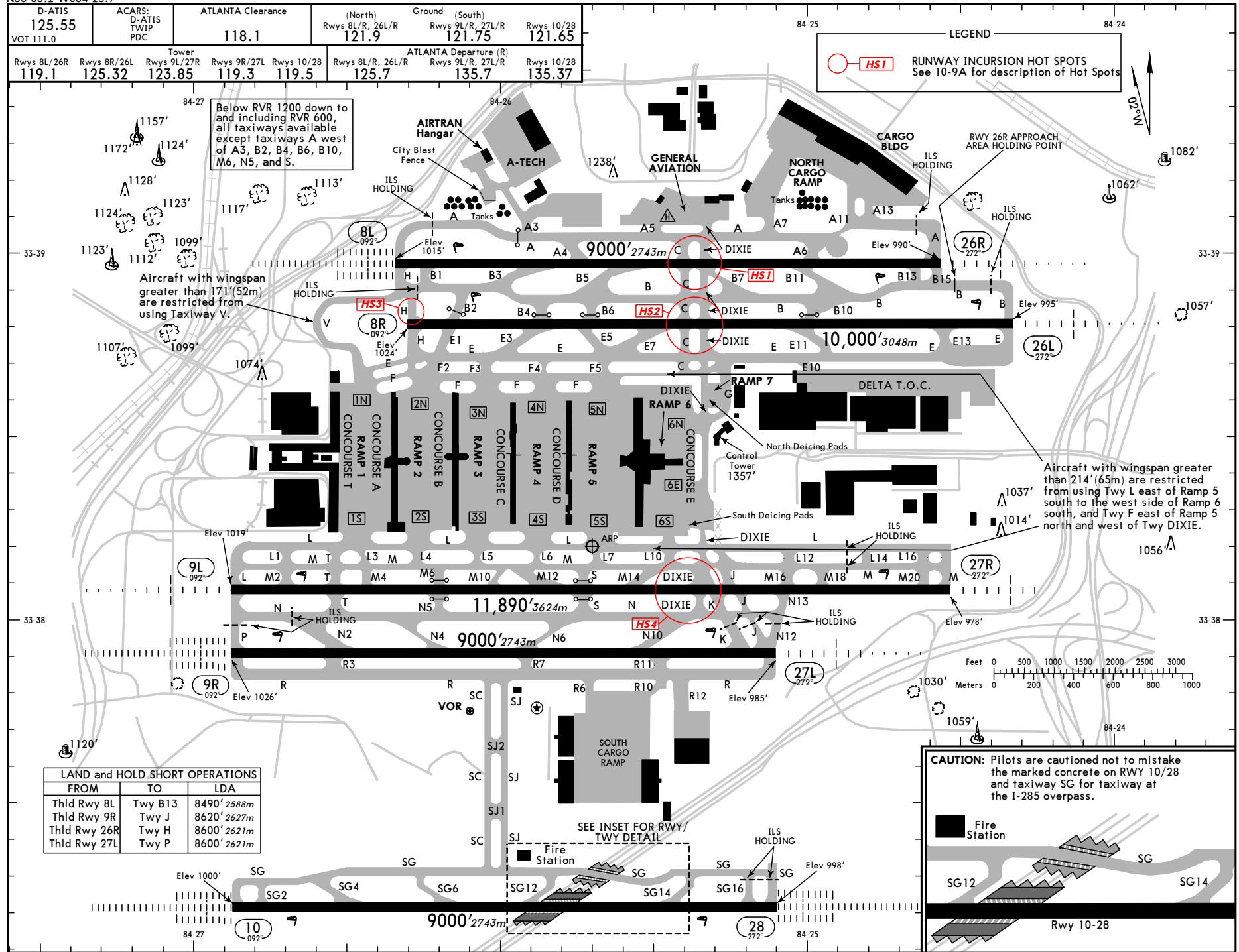


# ATLANTA, GA

Apt Elev 1026'  
N53 38.2 W084 25.7

3 APR 09 (10-9)

## HARTSFIELD-JACKSON ATLANTA INTL



D-ATIS 125.55 VOT 111.0	ACARS: D-ATIS TWIP PDC	ATLANTA Clearance 118.1	(North) Rwys 8L/R, 26L/R 121.9	Ground	(South) Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Tower		ATLANTA Departure (R)				
Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 125.7	Rwys 9L/R, 27L/R 135.7
			Rwys 10/28 135.37			

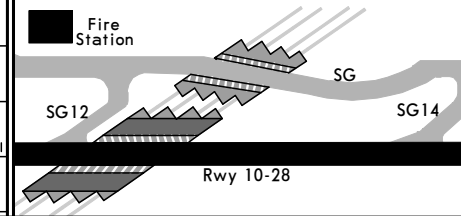
**LEGEND**

**HSI** RUNWAY INCURSION HOT SPOTS  
See 10-9A for description of Hot Spots

**LAND and HOLD SHORT OPERATIONS**

FROM	TO	LDA
Thld Rwy 8L	Twy B13	8490' 2588m
Thld Rwy 9R	Twy J	8620' 2627m
Thld Rwy 26R	Twy H	8600' 2621m
Thld Rwy 27L	Twy P	8600' 2621m


**CAUTION:** Pilots are cautioned not to mistake the marked concrete on RWY 10/28 and taxiway SG for taxiway at the I-285 overpass.



KATL/ATL

**GENERAL**  
 ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways.  
 Bird hazard.  
 Terminal Doppler Weather Radar.  
 Low-level wind shear alert system.  
 Noise and operations monitoring system (NOMS) program in effect; call the Atlanta Department of Aviation 770-436-6473 for more information.  
 Preferential rwy use in effect, expect to use Rwy 8R/26L, 9L/27R for departures;  
 Rwy 8L/26R, 9R/27L are used primarily for arrivals.  
 Runups are permitted at various sites; coordinate use of city facilities, movement areas, allowable non-movement areas with Department of Aviation Operations, 404-530-6620; and coordinate the use of the airlines facilities with them.  
 Touch and go operations, low approaches, and practice instrument approaches are not permitted.

ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
8R	HIRL CL ① PAPI-L	grooved RVR		8751' 2667m		150' 46m
	26L HIRL CL MALSR PAPI-L	grooved RVR		8900' 2713m		
① Angle 3.0°.						
8L	HIRL CL ALSF-II TDZ ② PAPI-L	grooved RVR		7600' 2316m		150' 46m
	26R HIRL CL MALSR TDZ PAPI-L	grooved RVR	③ 8800' 2682m	7651' 2332m		
② Angle 3.0°. ③ Last 200' (61m) is unavailable for landing distance computations.						
9R	HIRL CL ALSF-II TDZ ④ PAPI-L	grooved RVR		7848' 2392m		150' 46m
	27L HIRL CL MALSR TDZ ④ PAPI-R	grooved RVR	⑤ 8865' 2702m	7989' 2435m		
④ Angle 3.0°. ⑤ Last 135' (41m) is unavailable for landing distance computations.						
9L	HIRL CL MALSR ⑦ PAPI-R	grooved RVR		10,790' 3289m		150' 46m
	⑥ 27R HIRL CL MALSR ⑦ PAPI-R	grooved RVR	⑧ 11,740' 3578m	10,720' 3267m		
⑥ Tree 4424' (1348m) from departure end of runway, 1006' (307m) right of centerline. ⑦ Angle 3.0°. ⑧ Last 150' (46m) is unavailable for landing distance computations.						
10	HIRL CL ALSF-II TDZ	grooved RVR		7850' 2393m		150' 46m
	28			7824' 2385m		

**RUNWAY INCURSION HOT SPOTS**   
 For information only, not to be construed as ATC instructions.

**HS1** Intersections of Twys C and DIXIE at Rwy 8L/26R.  
**HS2** Intersections of Twys C and DIXIE at Rwy 8R/26L.  
**HS3** Intersection of Twy H at Rwy 8R/26L.  
**HS4** Intersection of Twy DIXIE at Rwy 9L/27R.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 8R					
① With Min climb of 247'/NM to 1200'					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Other CEIL-VIS
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- RVR 50 or 1
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway.

Rwy 9L					
② With Min climb of 234'/NM to 1200'					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Other CEIL-VIS
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- RVR 60 or 1/4
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				

② Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

**OBSTACLE DP**  
 Rwy 8R - Climb heading 092° to 1500' before turning RIGHT.  
 Rwy 9L - Climb heading 092° to 1500' before turning LEFT.

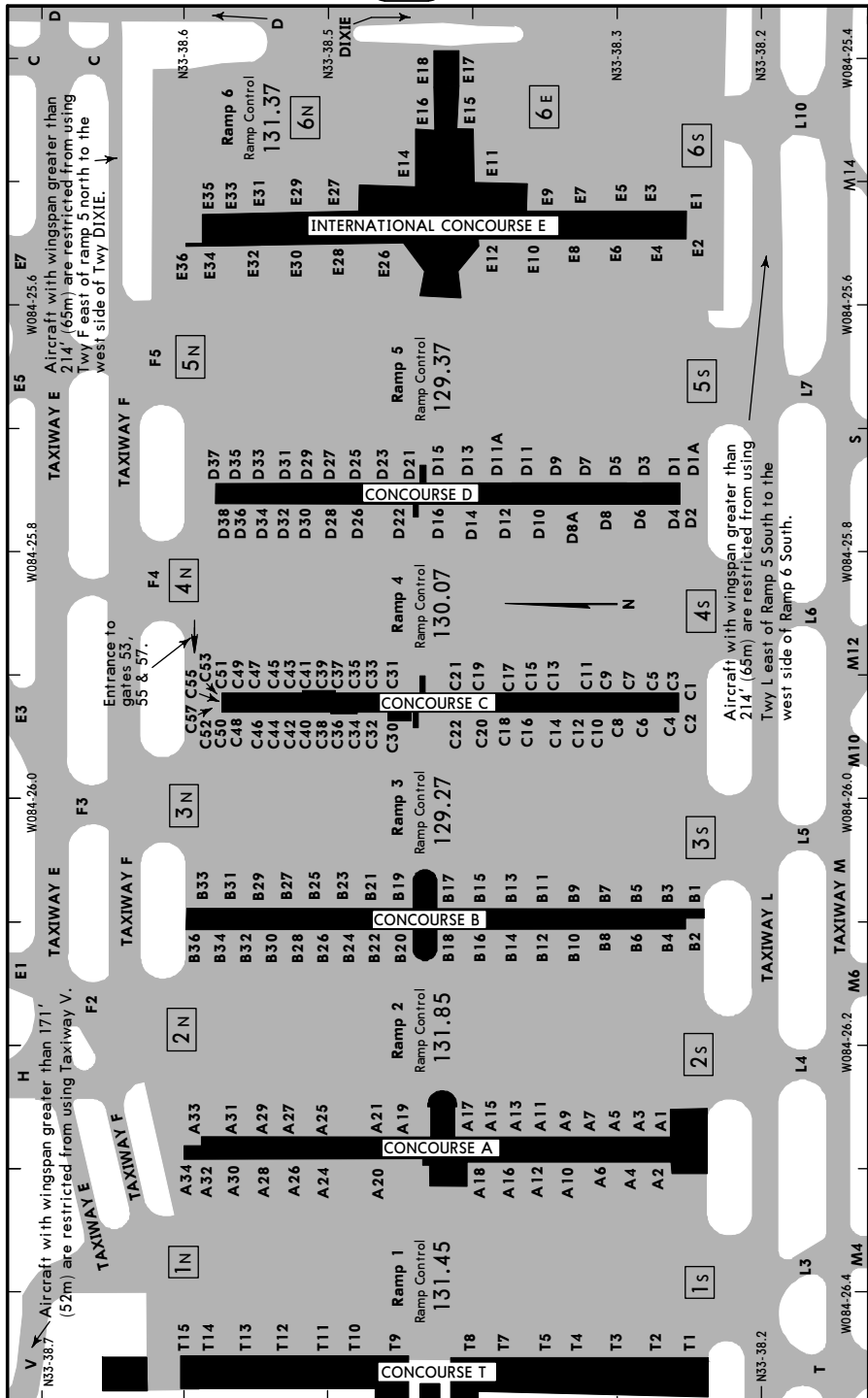
FOR FILING AS ALTERNATE				
ILS Rwy 8L	ILS Rwy 26L	LOC Rwy 8L	RNAV (GPS) Y Rwy 8L	Other
ILS PRM Rwy 8L	ILS PRM Rwy 26L	LOC Rwy 8R	RNAV (GPS) Y Rwy 8R	
ILS Rwy 8R	ILS Rwy 26R	LOC Rwy 9L	RNAV (GPS) Y Rwy 9L	
ILS PRM Rwy 8R	ILS PRM Rwy 26R	LOC Rwy 9R	RNAV (GPS) Y Rwy 9R	
ILS Rwy 9L	ILS Rwy 27L	LOC Rwy 10	RNAV (GPS) Y Rwy 10	
ILS PRM Rwy 9L	ILS PRM Rwy 27L	LOC Rwy 26L	RNAV (GPS) Y Rwy 26L	
ILS Rwy 9R	ILS Rwy 27R	LOC Rwy 26R	RNAV (GPS) Y Rwy 26R	
ILS PRM Rwy 9R	ILS PRM Rwy 27R	LOC Rwy 27L	RNAV (GPS) Y Rwy 27L	
ILS Rwy 10	ILS Rwy 28	LOC Rwy 27R	RNAV (GPS) Y Rwy 27R	
ILS PRM Rwy 10	ILS PRM Rwy 28	LOC Rwy 28	RNAV (GPS) Y Rwy 28	
			VOR Rwy 27L	
A				
B				
C	600-2	800-2	NA	
D				

KATL/ATL



ATLANTA, GA

7 AUG 09 10-9B HARTSFIELD-JACKSON ATLANTA INTL



CHANGES: Concourse T gates.

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ATLANTA, GA

7 AUG 09 10-9C HARTSFIELD-JACKSON ATLANTA INTL

PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
<b>CONCOURSE A</b>		<b>CONCOURSE D (Cont'd)</b>	
A1 thru A7	N33 38.3 W084 26.3	D15	N33 38.4 W084 25.7
A9, A10	N33 38.3 W084 26.3	D16	N33 38.4 W084 25.8
A11, A12, A13	N33 38.4 W084 26.3	D21	N33 38.4 W084 25.7
A15 thru A19	N33 38.4 W084 26.3	D22	N33 38.4 W084 25.8
A20, A21	N33 38.5 W084 26.3	D23, D25	N33 38.5 W084 25.7
A24 thru A29	N33 38.5 W084 26.3	D26	N33 38.5 W084 25.8
A30 thru A34	N33 38.6 W084 26.3	D27	N33 38.5 W084 25.7
<b>CONCOURSE B</b>		D28	N33 38.5 W084 25.8
B1, B2	N33 38.2 W084 26.1	D29	N33 38.5 W084 25.7
B3 thru B10	N33 38.3 W084 26.1	D30	N33 38.5 W084 25.8
B11 thru B18	N33 38.4 W084 26.1	D31	N33 38.5 W084 25.7
B19 thru B30	N33 38.5 W084 26.1	D32	N33 38.5 W084 25.8
B31 thru B34	N33 38.6 W084 26.1	D33	N33 38.5 W084 25.7
B36	N33 38.6 W084 26.1	D34	N33 38.5 W084 25.8
<b>CONCOURSE C</b>		D35	N33 38.6 W084 25.7
C1, C2	N33 38.2 W084 25.9	D36	N33 38.6 W084 25.8
C3 thru C14	N33 38.3 W084 25.9	D37	N33 38.6 W084 25.7
C15 thru C22	N33 38.4 W084 25.9	D38	N33 38.6 W084 25.8
C30 thru C45	N33 38.5 W084 25.9	<b>INTERNATIONAL CONCOUSE E</b>	
C46 thru C53	N33 38.6 W084 25.9	E1, E2	N33 38.2 W084 25.5
C55, C57	N33 38.6 W084 25.9	E3 thru E9	N33 38.3 W084 25.5
<b>CONCOURSE D</b>		E10, E11, E12	N33 38.4 W084 25.5
D1	N33 38.3 W084 25.7	E14	N33 38.4 W084 25.5
D1A	N33 38.2 W084 25.7	E15 thru E18	N33 38.4 W084 25.4
D2	N33 38.2 W084 25.8	E26	N33 38.5 W084 25.6
D3	N33 38.3 W084 25.7	E27	N33 38.5 W084 25.5
D4	N33 38.3 W084 25.8	E28	N33 38.5 W084 25.6
D5	N33 38.3 W084 25.7	E29	N33 38.5 W084 25.5
D6	N33 38.3 W084 25.8	E30	N33 38.5 W084 25.6
D7	N33 38.3 W084 25.7	E31	N33 38.5 W084 25.5
D8, D8A	N33 38.3 W084 25.8	E32	N33 38.6 W084 25.6
D9	N33 38.3 W084 25.7	E33	N33 38.6 W084 25.5
D10	N33 38.4 W084 25.8	E34	N33 38.6 W084 25.5
D11, D11A	N33 38.4 W084 25.7	E35	N33 38.6 W084 25.5
D12	N33 38.4 W084 25.8	36	N33 38.6 W084 25.6
D13	N33 38.4 W084 25.7	<b>CONCOURSE T</b>	
D14	N33 38.4 W084 25.8	T1 thru T4	N33 38.3 W084 26.5
		T5, T7, T8	N33 38.4 W084 26.5
		T9 thru T12	N33 38.5 W084 26.5
		T13 thru T15	N33 38.6 W084 26.5

CHANGES: Concourse T gates.

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SMGCS

HARTSFIELD-JACKSON ATLANTA INTL (10-9D) 22 AUG 08

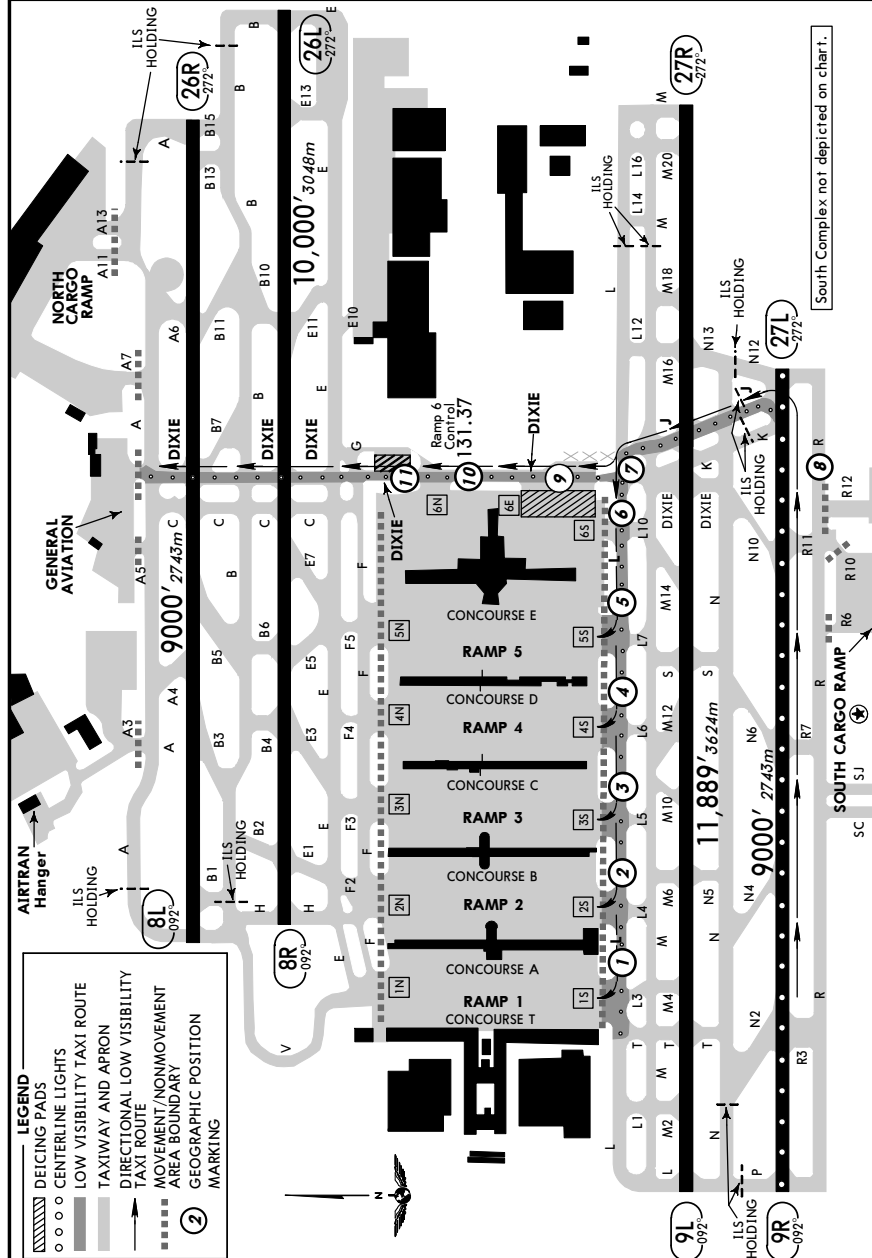
ATLANTA, GA

LESS THAN RVR 600

LOW VISIBILITY TAXI ROUTES

For RVR less than 600 during deicing operations - see 10-9E

D-ATIS 125.55 VOT 111.0	ACARS: D-ATIS PDC TWIP	ATLANTA Clearance 118.1	(North) Rwys 8L/R, 26L/R 121.9	Ground (South) Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Tower Rwys 8L/26R 119.1 Rwys 8R/26L 125.32 Rwys 9L/27R 123.85 Rwys 9R/27L 119.3 Rwys 10/28 119.5			ATLANTA Departure (R) Rwys 8L/R, 26L/R 125.7 Rwys 9L/R, 27L/R 135.7 Rwys 10/28 135.37		



CHANGES: Taxiways & ramp.

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KATL/ATL

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HARTSFIELD-JACKSON ATLANTA INTL (10-9E) 22 AUG 08

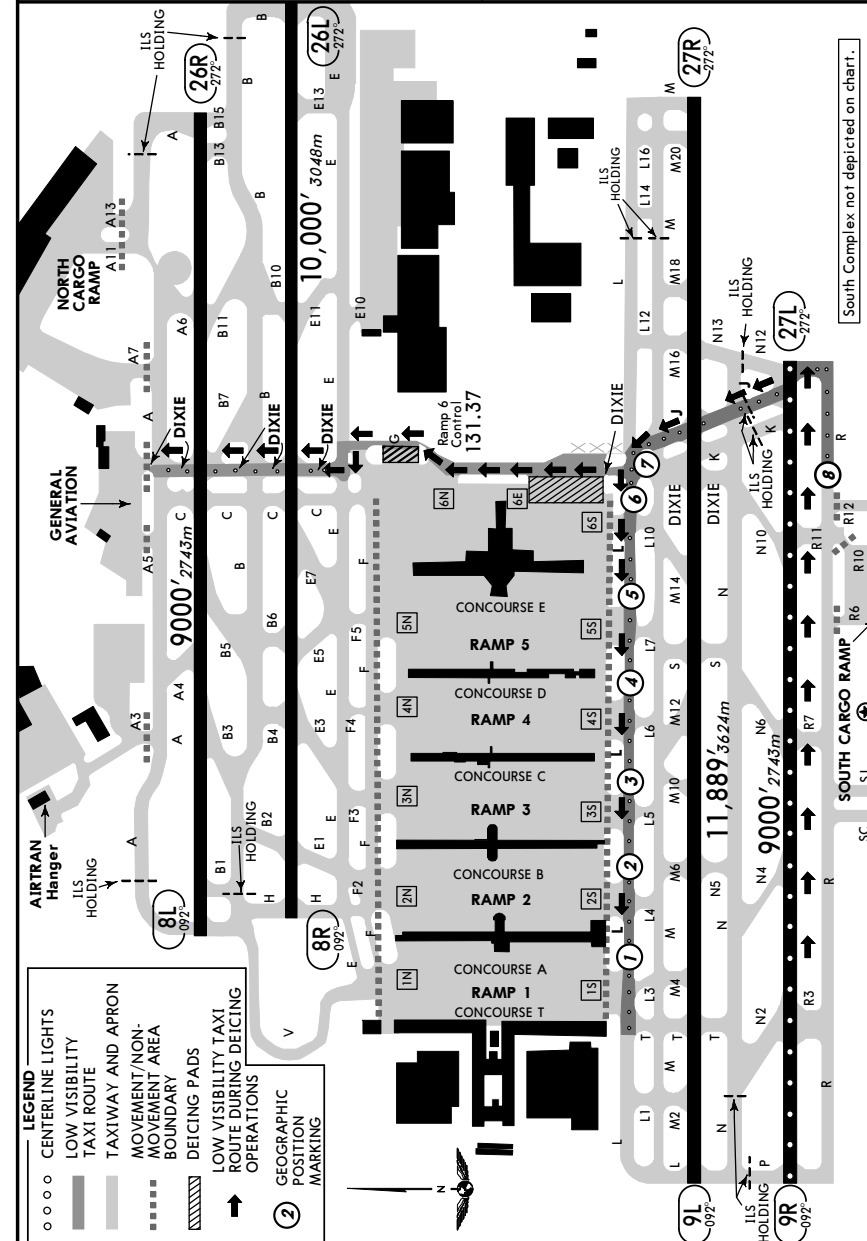
ATLANTA, GA

LESS THAN RVR 600

DURING DEICING OPS

LOW VISIBILITY TAXI ROUTES

D-ATIS 125.55 VOT 111.0	ACARS: D-ATIS PDC TWIP	ATLANTA Clearance 118.1	(North) Rwys 8L/R, 26L/R 121.9	Ground (South) Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Tower Rwys 8L/26R 119.1 Rwys 8R/26L 125.32 Rwys 9L/27R 123.85 Rwys 9R/27L 119.3 Rwys 10/28 119.5			ATLANTA Departure (R) Rwys 8L/R, 26L/R 125.7 Rwys 9L/R, 27L/R 135.7 Rwys 10/28 135.37		



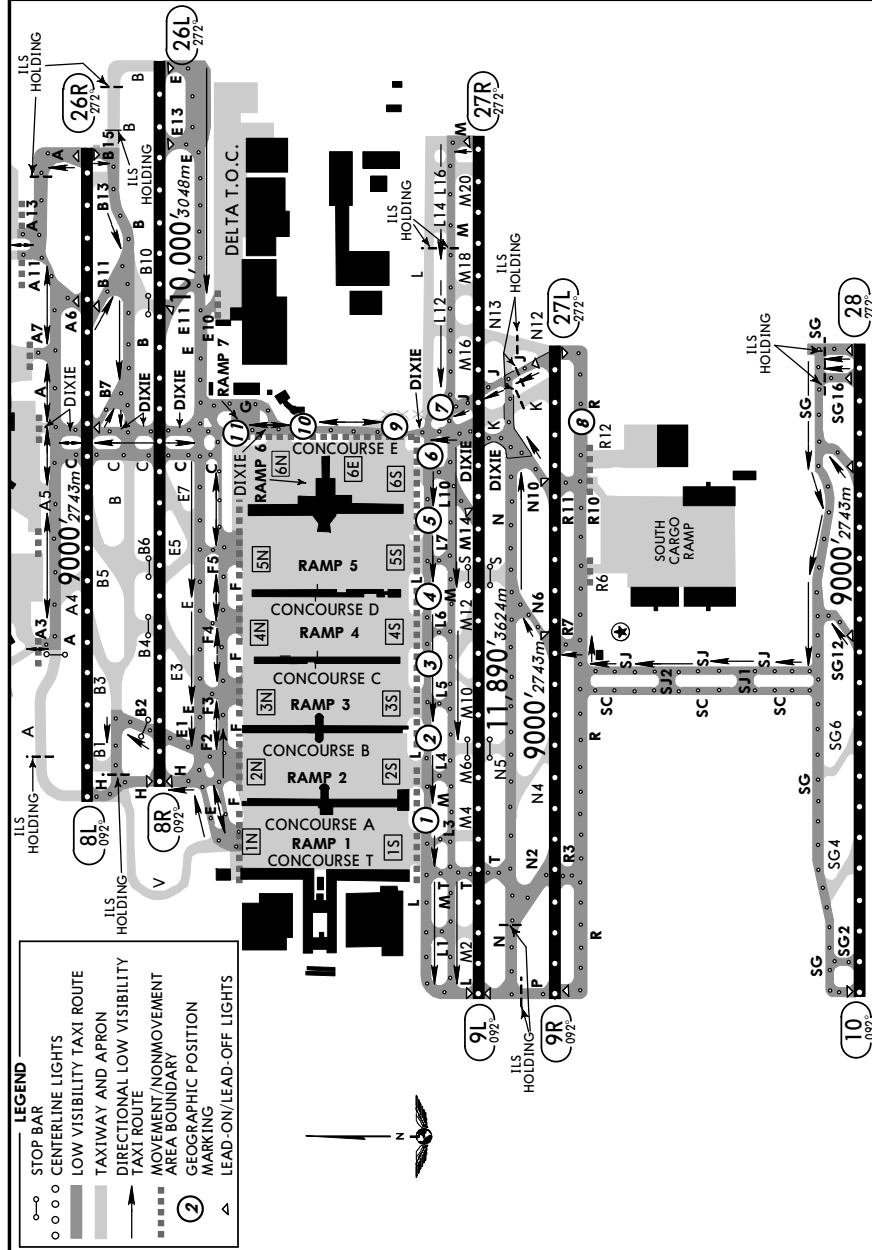
CHANGES: Taxiways & ramp.

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**KATL/ATL** **JEPPESEN** **SMGCS**  
**HARTSFIELD-JACKSON ATLANTA INTL** **(10-9F)** 3 APR 09 **ATLANTA, GA**  
**RVR 1200 to 600** **LOW VISIBILITY TAXI ROUTES**

For RVR 1200 to 600 during deicing operations - see 10-9G

D-ATIS 125.55 VOT 111.0	ACARS: D-ATIS PDC TWIP	ATLANTA Clearance 118.1	(North) Rwys 8L/R, 26L/R 121.9	Ground (South) Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Tower Rwys 8L/26R 119.1 Rwys 8R/26L 125.32 Rwys 9L/27R 123.85 Rwys 9R/27L 119.3 Rwys 10/28 119.5			ATLANTA Departure (R) Rwys 8L/R, 26L/R 125.7 Rwys 9L/R, 27L/R 135.7 Rwys 10/28 135.37		



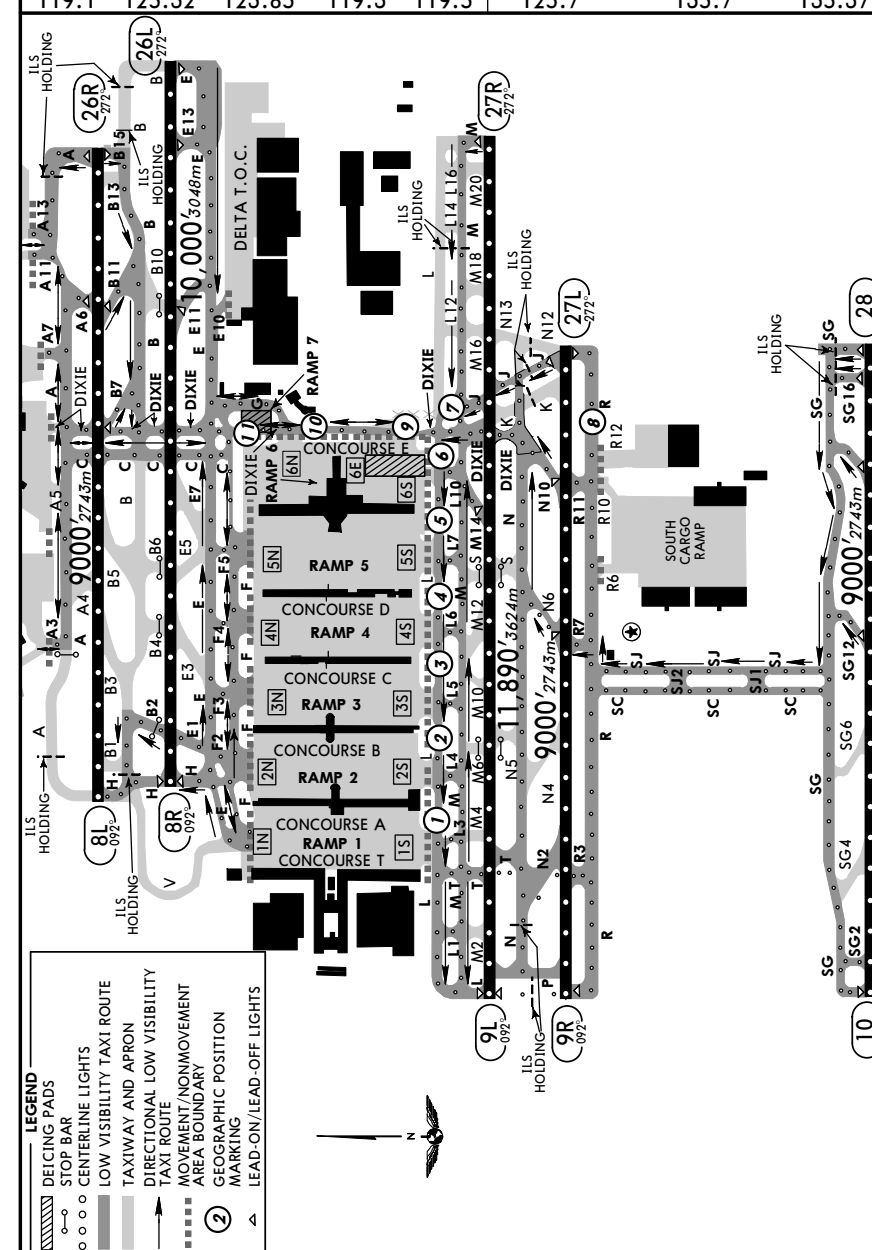
CHANGES: Taxiways revised, ILS holding lines.

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**KATL/ATL** **JEPPESEN** **SMGCS**  
**HARTSFIELD-JACKSON ATLANTA INTL** **(10-9G)** 3 APR 09 **ATLANTA, GA**  
**RVR 1200 to 600** **DURING DEICING OPS** **LOW VISIBILITY TAXI ROUTES**

For RVR 1200 to 600 during deicing operations - see 10-9G

D-ATIS 125.55 VOT 111.0	ACARS: D-ATIS PDC TWIP	ATLANTA Clearance 118.1	(North) Rwys 8L/R, 26L/R 121.9	Ground (South) Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Tower Rwys 8L/26R 119.1 Rwys 8R/26L 125.32 Rwys 9L/27R 123.85 Rwys 9R/27L 119.3 Rwys 10/28 119.5			ATLANTA Departure (R) Rwys 8L/R, 26L/R 125.7 Rwys 9L/R, 27L/R 135.7 Rwys 10/28 135.37		



CHANGES: Taxiways revised, ILS hold lines.

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KATL/ATL

JEPPesen

ATLANTA, GA

12 JAN 07  
Eff 18 Jan

(11-0)

HARTSFIELD-JACKSON ATLANTA INTL

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)  
ILS PRM RWYS 8L, 8R, 9L, 9R, 10,  
26L, 26R, 27L, 27R, 28**

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts". ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

- Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

KATL/ATL

JEPPesen

ATLANTA, GA

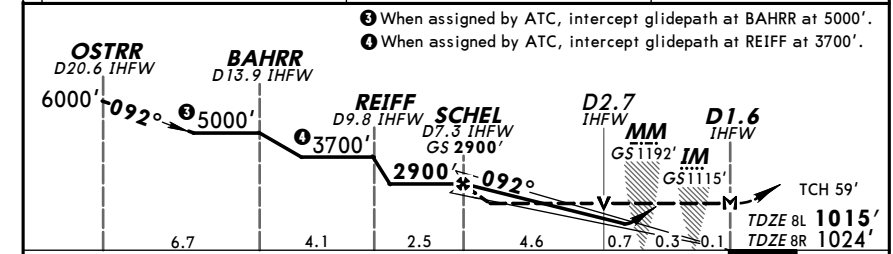
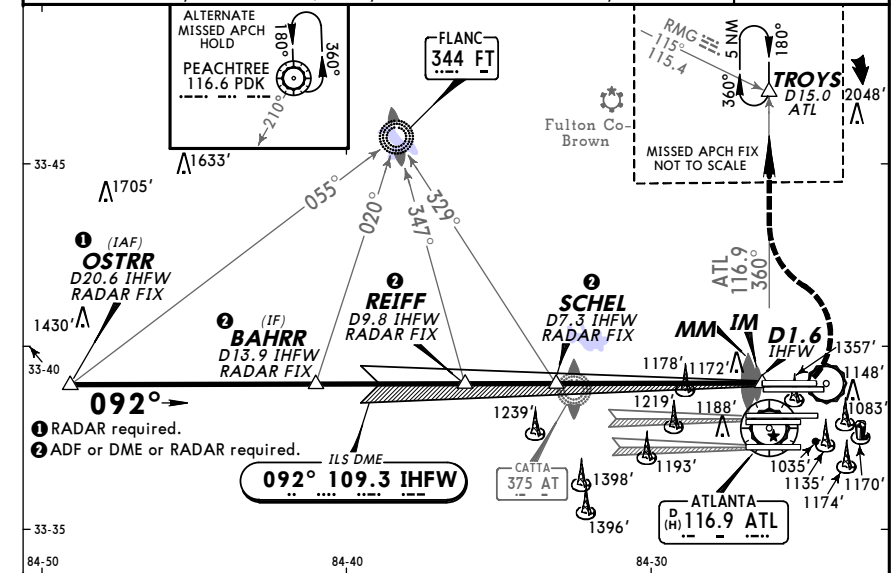
HARTSFIELD-JACKSON ATLANTA INTL

12 JAN 07  
Eff 18 Jan

(11-1)

ILS or LOC Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Ground	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	119.5	121.9	121.75	121.65	121.65
LOC IHFV	Final Apch Crs	GS SCHEL	ILS DA(H)	Apt Elev	1026'						
109.3	092°	2900' (1885')	1215' (200')	TDZE 8L	1015'						
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.										3100'	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										MSA ATL VOR	
1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rwys 9L or 9R or 10, or Rwys 9L and 10. 3. PAPI-L on Rwy 8R.											



Gnd speed-Kts	70	90	100	120	140	160	ALS-II PAPI	1500'	3500'	ATL
GS	3.00°	377	484	538	646	861		via 116.9	TROYS	
MAP at D1.6 IHFW or SCHEL to MAP	5.7	4:53	3:48	3:25	2:51	2:27		2:08	R-360	

STRAIGHT-IN LANDING RWY 8L			LOC (GS out)		SIDESTEP LANDING RWY 8R	
DA(H) 1215' (200')			MDA(H) 1440' (425')		MDA(H) 1440' (416')	
FULL			TDZ or CL out		ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
B						
C				RVR 40 or 3/4	RVR 60 or 1/4	1 1/2
D						2

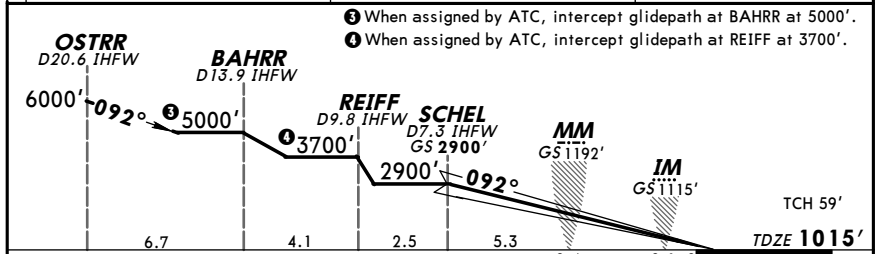
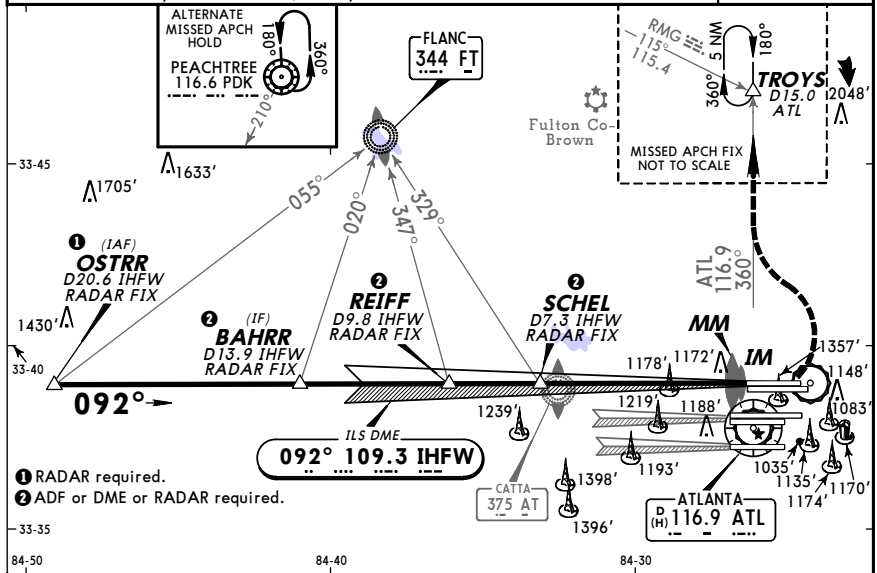
**KATL/ATL** ATLANTA, GA  
 HARTSFIELD-  
 JACKSON ATLANTA INTL **12 JAN 07** **(11-1A)** **Eff 18 Jan** **ILS Rwy 8L CAT II & III**

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65	
LOC IHFW <b>109.3</b>	Final Apch Crs <b>092°</b>	GS <b>SCHL</b>	CAT III C <b>NA</b>	CAT III B Refer to Minimums	CAT III A	CAT II <b>RA 106'</b>	Apt Elev <b>1026'</b>	TDZE <b>1015'</b>	MSA ATL VOR	

**MISSED APCH:** Climb to 1500', then climbing LEFT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwys 9L or 9R or 10, or Rwys 9L and 10.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3500'	ATL	TROYS
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	via 116.9 R-360	

STRAIGHT-IN LANDING RWY 8L			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS <b>RA 106'</b>
			DA(H) <b>1115' (100')</b>
NA	RVR 6	RVR 7	RVR 12

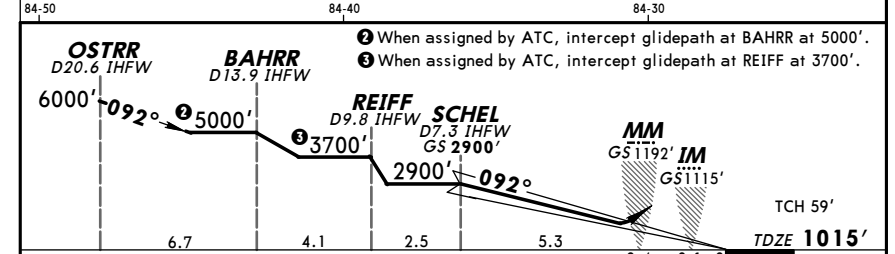
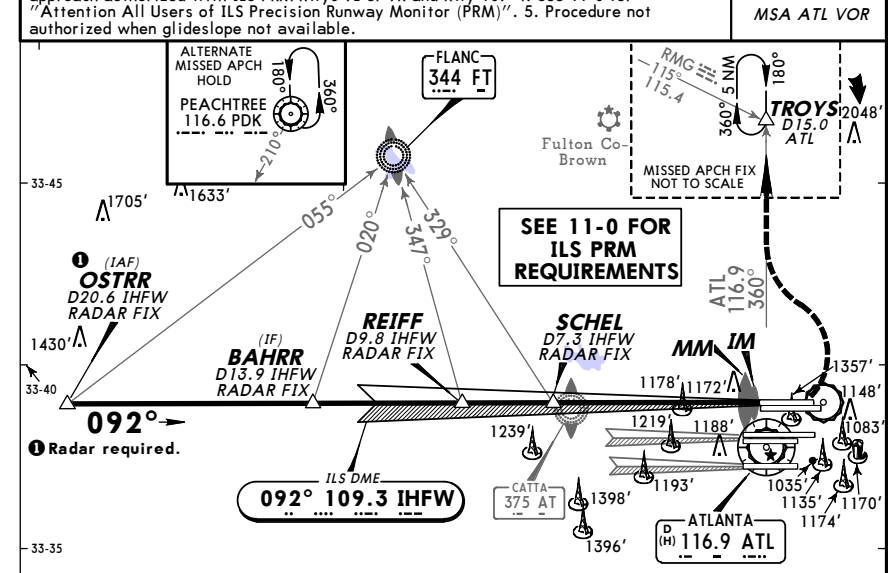
**KATL/ATL** ATLANTA, GA  
 HARTSFIELD-  
 JACKSON ATLANTA INTL **6 APR 07** **(11-2)** **Eff 12 Apr** **ILS PRM Rwy 8L**  
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65	
LOC IHFW <b>109.3</b>	Final Apch Crs <b>092°</b>	GS <b>SCHL</b>	CAT III C <b>NA</b>	CAT III B Refer to Minimums	CAT III A	CAT II <b>RA 106'</b>	Apt Elev <b>1026'</b>	TDZE <b>1015'</b>	MSA ATL VOR	

**MISSED APCH:** Climb to 1500', then climbing LEFT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3500'	ATL	TROYS
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	via 116.9 R-360	

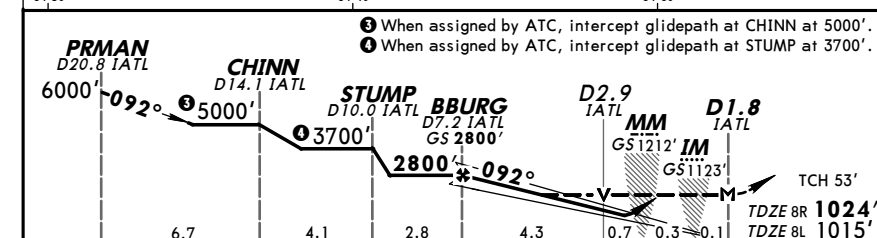
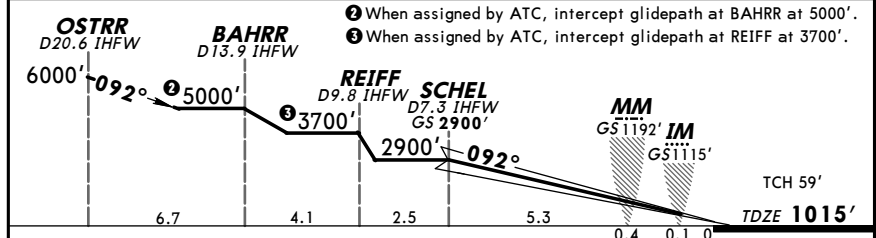
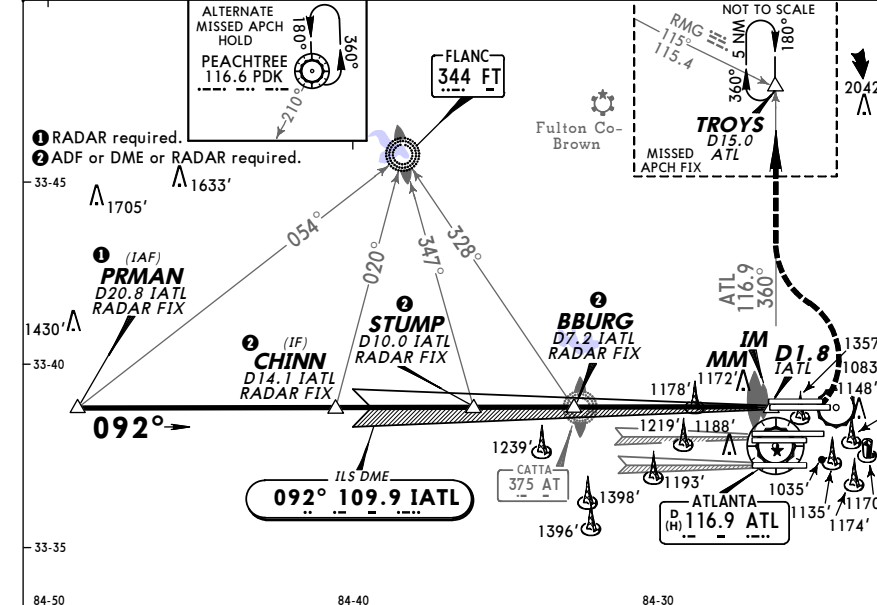
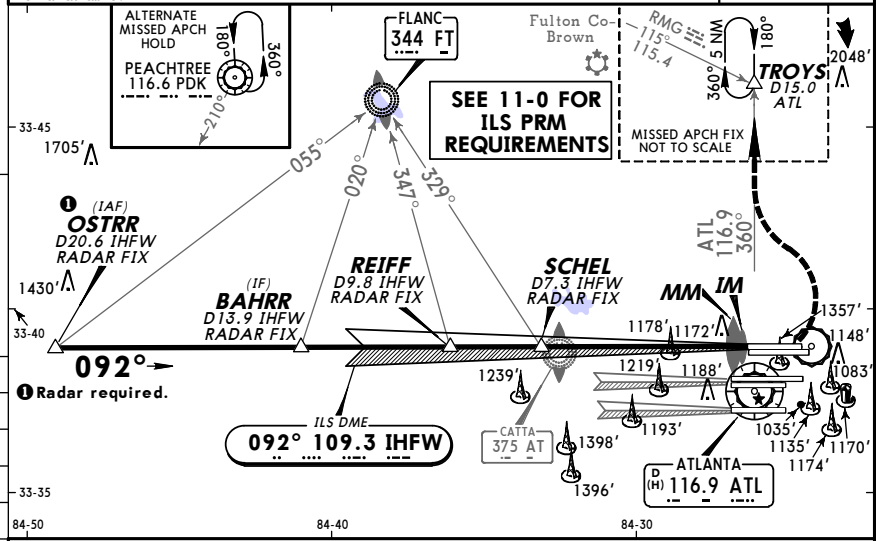
STRAIGHT-IN LANDING RWY 8L		
ILS		
DA(H) <b>1215' (200')</b>		
FULL	TDZ or CL out	ALS out
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4

**KATL/ATL** **JEPPesen** **ATLANTA, GA**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL **16 APR 07** (11-2A) **ILS PRM Rwy 8L CAT II & III**  
 Eff 12 Apr (SIMULTANEOUS CLOSE PARALLEL)

**KATL/ATL** **JEPPesen** **ATLANTA, GA**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL **12 JAN 07** (11-3) **Eff 18 Jan** **ILS or LOC Rwy 8R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	Ground
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		
Monitor Frequency 126.9											
LOC IAHW	Final Apch Crs	GS SCHEL	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 106'	Apt Elev 1026'				
109.3	092°	2900' (1885')	NA		Refer to Minimums	DA(H) 1115' (100')	TDZE 1015'				

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	Ground
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65		
LOC IATL	Final Apch Crs	GS BBURG	ILS DA(H)	Apt Elev 1026'							
109.9	092°	2800' (1776')	1281' (257')	TDZE 1024'							



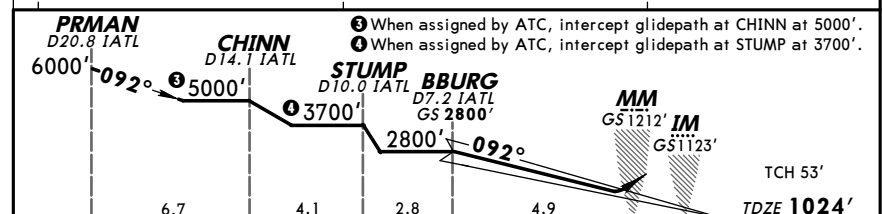
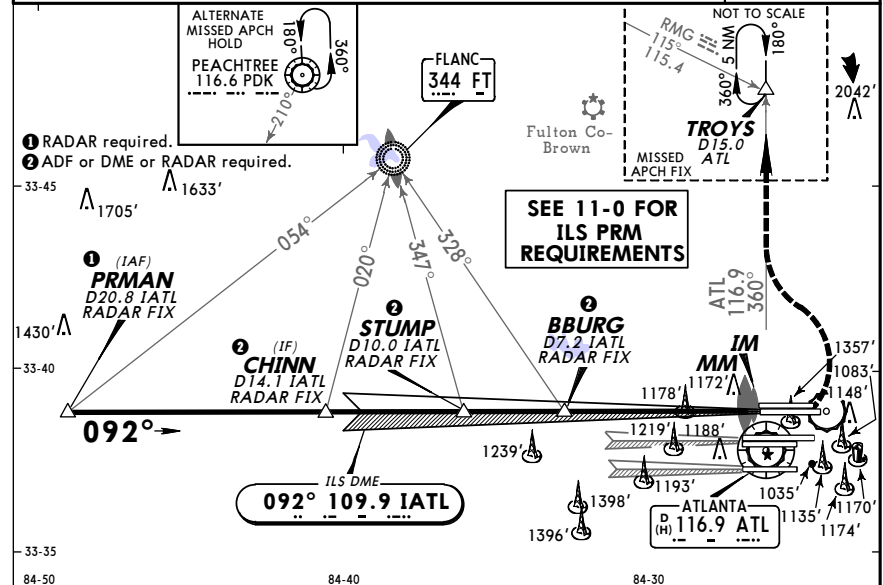
ALSIF-II		1500'	3500'	ATL
PAPI		↑	LT	via 116.9 TROYS R-360
STRAIGHT-IN LANDING RWY 8L				
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106'	
			DA(H) 1115' (100')	
NA	RVR 6	RVR 7	RVR 12	

ALSIF-II		1500'	3500'	ATL
PAPI-L		↑	LT	via 116.9 TROYS R-360
STRAIGHT-IN LANDING RWY 8R				
ILS DA(H) 1281' (257')		LOC (GS out) MDA(H) 1440' (416')		SIDESTEP LANDING RWY 8L MDA(H) 1440' (425')
				ALS out
A	RVR 50 or 1		RVR 50 or 1	
B	RVR 40 or 3/4		RVR 50 or 1	
C			RVR 50 or 1	
D			1 1/2	
			2	

**KATL/ATL**  
**HARTSFIELD- JACKSON ATLANTA INTL**  
 ATLANTA, GA  
**ILS PRM Rwy 8R**  
 (SIMULTANEOUS CLOSE PARALLEL)

JEPPESEN  
 12 JAN 07 **(11-4)** Eff 18 Jan

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L	Rwys 8L/26R	ATLANTA Tower Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
Monitor Frequency		126.9							
LOC IATL	Final Apch Crs	GS <b>BBURG</b>	ILS <b>DA(H)</b>	Apt Elev 1026'					
109.9	092°	2800' (1776')	1281' (257')	TDZE 1024'					



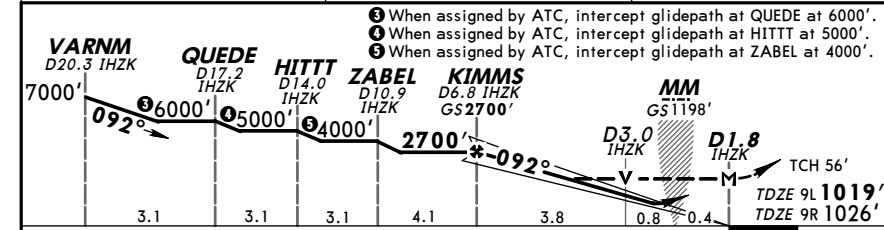
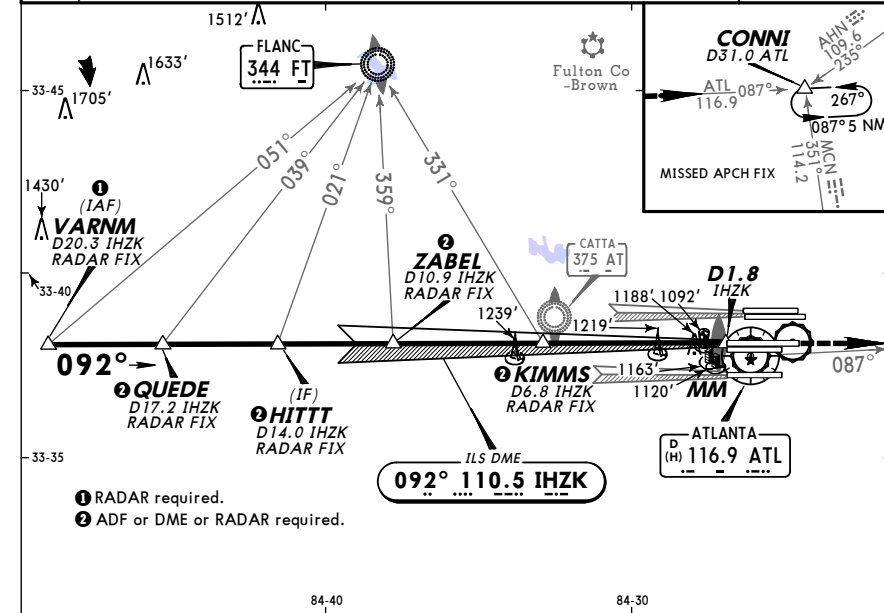
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	484	538	646	753	861		
								1500'	3500'
								ATL	TROYS

STRAIGHT-IN LANDING RWY 8R		STRAIGHT-IN LANDING RWY 9L		SIDESTEP LANDING RWY 9R	
ILS		LOC (GS out)		SIDESTEP	
DA(H) 1281' (257')		DA(H) 1219' (200')		MDA(H) 1480' (454')	
		MDA(H) 1480' (461')			
		FULL		RAIL out	
		RAIL or ALS out		ALS out	
A		RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
B		RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1
C		RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	1 1/2
D		RVR 50 or 1	RVR 50 or 1	1 1/2	2

**KATL/ATL**  
**HARTSFIELD- JACKSON ATLANTA INTL**  
 ATLANTA, GA  
**ILS or LOC Rwy 9L**

JEPPESEN  
 8 AUG 08 **(11-5)**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower Rwys 9R/27L	Rwys 9L/R, 27L/R	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
Monitor Frequency		126.9							
LOC IHZK	Final Apch Crs	GS <b>KIMMS</b>	ILS <b>DA(H)</b>	Apt Elev 1026'					
110.5	092°	2700' (1681')	1219' (200')	TDZE 9L 1019'					



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	484	538	646	753	861		
								1500'	4000'
								ATL	CONNI

STRAIGHT-IN LANDING RWY 9L		STRAIGHT-IN LANDING RWY 9R		SIDESTEP LANDING RWY 9R	
ILS		LOC (GS out)		SIDESTEP	
DA(H) 1219' (200')		DA(H) 1219' (200')		MDA(H) 1480' (454')	
		MDA(H) 1480' (461')			
		FULL		RAIL out	
		RAIL or ALS out		ALS out	
A		RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
B		RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1
C		RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	1 1/2
D		RVR 50 or 1	RVR 50 or 1	1 1/2	2

**KATL/ATL**  
**HARTSFIELD- JACSON ATLANTA INTL**  
**ATLANTA, GA**  
**ILS PRM Rwy 9L**  
 (SIMULTANEOUS CLOSE PARALLEL)

JEPPESEN  
 8 AUG 08 (11-6)

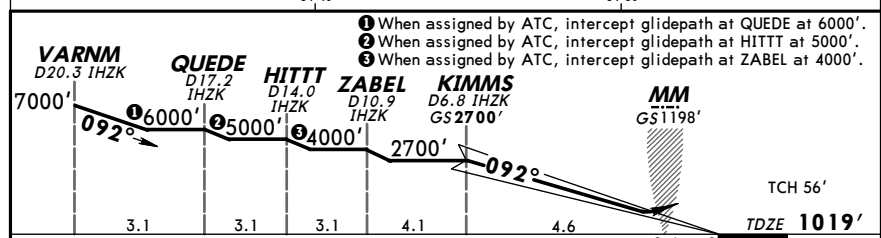
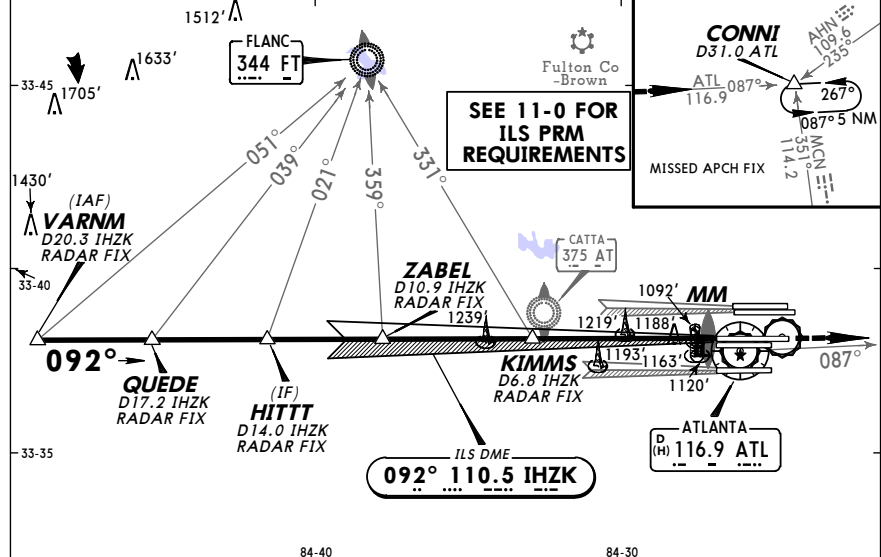
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground				
119.65	127.9	Rwys 9L/27R 123.85	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65		

LOC IHZK <b>110.5</b>	Final Apch Crs <b>092°</b>	GS <b>2700'</b> (1681')	ILS DA(H) <b>1219'</b> (200')	Apt Elev <b>1026'</b>	TDZE <b>1019'</b>
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**MISSED APCH:** Climb to 1500', then climbing LEFT turn to 4000' outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **RADAR required.** 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1500'	4000'	ATL	CONNI
GS	3.00°	377	484	538	646	753	PAPI	LT	via 116.9	R-087	

STRAIGHT-IN LANDING RWY 9L		ILS	
FULL		DA(H) 1219' (200')	
RAIL or ALS out			
A			
B	RVR 24 or 1/2		RVR 40 or 3/4
C			
D			

TERPS: RVR 18 with Flight Director or Autopilot or HUD to DA.

**KATL/ATL**  
**HARTSFIELD- JACSON ATLANTA INTL**  
**ATLANTA, GA**  
**ILS or LOC Rwy 9R**

JEPPESEN  
 3 APR 09 (11-7)

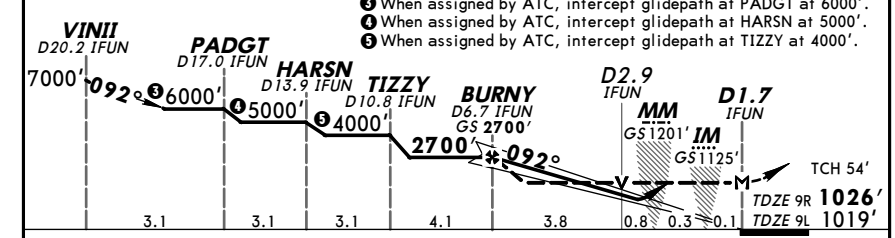
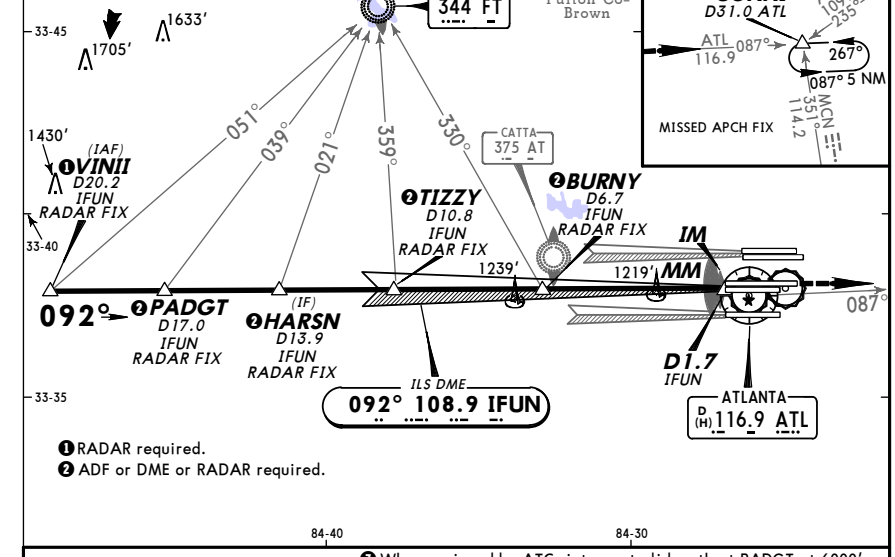
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground				
119.65	127.9	Rwys 9R/27R 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27L 123.85	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65		

LOC IFUN <b>108.9</b>	Final Apch Crs <b>092°</b>	GS <b>2700'</b> (1674')	ILS DA(H) <b>1226'</b> (200')	Apt Elev <b>1026'</b>	TDZE <b>1026'</b>
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**MISSED APCH:** Climb to 1500' then climbing LEFT turn to 4000' outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rwys 8L or 8R. 3. MALS R, PAPI-R on Rwy 9L.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1500'	4000'	ATL	CONNI
GS	3.00°	377	484	538	646	753	PAPI	LT	via 116.9	R-087	

STRAIGHT-IN LANDING RWY 9R		ILS		LOC (GS out)		SIDESTEP LANDING RWY 9L	
FULL		DA(H) 1226' (200')		MDA(H) 1480' (454')		MDA(H) 1480' (461')	
TDZ or CL out		ALS out		ALS out		RAIL or ALS out	
A							
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
C				RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2
D				RVR 50 or 1	1 1/2	1 1/2	2

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

JEPPESEN ATLANTA, GA

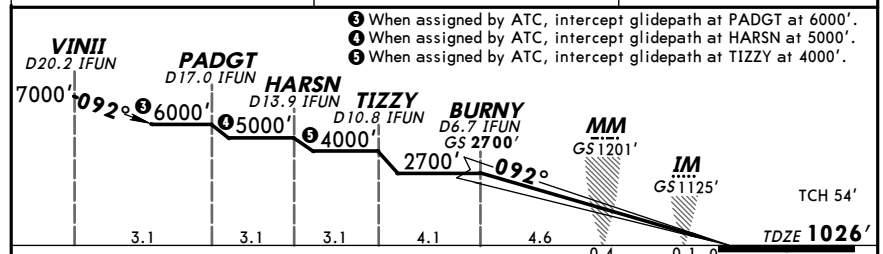
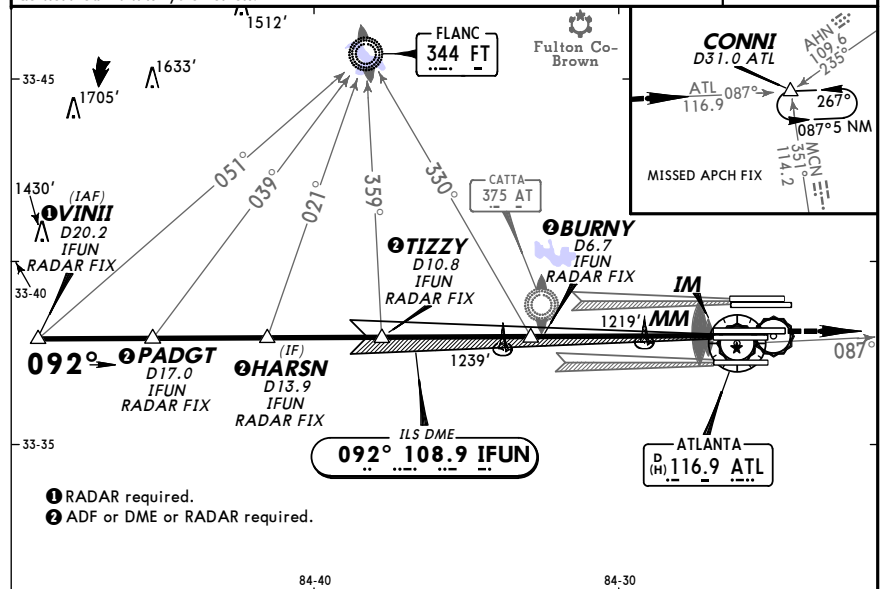
3 APR 09 **(11-7A)** ILS Rwy 9R CAT II & III

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower		Ground		
119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 10/28 119.5
119.65	127.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.9	Rwys 10/28 121.65		

**MISSED APCH:** Climb to 1500' then climbing LEFT turn to 4000' outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwys 8L or 8R.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	4000'	ATL	CONNI
GS	3.00°	377	484	538	646	753	861			via 116.9 R-087	

STRAIGHT-IN LANDING RWY9R			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 114'
NA	RVR 3	RVR 7	RVR 12
DA(H) 1126'(100')			

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

JEPPESEN ATLANTA, GA

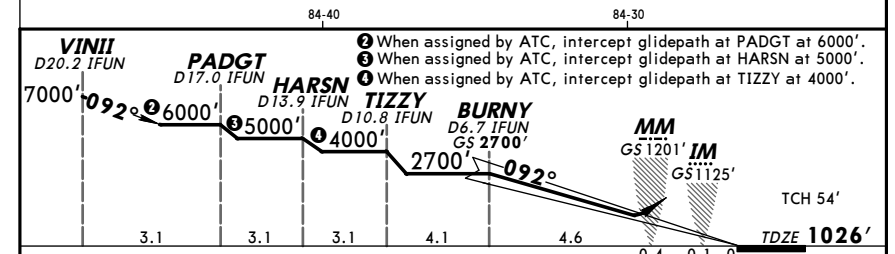
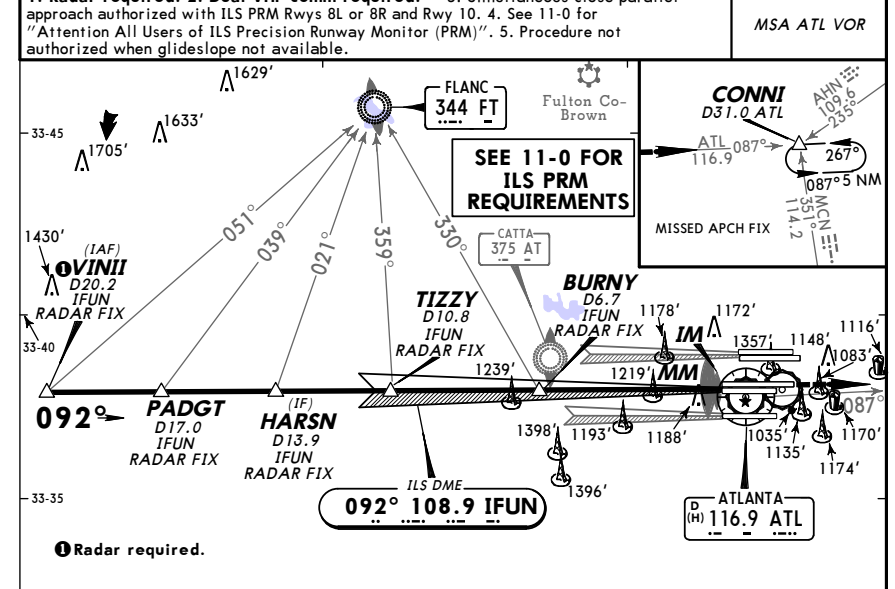
6 APR 07 **(11-8)** Eff 12 Apr ILS PRM Rwy 9R  
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower		Ground		
119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 10/28 119.5
119.65	127.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.9	Rwys 10/28 121.65		

**MISSED APCH:** Climb to 1500', then climbing LEFT turn to 4000' outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rws 8L or 8R and Rwy 10. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	4000'	ATL	CONNI
GS	3.00°	377	484	538	646	753	861			via 116.9 R-087	

STRAIGHT-IN LANDING RWY9R		
ILS DA(H) 1226'(200')		
FULL	TDZ or CL out	ALS out
A		
B		
C	RVR 18 or 1/2	RVR 24 or 1/2
D		RVR 40 or 3/4



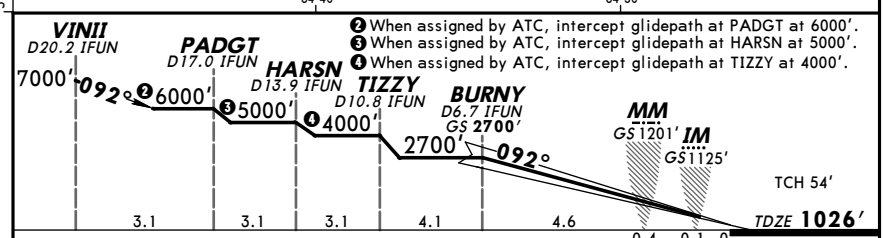
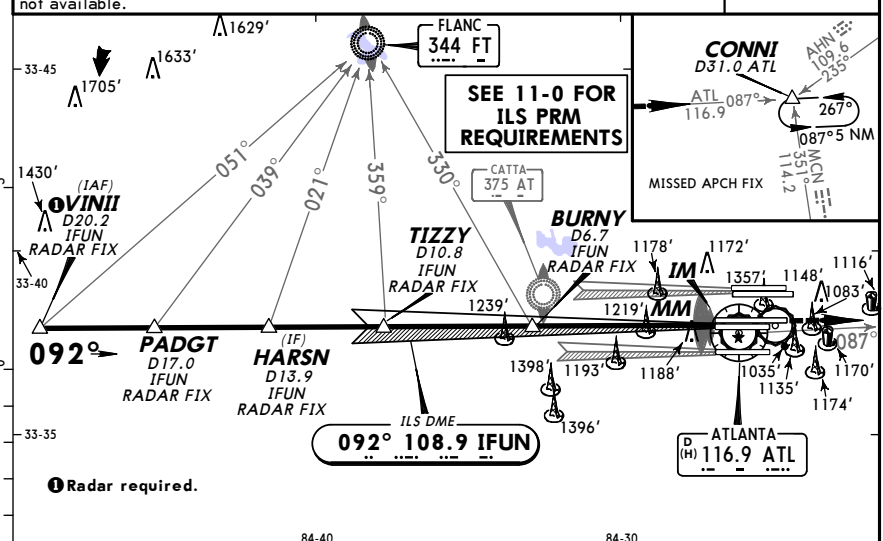
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL** **6 APR 07** **(11-8A)** **ILS PRM Rwy 9R CAT II & III**  
**Eff 12 Apr** (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower	Ground		
119.65	127.9	Rwys 9R/27L 119.3 8L/26R 119.1 8R/26L 125.32 9L/27R 123.85 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65
LOC IFUN	Final Apch Crs	Monitor Frequency	CAT II ILS RA 114'	Apt Elev 1026'	TDZE 1026'
108.9	092°	2700' (1674')	DA(H) 1126' (100')	1026'	1026'

**MISSED APCH:** Climb to 1500', then climbing LEFT turn to 4000' outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **Special Aircrew and Aircraft Certification Required.** 2. **Radar required.**  
 3. **Dual VHF comm required.** 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glideslope not available.



STRAIGHT-IN LANDING RWY9R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 114'
NA	RVR 3	RVR 7	RVR 12
DA(H) 1126' (100')			

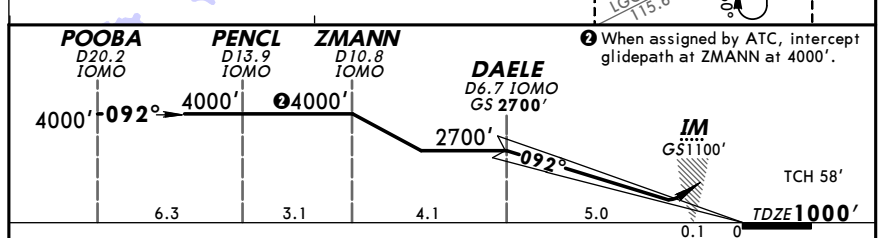
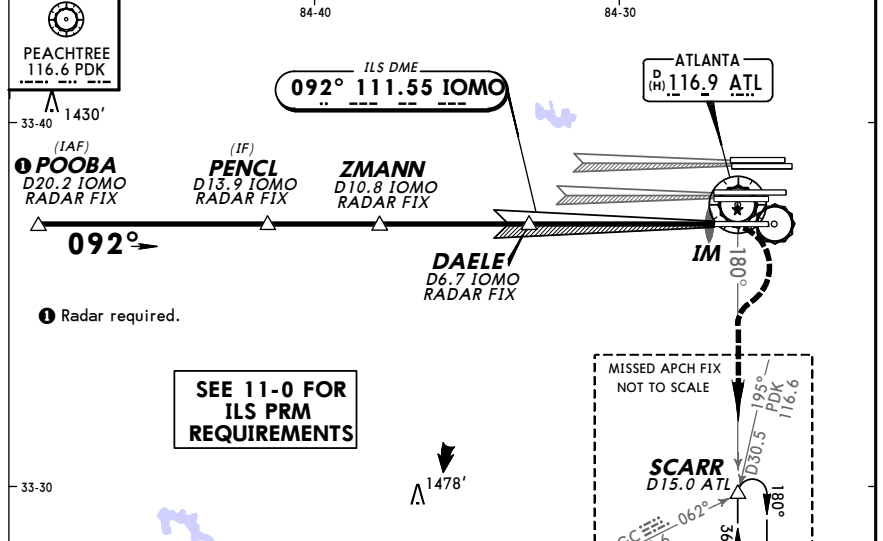
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL** **26 DEC 08** **(11-9)** **ILS PRM Rwy 10**  
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower	Ground		
119.65	127.9	Rwys 10/28 119.5 8L/26R 119.1 8R/26L 125.32 9L/27R 123.85 9R/27L 119.3	Rwys 10/28 121.65	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75
LOC IOMO	Final Apch Crs	Monitor Frequency	CAT II ILS DA(H) 1200' (200')	Apt Elev 1026'	TDZE 1000'
111.55	092°	2700' (1700')	1200' (200')	1026'	1000'

**MISSED APCH:** Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **Dual VHF comm required.** 2. Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. 3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glideslope not available.



STRAIGHT-IN LANDING RWY10 ILS DA(H) 1200' (200')		
FULL	TDZ or CL out	ALS out
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4

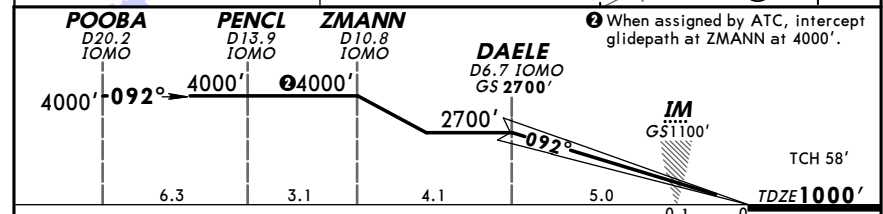
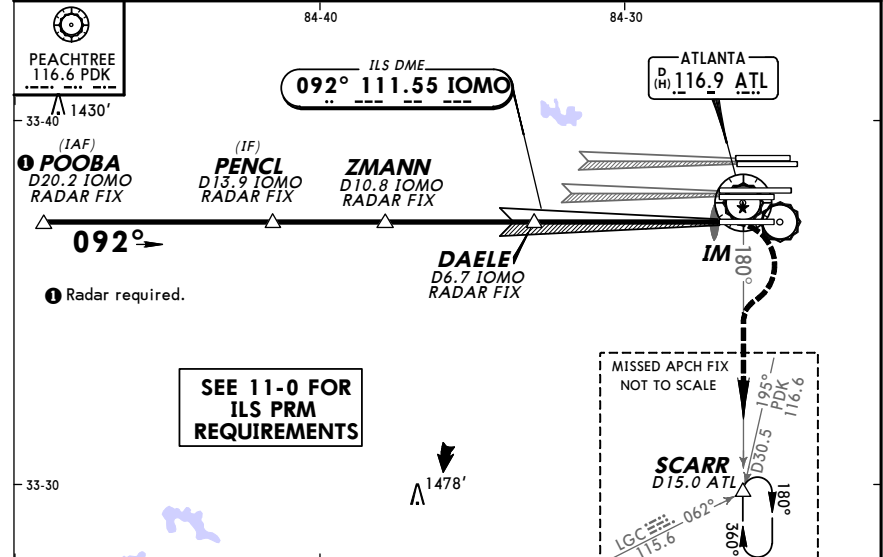
**KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 ILS PRM Rwy 10 CAT II & III  
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Ground	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3		121.65	121.9	121.75	
Monitor Frequency 133.42											
LOC IOMO	Final Apch Crs	GS DAELE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 107'	Apt Elev 1026'	Ground			
111.55	092°	2700' (1700')	NA	NA	Refer to Minimums	DA(H) 1100' (100')	TDZE 1000'	3100'			

MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available. 6. ILS localizer unusable for rollout guidance.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3500'	ATL	SCARR
GS	3.00°	377	484	538	646	861				via 116.9	R-180

STRAIGHT-IN LANDING RWY 10			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107'
NA	NA	RVR 7	DA(H) 1100' (100')
			RVR 12

**KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 ILS or LOC Rwy 10

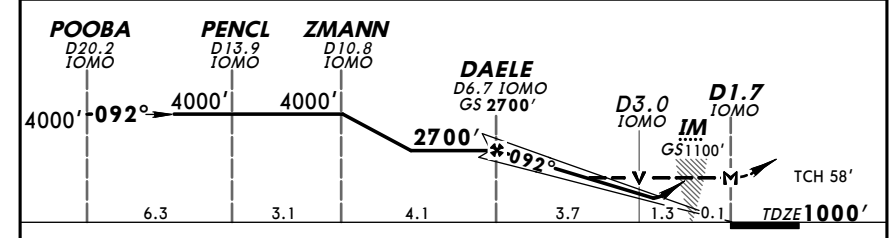
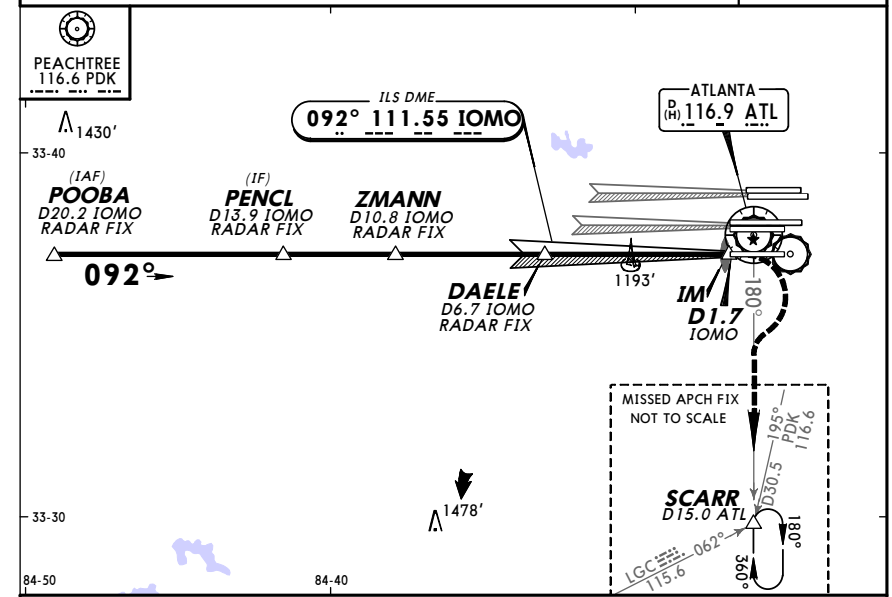
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Ground	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75	121.75	
LOC IOMO	Final Apch Crs	GS DAELE	CAT II ILS DA(H)	Apt Elev 1026'	Ground						
111.55	092°	2700' (1700')	1200' (200')	TDZE 1000'	3100'						

MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar or DME required. 2. LOC procedure not authorized during simultaneous operations. 3. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L.

MSA ATL VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3500'	ATL	SCARR
GS	3.00°	377	484	538	646	861				via 116.9	R-180

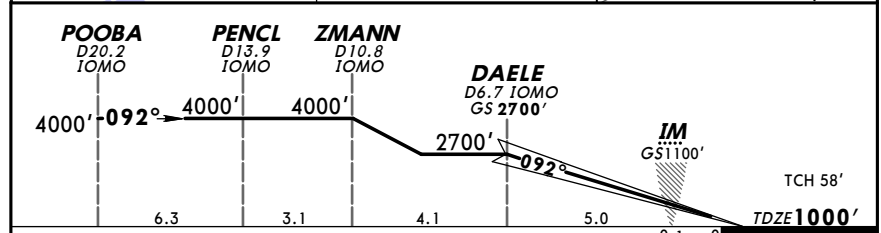
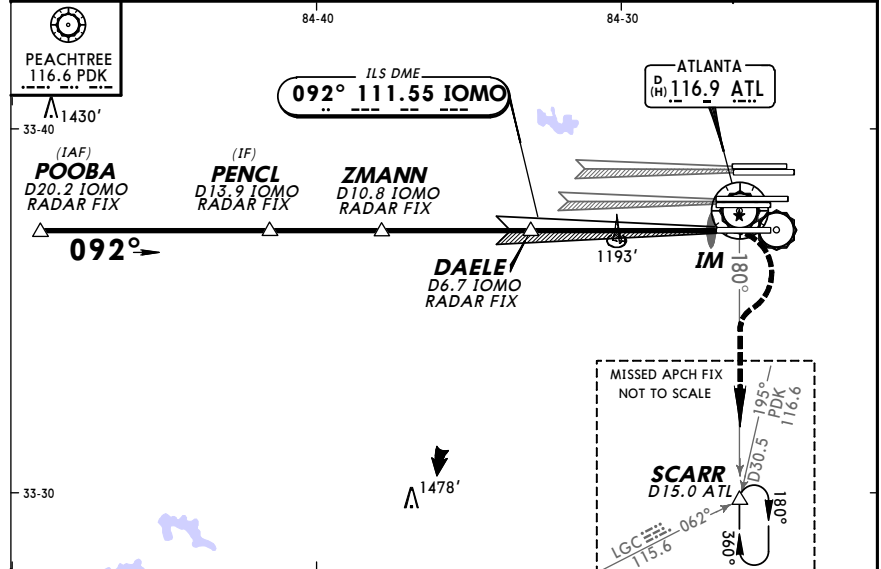
STRAIGHT-IN LANDING RWY 10			
ILS DA(H) 1200' (200')		LOC (GS out) MDA(H) 1500' (500')	
FULL	TDZ or CL out	ALS out	ALS out
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2
			RVR 50 or 1
			RVR 60 or 1 1/4
			1 1/2

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 26 DEC 08 (11-10A) ILS Rwy 10 CAT II & III

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75		
LOC IOMO	Final Apch Crs	GS DAELE	CAT IIIIC	CAT IIIIB	CAT IIIIA	CAT II RA 107'	Apt Elev 1026'	TDZE 1000'			
111.55	092°	2700' (1700')	NA	NA	Refer to Minimums	1100' (100')					

**MISSED APCH:** Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Special Aircrew and Aircraft Certification Required. 2. Radar or DME required.  
 3. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L.  
 4. ILS localizer unusable for rollout guidance.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3500'	ATL
GS	3.00°	377	484	538	646	753	861			

MAP at D2.5 IBRU or DEJAA to MAP 4.1

STRAIGHT-IN LANDING RWY10			CAT II ILS RA 107'
CAT IIIIC ILS	CAT IIIIB ILS	CAT IIIA ILS	DA(H) 1100' (100')
NA	NA	RVR 7	RVR 12

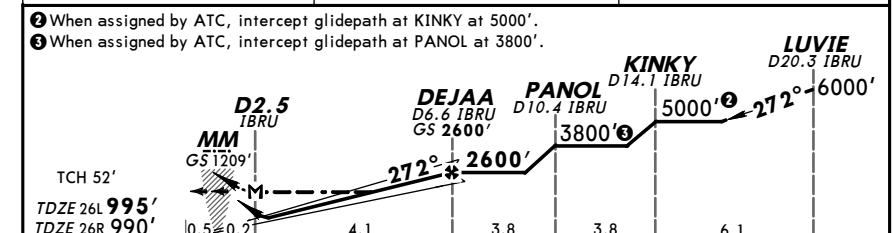
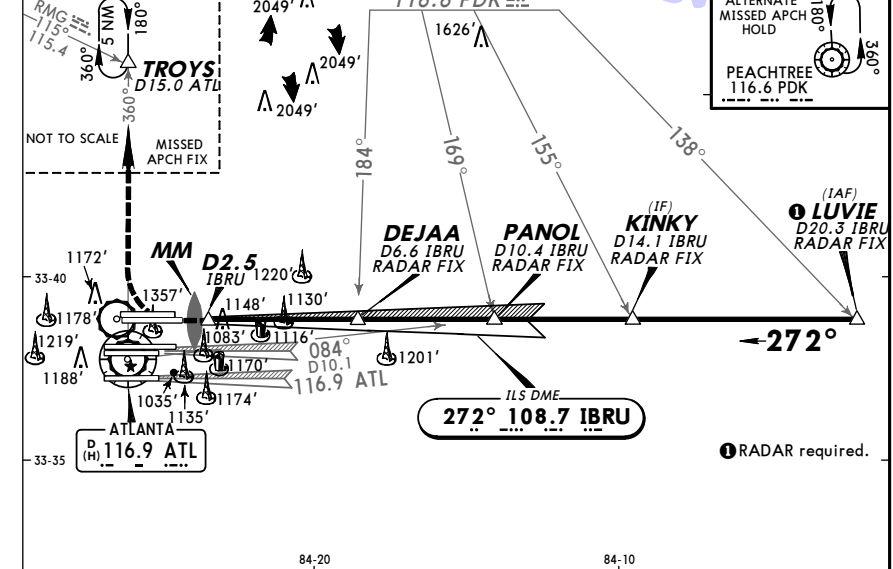
CHANGES: PAPI deleted, notes.

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 12 JAN 07 (11-11) Eff 18 Jan ILS or LOC Rwy 26L

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	125.32	119.1	123.85	119.3	119.5	119.5	121.9	121.75
LOC IBRU	Final Apch Crs	GS DEJAA	ILS DA(H)	Apt Elev 1026'	TDZE 995'				
108.7	272°	2600' (1605')	1280' (285')						

**MISSED APCH:** Climb to 1500' then climbing RIGHT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rwys 27L or 27R or 28. 3. VGSI and ILS glidepath not coincident.  
 4. MALSR, PAPI-L on Rwy 26R.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3500'	ATL
GS	3.00°	377	484	538	646	753	861			

MAP at D2.5 IBRU or DEJAA to MAP 4.1

STRAIGHT-IN LANDING RWY26L				SIDESTEP LANDING RWY 26R	
ILS DA(H) 1280' (285')		LOC (GS out) MDA(H) 1380' (385')		MDA(H) 1380' (390')	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out	
A				RVR 50 or 1	
B				RVR 50 or 1	
C	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D			RVR 40 or 3/4	RVR 60 or 1/4	1 1/2
					2

CHANGES: Chart reindexed, holding at TROYS.

**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
 ATLANTA, GA  
**ILS PRM Rwy 26L**  
 (SIMULTANEOUS CLOSE PARALLEL)

**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
 ATLANTA, GA  
**ILS or LOC Rwy 26R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5			121.9	121.75	121.65
Monitor Frequency 126.9											

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		

LOC IBRU	Final Apch Crs	GS DEJAA	ILS DA(H)	Apt Elev 1026'
108.7	272°	2600' (1605')	1280' (285')	TDZE 995'

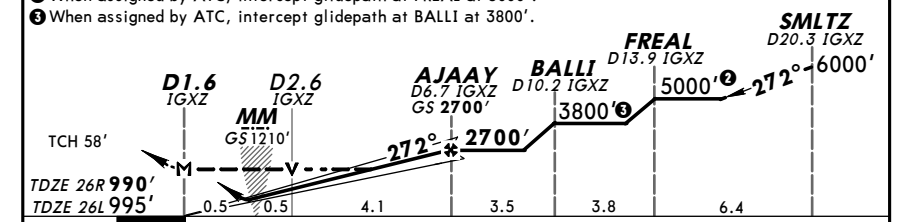
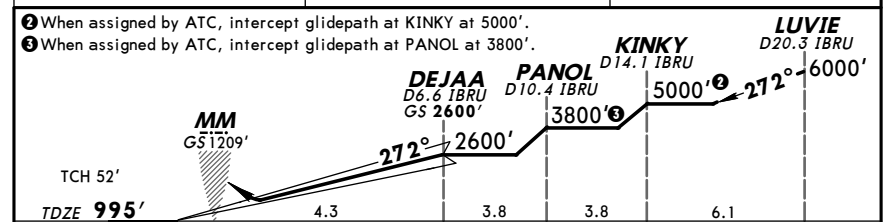
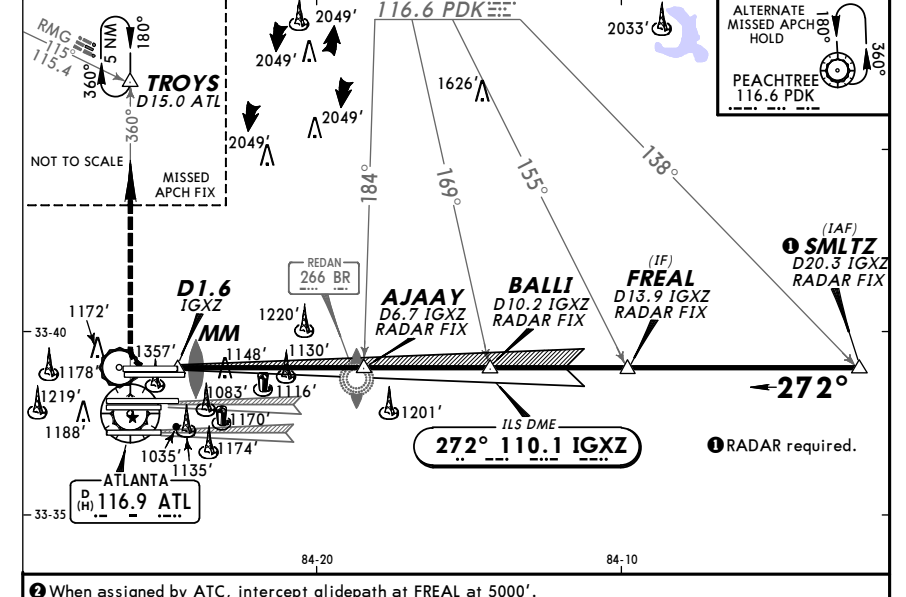
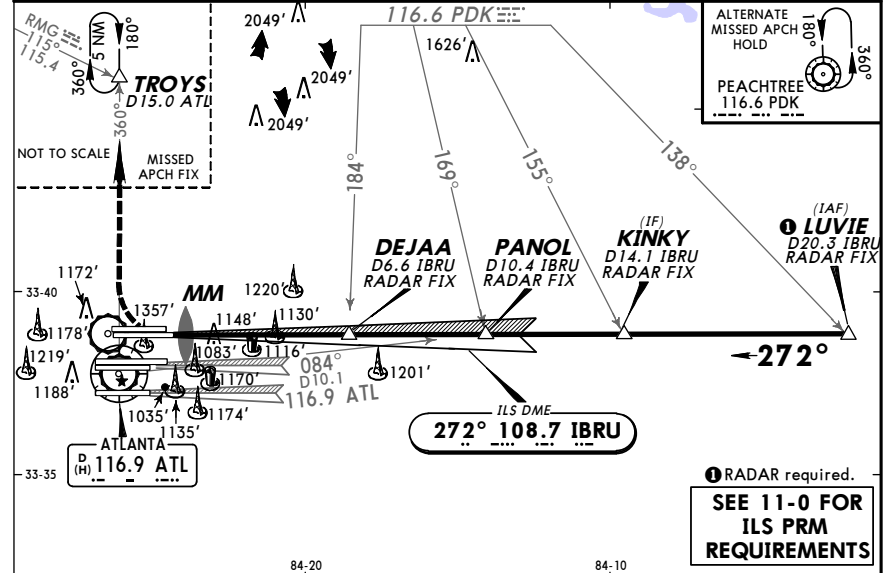
LOC IGXZ	Final Apch Crs	GS AJAAY	ILS DA(H)	Apt Elev 1026'
110.1	272°	2700' (1710')	1190' (200')	TDZE 990'

**MISSED APCH:** Climb to 1500' then climbing RIGHT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

**MISSED APCH:** Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. RADAR required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 27L or 27R and 28. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available. 6. VGS1 and ILS glidepath not coincident.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rwys 27L or 27R or 28, or Rwys 27R and 28. 3. VGS1 and ILS glidepath not coincident. 4. MALSR, PAPI-L on Rwy 26L.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3500'	ATL
GS	3.00°	377	484	538	646	861	PAPI	↑	RT	via 116.9 TROYS

Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3500'	ATL
GS	3.00°	377	484	538	646	861	PAPI	↑	RT	via 116.9 TROYS

STRAIGHT-IN LANDING RWY26L	
ILS	LOC (GS out)
DA(H) 1280' (285')	MDA(H) 1380' (390')

STRAIGHT-IN LANDING RWY26R		SIDESTEP LANDING RWY 26L	
ILS	LOC (GS out)	LANDING RWY 26L	
DA(H) 1190' (200')	MDA(H) 1380' (390')	MDA(H) 1380' (385')	

A	FULL	RAIL or ALS out
B		
C	RVR 24 or 1/2	RVR 50 or 1
D		

A	FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out
B						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D				RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 ILS PRM Rwy 26R  
 (SIMULTANEOUS CLOSE PARALLEL)

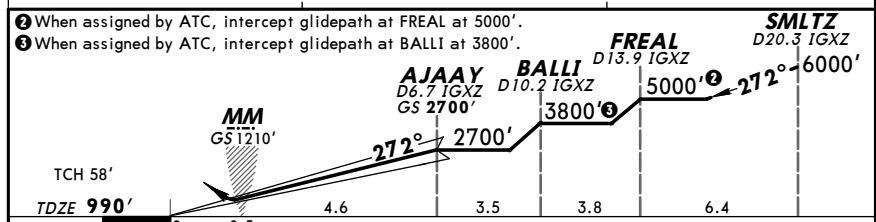
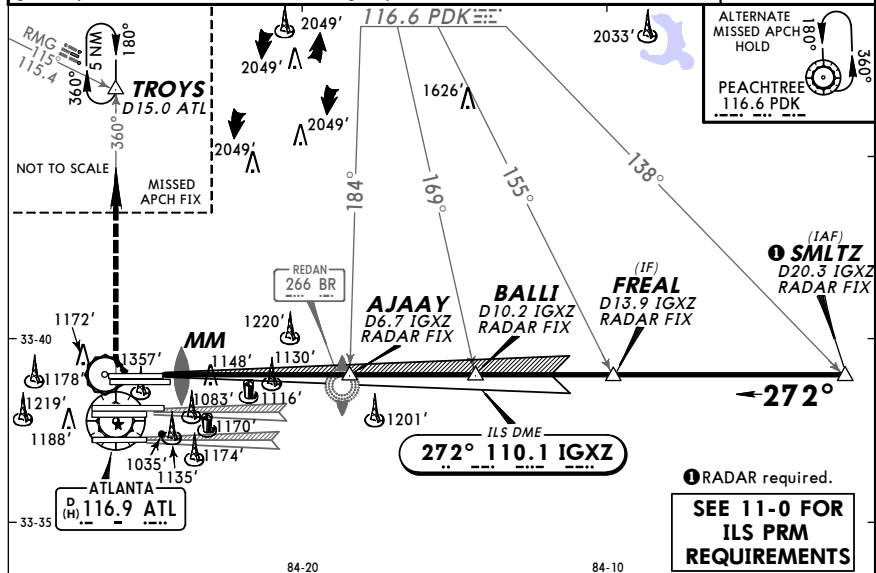
JEPPesen

12 JAN 07 (11-14) Eff 18 Jan

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
LOC IGXZ		Final Apch Crs		GS AJAAY		ILS DA(H)		Apt Elev 1026'	
110.1		272°		2700' (1710')		1190' (200')		TDZE 990'	

**MISSED APCH:** Climb to 1400' then climbing RIGHT turn to 3500' outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. RADAR required. 2. Simultaneous close parallel approach authorized with ILS PRM Rws 27L or 27R and 28. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glidepaths not available. 6. VGS1 and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALS/R	1400'	3500'	ATL
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	via 116.9 TROYS

STRAIGHT-IN LANDING RWY 26R  
 ILS  
 DA(H) 1190' (200')

TERPS	FULL	TDZ or CL out	RAIL or ALS out
A			
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
C			
D			

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 ILS or LOC Rwy 27L

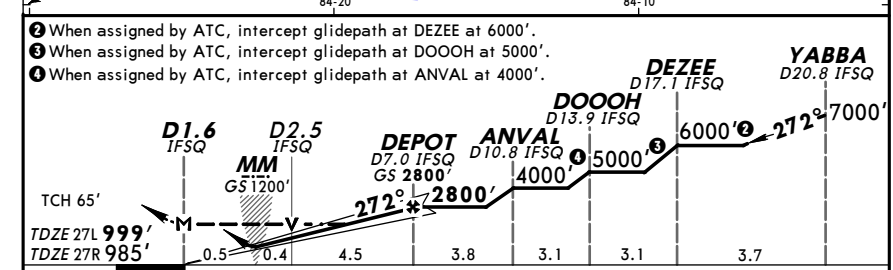
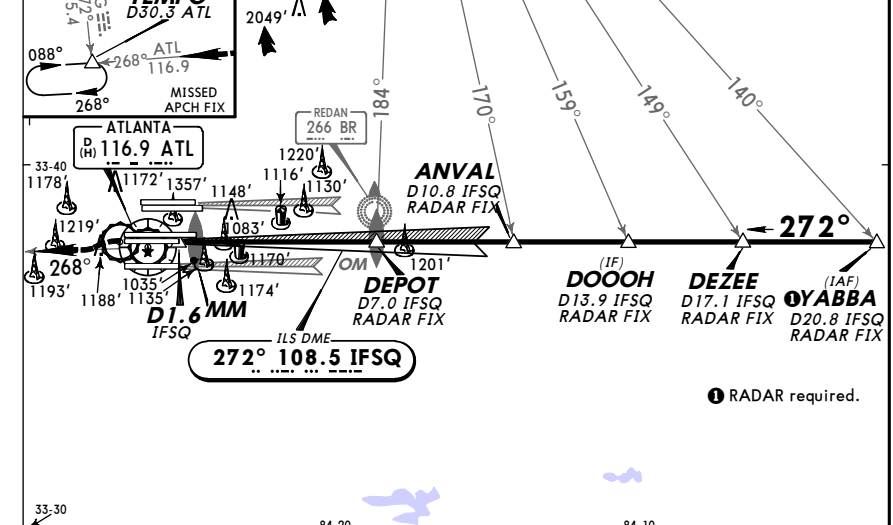
JEPPesen

12 JAN 07 (11-15) Eff 18 Jan

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65
LOC IFSQ		Final Apch Crs		GS DEPOT		ILS DA(H)		Apt Elev 1026'	
108.5		272°		2800' (1801')		1199' (200')		TDZE 999'	

**MISSED APCH:** Climb to 1400' then climbing LEFT turn to 4000' outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rws 26L or 26R. 3. MALS, PAPI-R on Rwy 27R.



Gnd speed-Kts	70	90	100	120	140	160	MALS/R	1400'	4000'	ATL
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	via 116.9 TEMPO

STRAIGHT-IN LANDING RWY 27L  
 ILS  
 DA(H) 1199' (200')

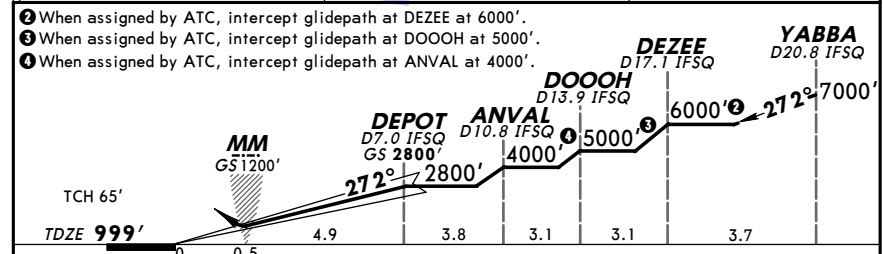
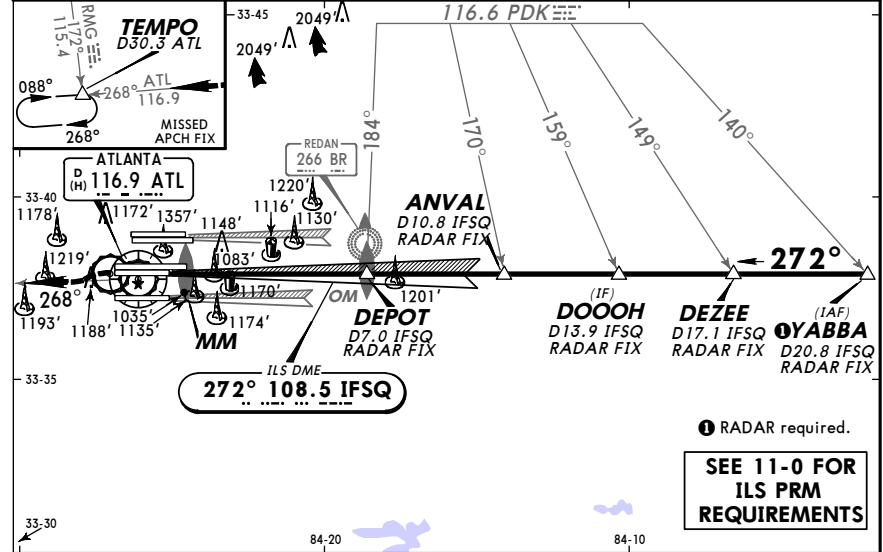
LOC (GS out)  
 MDA(H) 1340' (341')

SIDESTEP LANDING RWY 27R  
 MDA(H) 1420' (435')

TERPS	FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	ALS out
A						
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C						
D				RVR 40 or 3/4	RVR 50 or 1	

**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
 12 JAN 07 **11-16** Eff 18 Jan  
**ATLANTA, GA**  
**ILS PRM Rwy 27L**  
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5		121.75	121.9	121.65
LOC	Final Apch Crs	GS DEPOT	ILS DA(H)	Apt Elev 1026'						
108.5	272°	2800' (1801')	1199' (200')	TDZE 999'						

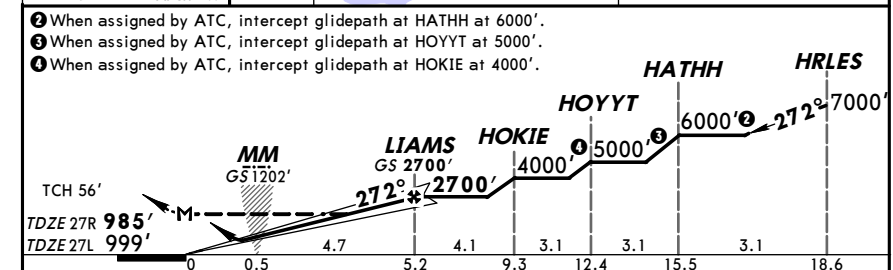
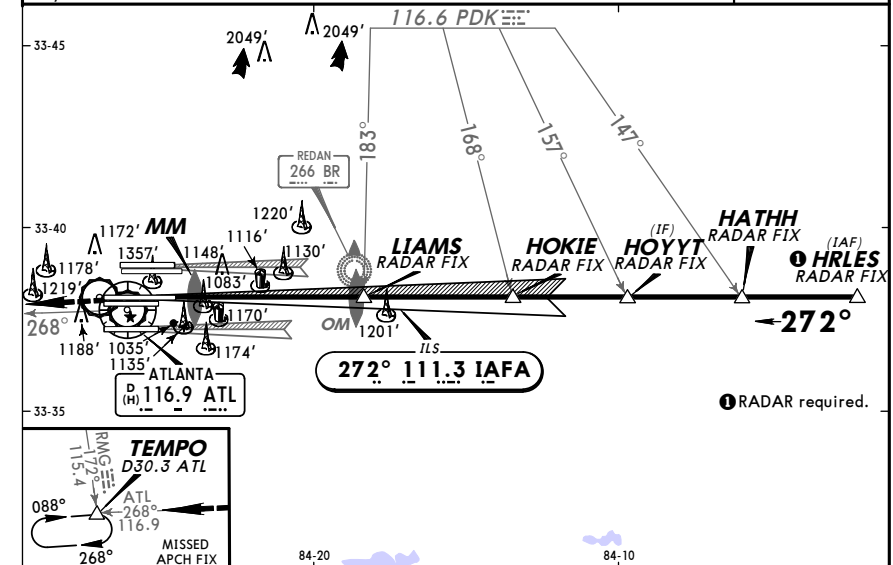


Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	377	484	538	646	753	861				

STRAIGHT-IN LANDING RWY 27L		
ILS		
DA(H) 1199' (200')		ATL
FULL	TDZ or CL out	RAIL or ALS out
A		
B	RVR 18 or 1/2	RVR 24 or 1/2
C		RVR 40 or 3/4
D		

**KATL/ATL**  
**HARTSFIELD-JACKSON ATLANTA INTL**  
 12 JAN 07 **11-17** Eff 18 Jan  
**ATLANTA, GA**  
**ILS or LOC Rwy 27R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5		121.75	121.9	121.65
LOC IFAA	Final Apch Crs	GS LIAMS	ILS DA(H)	Apt Elev 1026'						
111.3	272°	2700' (1715')	1185' (200')	TDZE 985'						



Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	377	484	538	646	753	861				

STRAIGHT-IN LANDING RWY 27R					
ILS		LOC (GS out)		SIDESTEP LANDING RWY 27L	
DA(H) 1185' (200')		MDA(H) 1420' (435')		MDA(H) 1420' (421')	
FULL	ALS out	ALS out		RAIL or ALS out	
A		RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	
B					
C		RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2
D			1 1/2	1 1/2	2

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

ATLANTA, GA  
 ILS PRM Rwy 27R  
 (SIMULTANEOUS CLOSE PARALLEL)

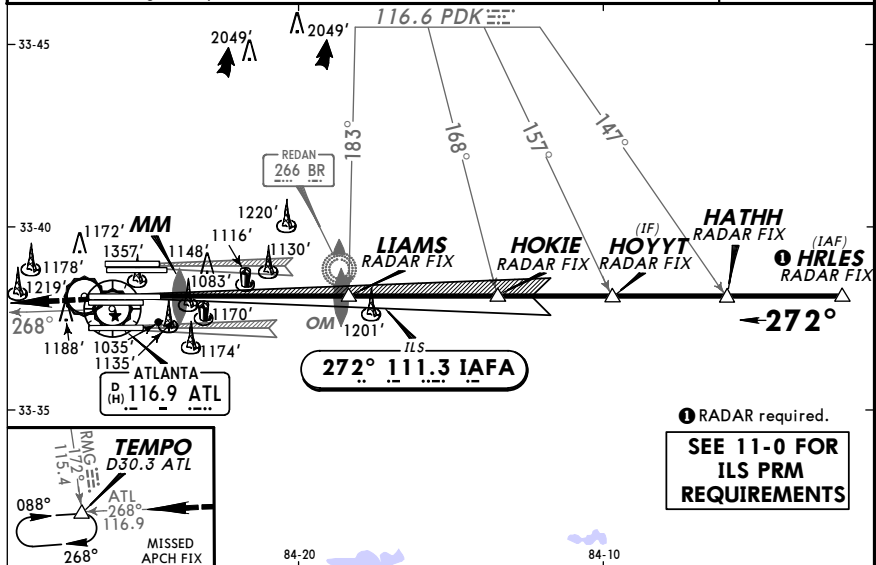
12 JAN 07 (11-18) Eff 18 Jan

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
119.65	127.9	Rwys 9L/27R 123.85	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65
LOC IFAA 111.3		Final Apch Crs 272°		GS LIAMS 2700' (1715')	ILS DA(H) 1185' (200')	Apt Elev 1026'	TDZE 985'		

MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwy 26L or 26R and 28. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.



② When assigned by ATC, intercept glidepath at HATHH at 6000'.  
 ③ When assigned by ATC, intercept glidepath at HOYYT at 5000'.  
 ④ When assigned by ATC, intercept glidepath at HOKIE at 4000'.

TCH 56'	0	0.5	4.7	5.2	9.3	12.4	15.5	3.1	18.6	
TDZE 985'										
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			

ALS 1400' 4000' ATL via 116.9 TEMPO  
 PAPI LT R-268

STRAIGHT-IN LANDING RWY 27R

ILS DA(H) 1185' (200')

FULL ALS out

TERPS

A				
B				
C				
D				

RVR 40 or 3/4

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

ATLANTA, GA  
 ILS or LOC Rwy 28

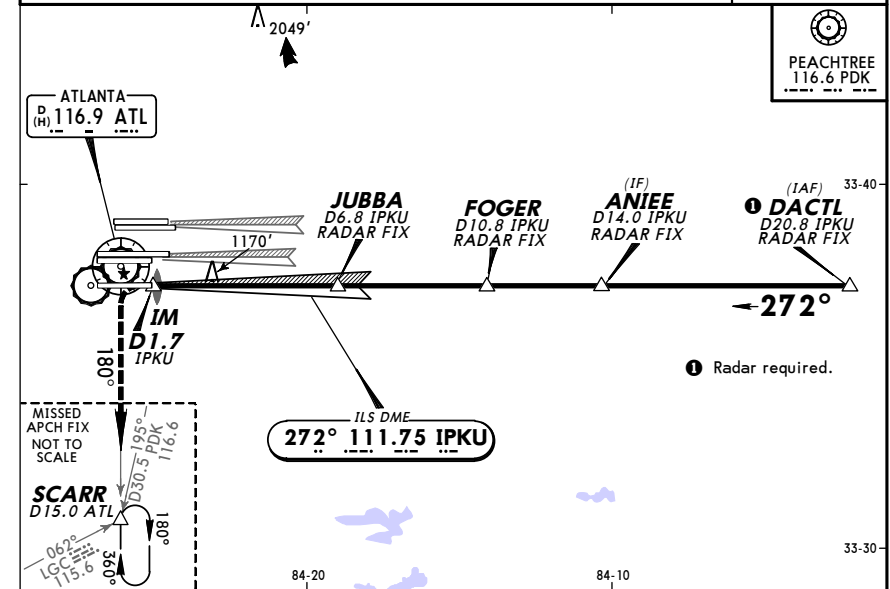
20 MAR 09 (11-19)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
119.65	127.9	Rwys 10/28 119.5	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 121.65	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75
LOC IPKU 111.75		Final Apch Crs 272°		GS JUBBA 2700' (1702')	ILS DA(H) 1198' (200')	Apt Elev 1026'	TDZE 998'		

MISSED APCH: Climb to 1400' then climbing LEFT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar or DME required. 2. LOC procedure not authorized during simultaneous operations. 3. Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.



TCH 55'	0	0.1	1.0	4.0	4.1	3.1	6.8			
TDZE 998'										
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			

ALS 1400' 3500' ATL via 116.9 SCARR  
 MAP at D1.7 IPKU or JUBBA to MAP 5.1 4:22 3:24 3:04 2:33 2:11 1:55

STRAIGHT-IN LANDING RWY 28

ILS DA(H) 1198' (200')

LOC (GS out) MDA(H) 1420' (422')

FULL TDZ or CL out ALS out ALS out

TERPS

A				
B				
C				
D				

RVR 24 or 1/2 RVR 50 or 1  
 RVR 18 or 1/2 RVR 24 or 1/2 RVR 40 or 3/4 RVR 40 or 3/4 RVR 60 or 1/4

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 ATLANTA, GA  
 ILS Rwy 28 CAT II

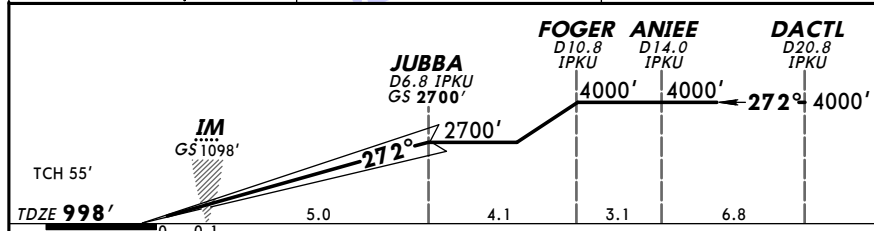
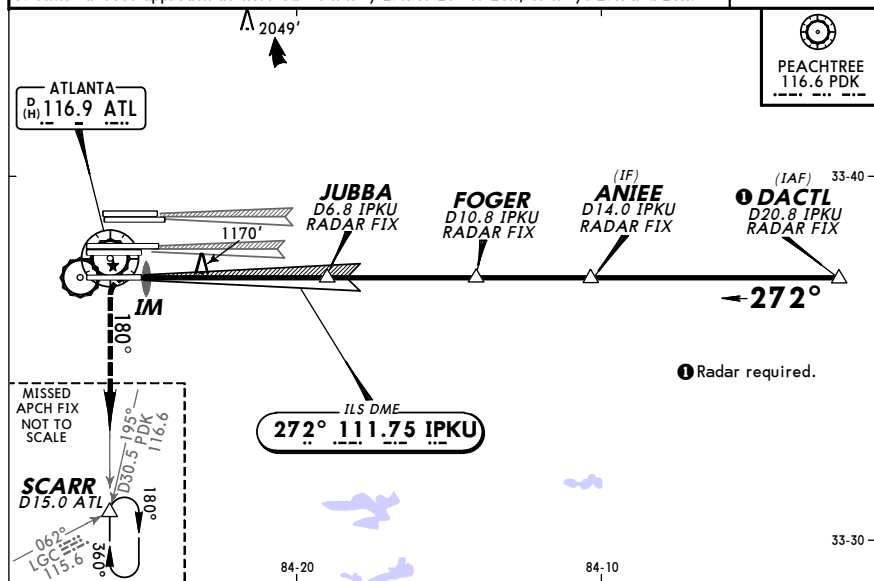
20 MAR 09 (11-19AA)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
119.65	127.9	Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75	121.75

LOC IPKU	Final Apch Crs	GS JUBBA	CAT II RA 124'	Apt Elev 1026'
111.75	272°	2700' (1702')	DA(H) 1098' (100')	TDZE 998'

MISSED APCH: Climb to 1400' then climbing LEFT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Special Aircrew and Aircraft Certification Required. 2. Radar or DME Required. 3. Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3500'	ATL	SCARR
GS	3.00°	377	484	538	646	861		↑	↙	via 116.9 R-180	

STRAIGHT-IN LANDING RWY28  
 CAT II ILS  
 RA 124'  
 DA(H) 1098' (100')  
 RVR 12

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 ATLANTA, GA  
 ILS PRM Rwy 28  
 (SIMULTANEOUS CLOSE PARALLEL)

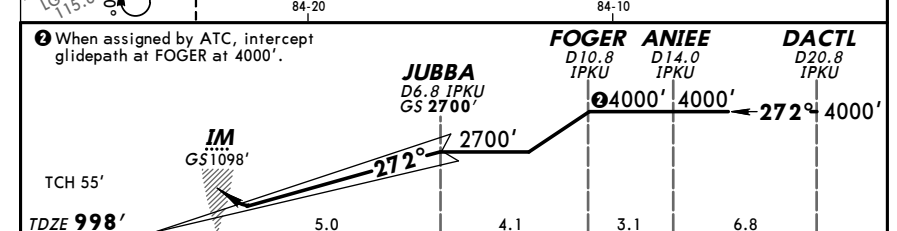
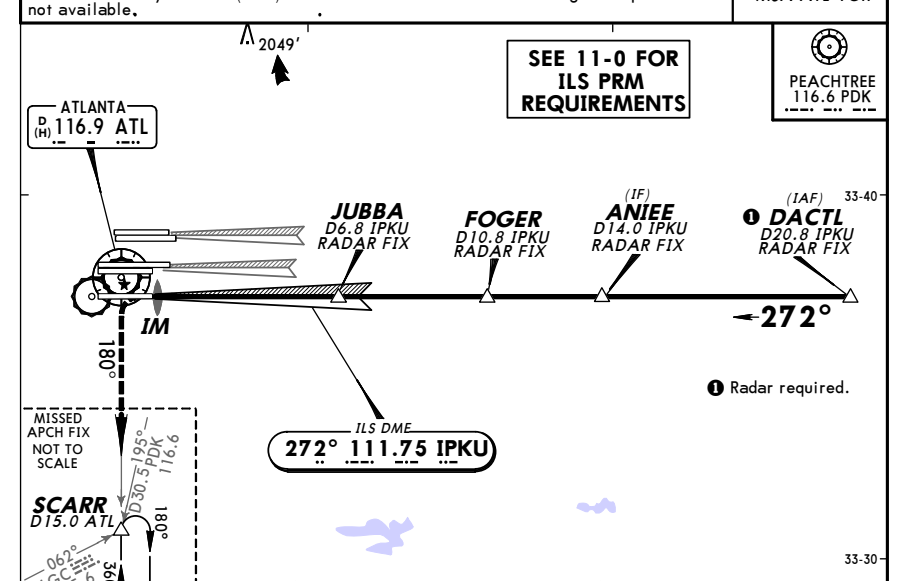
26 DEC 08 (11-20)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
119.65	127.9	Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75	121.75

LOC IPKU	Final Apch Crs	GS JUBBA	ILS DA(H)	Apt Elev 1026'
111.75	272°	2700' (1702')	1198' (200')	TDZE 998'

MISSED APCH: Climb to 1400' then climbing LEFT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 27R or 27L and 26L or 26R. 3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3500'	ATL	SCARR
GS	3.00°	377	484	538	646	861		↑	↙	via 116.9 R-180	

STRAIGHT-IN LANDING RWY28  
 ILS  
 DA(H) 1198' (200')  
 FULL TDZ or CL out ALS out  
 RVR 18 or 1/2 RVR 24 or 1/2 RVR 40 or 3/4



**KATL/ATL**  
 HARTSFIELD-JACKSON ATLANTA INTL  
 ATLANTA, GA  
 ILS PRM Rwy 28 CAT II  
 (SIMULTANEOUS CLOSE PARALLEL)

**KATL/ATL**  
 HARTSFIELD-JACKSON ATLANTA INTL  
 ATLANTA, GA  
 RNAV (GPS) Y Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Ground	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75		121.65	121.9	121.75
LOC IPKU	Final Apch Crs	GS JUBBA	CAT II RA 124'	Apt Elev 1026'									
111.75	272°	2700' (1702')	1098' (100')	998'									

MISSED APCH: Climb to 1400' then climbing LEFT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 ATL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

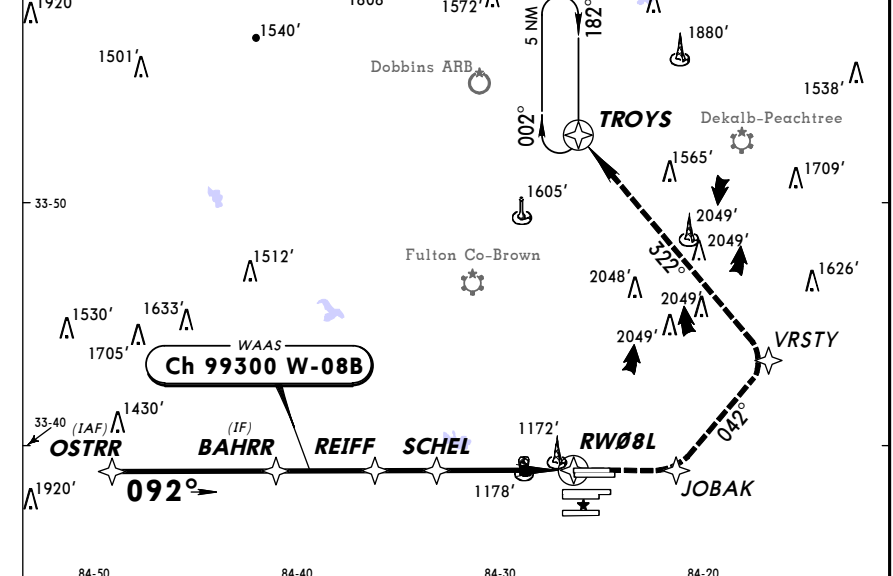
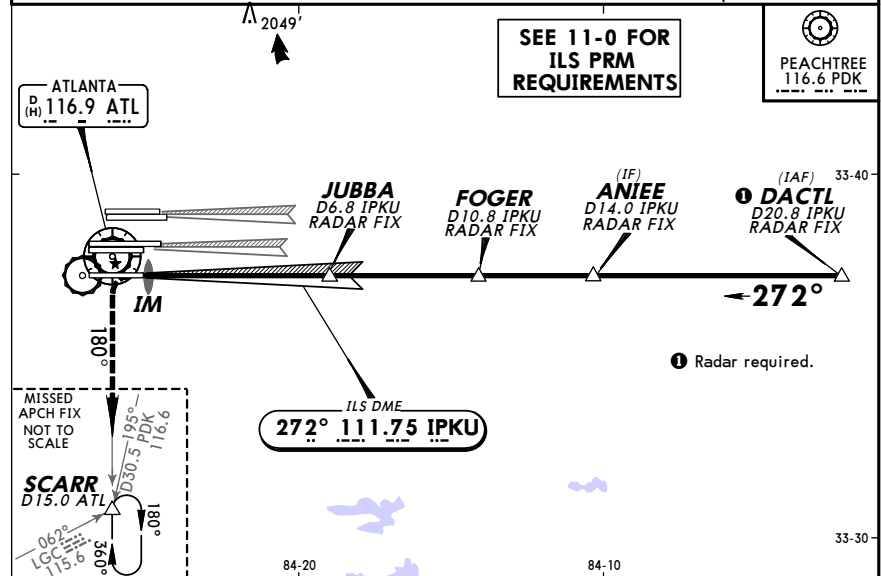
1. Special Aircrew and Aircraft Certification Required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/36L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Ground	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		121.65	121.75	121.65
WAAS Ch 99300	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026'									
W-08B	092°	2900' (1885')	1360' (345')	1015'									

MISSED APCH: Climb to 3500' direct JOBAK then via 042° track to VRSTY then 322° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.



When assigned by ATC, intercept glidepath at FOGER at 4000'.

JUBBA	FOGER	ANIEE	DACTL
D6.8 IPKU GS 2700'	D10.8 IPKU	D14.0 IPKU	D20.8 IPKU
2700'	4000'	4000'	4000'
272°			
0	5.0	4.1	3.1
6.8			

LNAV only

OSTRR	BAHRR	REIFF	SCHEL	RW08L
5000'	5000'	3700'	2900'	
092°				
19.0	6.7	4.1	2.5	5.7
0	0.1	0.4	0.9	0

Gnd speed-Kts	70	90	100	120	140	160	ALS-II	1400'	3500'	ATL	SCARR
GS	3.00°	377	484	538	646	861				116.9	R-180

Gnd speed-Kts	70	90	100	120	140	160	ALS-II	3500'	JOBAK
Glide Path Angle	3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY28  
 CAT II ILS  
 RA 124'  
 DA(H) 1098' (100')

RVR 12

STRAIGHT-IN LANDING RWY 8L

LPV DA(H) 1360' (345')	LNAV/VNAV DA(H) 1475' (460')	LNAV MDA(H) 1540' (525')
ALS out	ALS out	ALS out
RVR 40 or 3/4	RVR 50 or 1	1 1/2
		RVR 24 or 1/2
		RVR 50 or 1
		RVR 60 or 1/4
		1 3/4

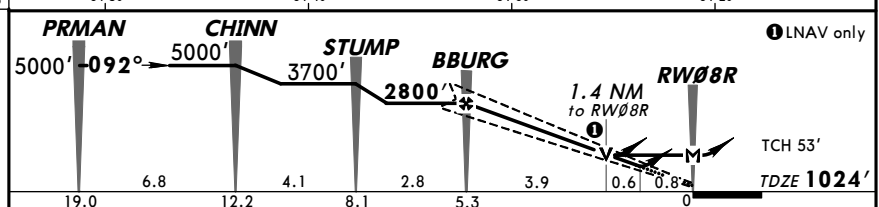
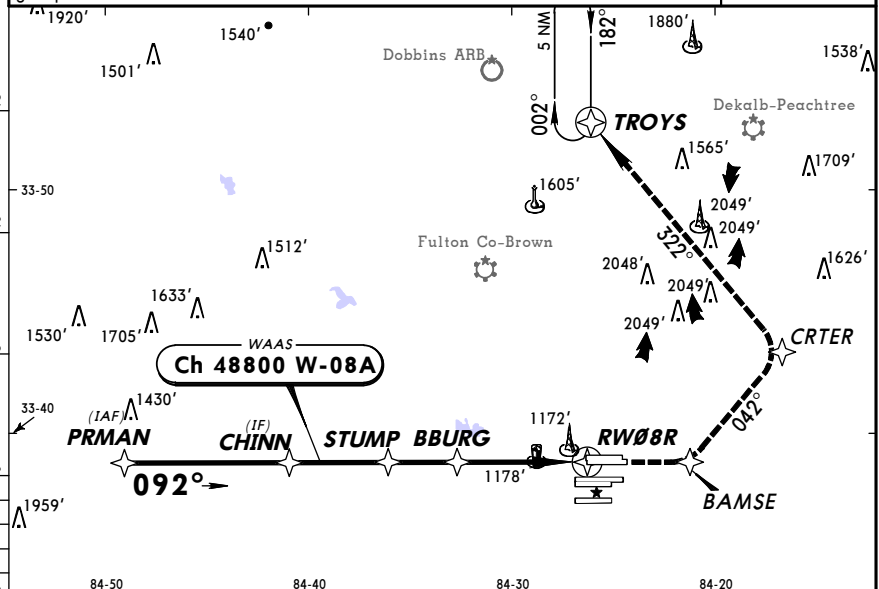
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA Tower  
 15 MAY 09 (12-2)  
**ATLANTA, GA**  
 RNAV (GPS) Y Rwy 8R

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8R/26L 125.32	Rwys 8L/26R 119.1	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	8L/R, 26L/R 121.9	9L/R, 27L/R 121.75	Rwys 10/28 121.65

WAAS <b>Ch 48800</b> W-08A	Final Apch Crs <b>092°</b>	Minimum Alt <b>BBURG</b> 2800' (1776')	LPV DA(H) <b>1337' (313')</b>	Apt Elev 1026' <b>TDZE 1024'</b>	3100'
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**MISSED APCH:** Climb to 3500' direct BAMSE then via 042° track to CRTER then 322° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. **Radar required.** 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3500'	D	BAMSE
Glide Path Angle 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 8R		
LPV DA(H) 1337' (313')	LNAV/VNAV DA(H) 1526' (502')	LNAV MDA(H) 1540' (516')
A		RVR 50 or 1
B		1 1/2
C	RVR 50 or 1	1 3/4
D		1 3/4

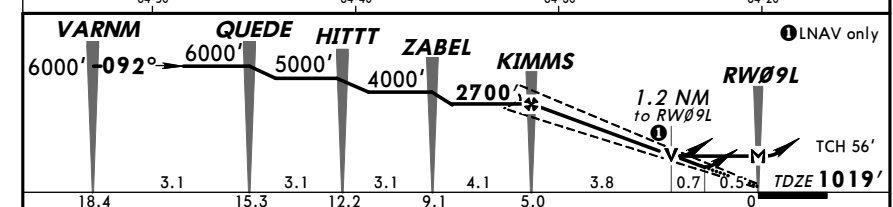
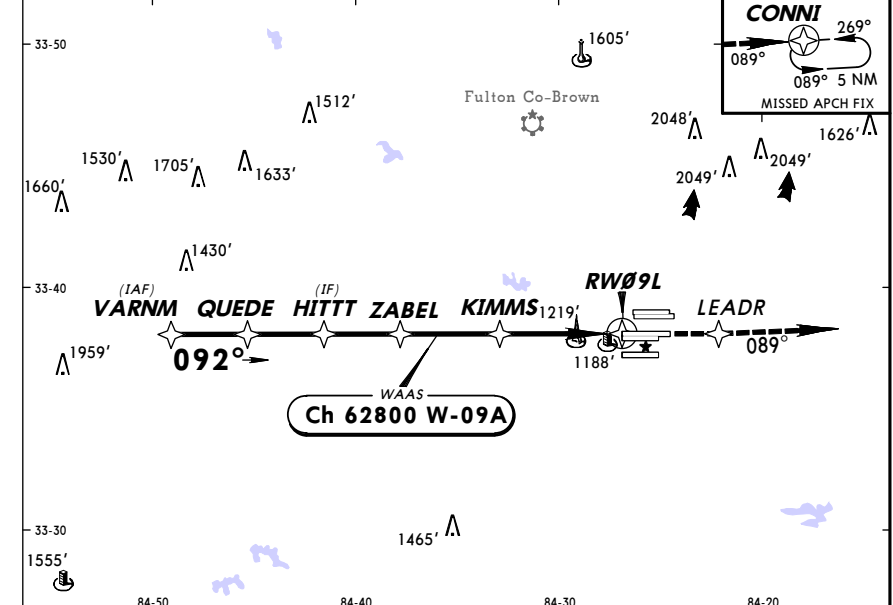
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA Tower  
 15 MAY 09 (12-3)  
**ATLANTA, GA**  
 RNAV (GPS) Y Rwy 9L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 9L/27R 123.85	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9R/27L 119.3	Rwys 10/28 119.5	8L/R, 26L/R 121.75	9L/R, 27L/R 121.9	Rwys 10/28 121.65

WAAS <b>Ch 62800</b> W-09A	Final Apch Crs <b>092°</b>	Minimum Alt <b>KIMMS</b> 2700' (1681')	LPV DA(H) <b>1219' (200')</b>	Apt Elev 1026' <b>TDZE 1019'</b>	3100'
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**MISSED APCH:** Climb to 4000' direct LEADR then via 089° track to CONNI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. **RADAR required.** 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

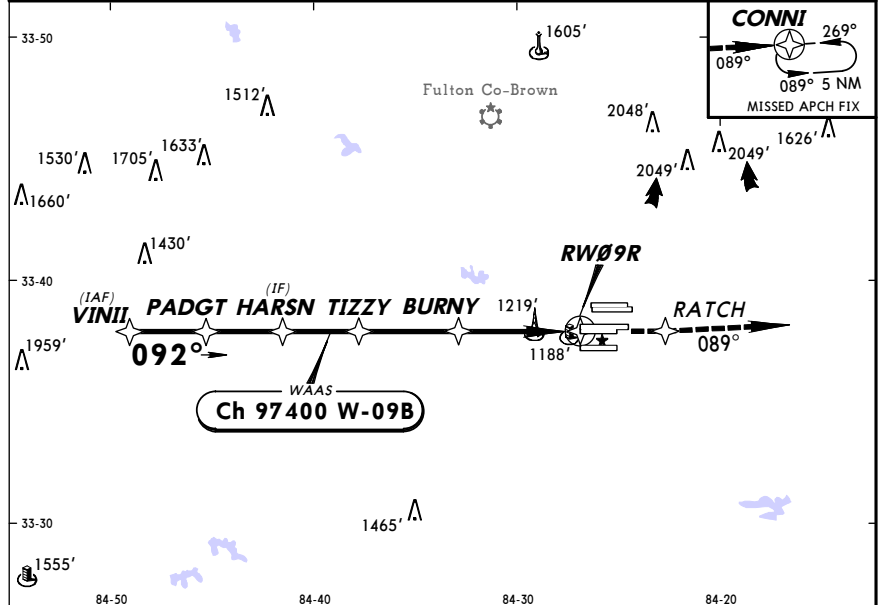


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'	D	LEADR
Glide Path Angle 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 9L		
LPV DA(H) 1219' (200')	LNAV/VNAV DA(H) 1477' (458')	LNAV MDA(H) 1480' (461')
A	RAIL or ALS out	RAIL out   ALS out
B		RVR 24 or 1/2   RVR 40 or 3/4   RVR 50 or 1
C	RVR 24 or 1/2   RVR 40 or 3/4	RVR 50 or 1   1 1/2
D		RVR 40 or 3/4   RVR 60 or 1/4   RVR 50 or 1   1 1/2

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 15 MAY 09 (12-4)  
 RNAV (GPS) Y Rwy 9R

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.9	Rwys 8L/R, 26L/R 121.65
WAAS <b>Ch 97400</b> W-09B		Final Apch Crs <b>092°</b>	Minimum Alt <b>BURNY</b> 2700' (1674')	LPV DA(H) <b>1226' (200')</b>	Apt Elev 1026'	3100'			
MISSED APCH: Climb to 4000' direct RATCH then via 089° track to CONNI and hold.						MSA RW09R			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						MSA RW09R			
1. Radar required. 2. For uncompensated Baro-VNAV system, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.						MSA RW09R			



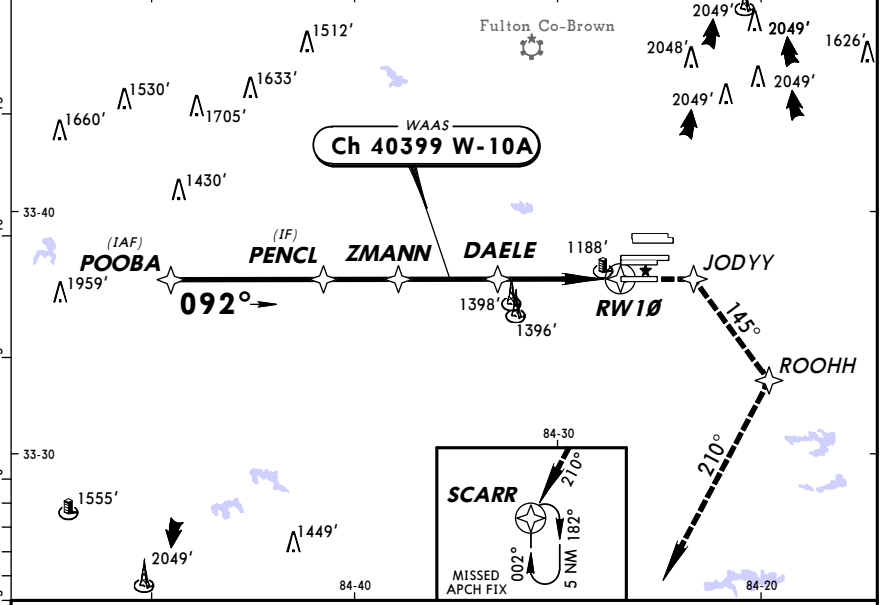
Waypoint	Altitude	Distance	Distance	Distance	Distance	Distance	Distance	Distance	
VINII	6000'	092°	18.4	PADGT	6000'	3.1	HARSN	5000'	15.3
TIZZY	4000'	3.1	BURNY	2700'	9.1	RATCH	5.0	CONNI	0.7
RWY 9R		1.2 NM to RWY 9R	0.5	TCH 54'	0	TDZE 1026'			

Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	D	RATCH
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI		

STRAIGHT-IN LANDING RWY 9R					
LPV	LNAV/VNAV		LNAV		
DA(H) 1226' (200')	DA(H) 1475' (449')		MDA(H) 1480' (454')		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 50 or 1	
B			RVR 40 or 3/4	RVR 60 or 1/4	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	
D			RVR 50 or 1	1 1/2	

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 15 MAY 09 (12-5)  
 RNAV (GPS) Y Rwy 10

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
119.65	127.9	Rwys 10/28 119.5	Rwys 8R/26L 125.32	Rwys 8L/26R 119.1	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 121.65	Rwys 9L/R, 27L/R, 26L/R 121.9	
WAAS <b>Ch 40399</b> W-10A		Final Apch Crs <b>092°</b>	Minimum Alt <b>DAELE</b> 2700' (1700')	LPV DA(H) <b>1326' (326')</b>	Apt Elev 1026'	3100'			
MISSED APCH: Climb to 3500' direct JODYY and via 145° track to ROOHH and 210° track to SCARR and hold.						MSA RW10			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						MSA RW10			
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized.						MSA RW10			



Waypoint	Altitude	Distance	Distance	Distance	Distance	Distance	Distance	Distance	
POOBA	4000'	092°	18.6	PENCL	4000'	6.3	ZMANN	4000'	12.3
DAELE	2700'	3.1	JODYY	3500'	9.2	ROOHH	5.1	SCARR	0.3
RWY 10		1.6 NM to RWY 10	0.5	TCH 58'	0	TDZE 1000'			

Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3500'	D	JODYY
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI		

STRAIGHT-IN LANDING RWY 10					
LPV	LNAV/VNAV		LNAV		
DA(H) 1326' (326')	DA(H) 1481' (481')		MDA(H) 1560' (560')		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 50 or 1	
B			RVR 40 or 3/4	RVR 60 or 1/4	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	
D			RVR 60 or 1/4	1 3/4	

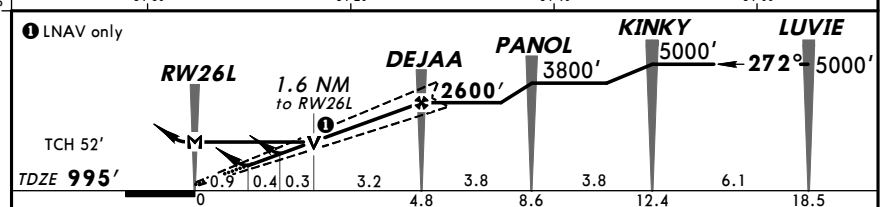
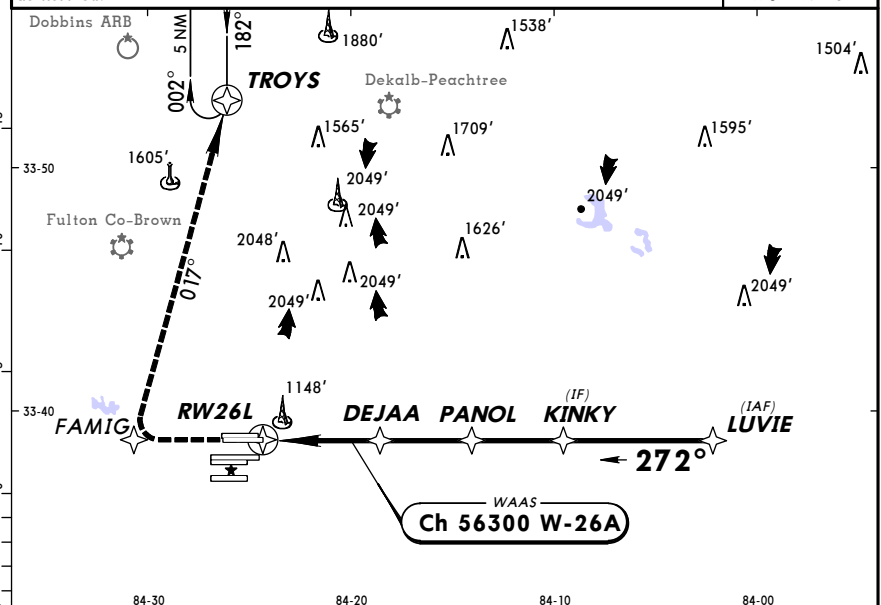
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 RNAV (GPS) Y Rwy 26L  
 15 MAY 09 (12-6)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower		ATLANTA Tower		ATLANTA Tower		ATLANTA Tower		Ground Rwy	
119.65	127.9	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65		

WAAS <b>Ch 56300</b> W-26A	Final Apch Crs <b>272°</b>	Minimum Alt <b>DEJAA</b> 2600' (1605')	LPV DA(H) <b>1331'</b> (336')	Apt Elev 1026' TDZE <b>995'</b>	3100'
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MISSED APCH: Climb to 3500' direct FAMIG then RIGHT turn via 017° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3500'	→	FAMIG
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	

STRAIGHT-IN LANDING RWY 26L		
LPV DA(H) 1331' (336')	LNAV/VNAV DA(H) 1459' (464')	
RAIL or ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4
B	RVR 50 or 1	1 1/2
C	RVR 40 or 3/4	RVR 50 or 1
D	RVR 60 or 1 1/4	1 3/4

CHANGES: Chart reindexed, profile.

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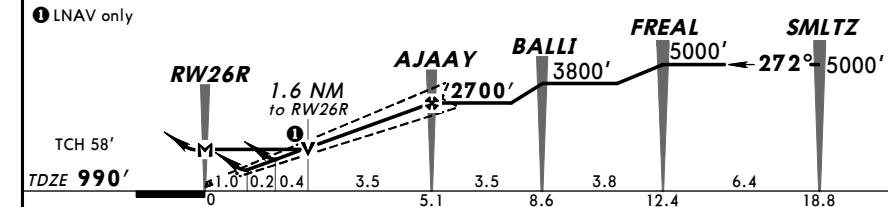
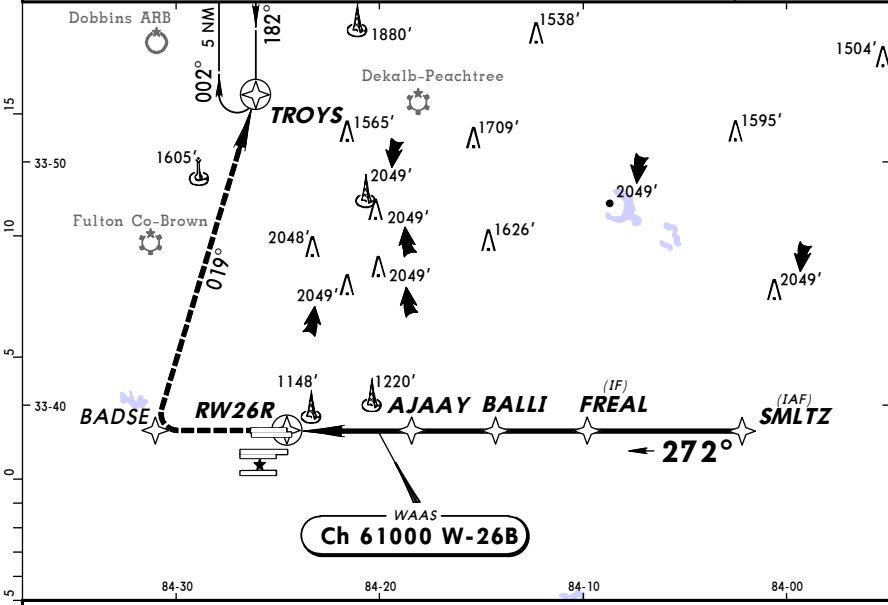
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA, GA  
 RNAV (GPS) Y Rwy 26R  
 15 MAY 09 (12-7)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower		ATLANTA Tower		ATLANTA Tower		ATLANTA Tower		Ground Rwy	
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		

WAAS <b>Ch 61000</b> W-26B	Final Apch Crs <b>272°</b>	Minimum Alt <b>AJAAY</b> 2700' (1710')	LPV DA(H) <b>1361'</b> (371')	Apt Elev 1026' TDZE <b>990'</b>	3100'
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MISSED APCH: Climb to 3500' direct BADSE then RIGHT turn via 019° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3500'	→	BADSE
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	

STRAIGHT-IN LANDING RWY 26R		
LPV DA(H) 1361' (371')	LNAV/VNAV DA(H) 1435' (445')	
RAIL or ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4
B	RVR 50 or 1	1 1/2
C	RVR 40 or 3/4	RVR 50 or 1
D	RVR 60 or 1 1/4	1 3/4

CHANGES: Chart reindexed, profile.

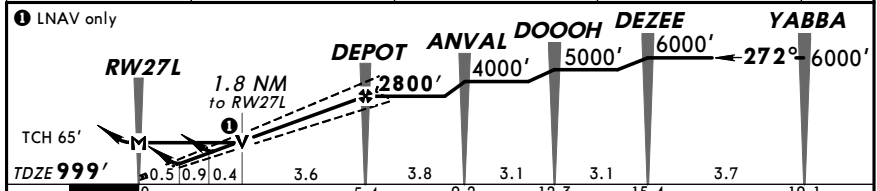
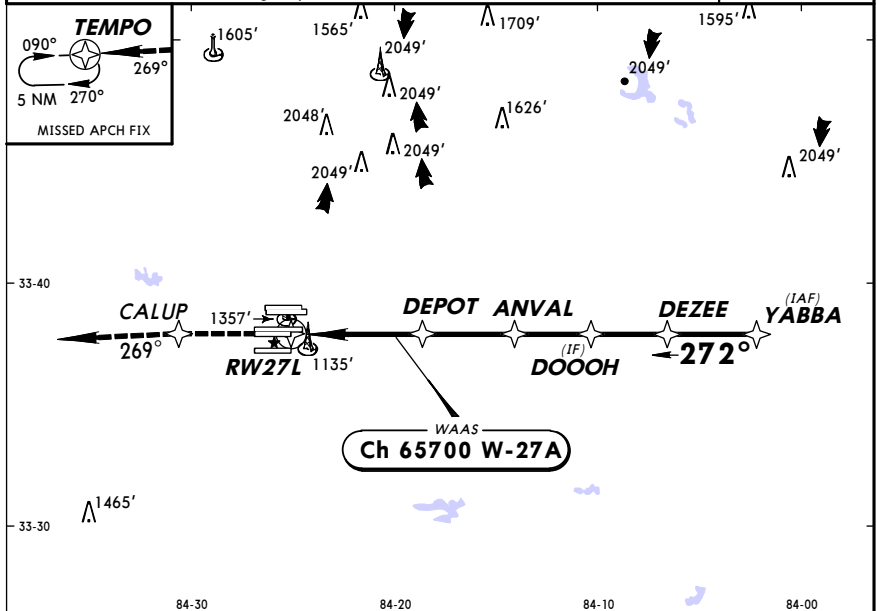
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**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-8) **ATLANTA, GA**  
**RNAV (GPS) Y Rwy 27L**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65		

WAAS <b>Ch 65700</b> W-27A	Final Apch Crs <b>272°</b>	Minimum Alt DEPOT <b>2800'</b> (1801')	LPV DA(H) <b>1199'</b> (200')	Ap <sup>t</sup> Elev 1026'	TDZE <b>999'</b>	3100'
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MISSED APCH: Climb to 4000' direct CALUP then via 269° track to TEMPO and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.  
 MSA RW27L



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at RW27L											

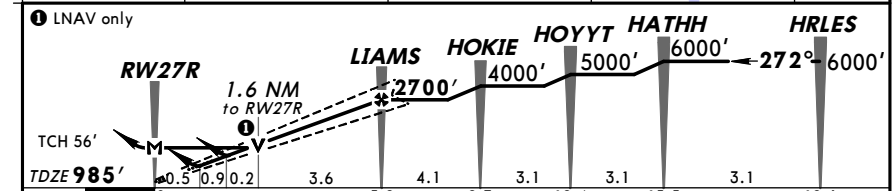
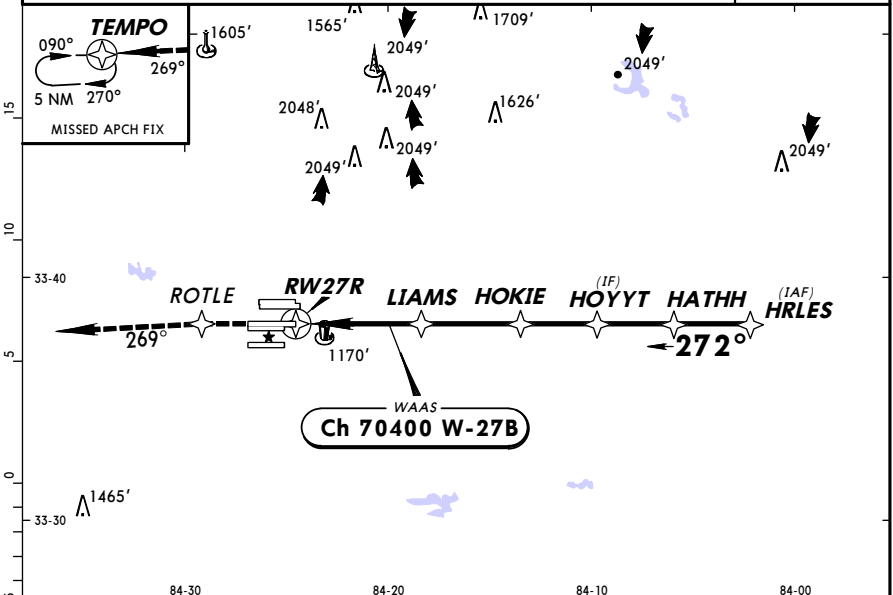
STRAIGHT-IN LANDING RWY 27L					
LPV		LNAV/VNAV		LNAV	
DA(H) 1199' (200')		DA(H) 1489' (490')		MDA(H) 1620' (621')	
RAIL or ALS out		RAIL out		ALS out	
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4
B		RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4
C		RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4
D					2

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-9) **ATLANTA, GA**  
**RNAV (GPS) Y Rwy 27R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65		

WAAS <b>Ch 70400</b> W-27B	Final Apch Crs <b>272°</b>	Minimum Alt LIAMS <b>2700'</b> (1715')	LPV DA(H) <b>1185'</b> (200')	Ap <sup>t</sup> Elev 1026'	TDZE <b>985'</b>	3100'
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MISSED APCH: Climb to 4000' direct ROTLE then via 269° track to TEMPO and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.  
 MSA RW27R

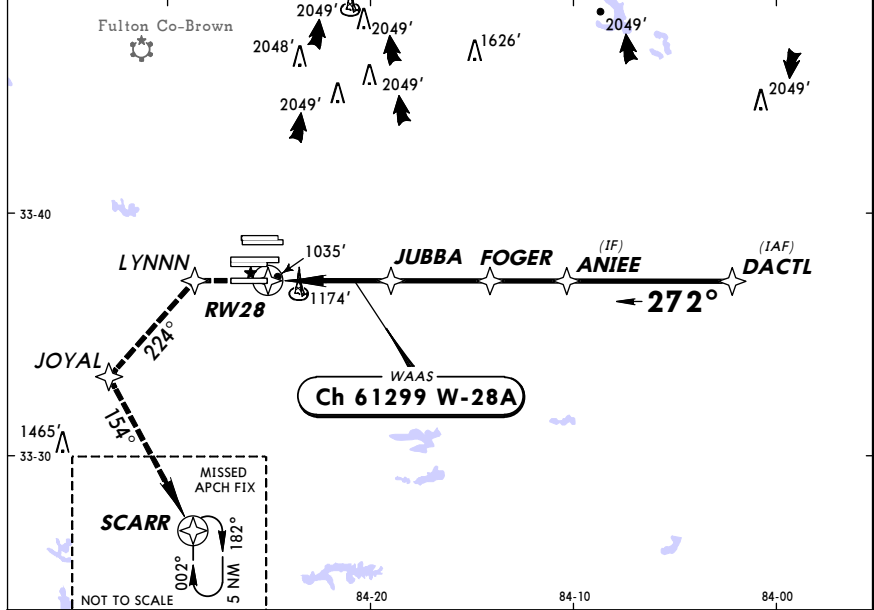


Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at RW27R											

STRAIGHT-IN LANDING RWY 27R					
LPV		LNAV/VNAV		LNAV	
DA(H) 1185' (200')		DA(H) 1464' (479')		MDA(H) 1560' (575')	
ALS out		ALS out		ALS out	
A				RVR 40 or 3/4	RVR 50 or 1
B				RVR 40 or 3/4	RVR 50 or 1
C		RVR 40 or 3/4	1 3/4	1 1/2	
D				1 3/4	

**KATL/ATL** ATLANTA, GA  
 HARTSFIELD-JACKSON ATLANTA INTL  
 15 MAY 09 (12-10) RNAV (GPS) Y Rwy 28

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R
119.65	127.9	119.5	125.32	119.1	123.85	119.3	121.65	121.75	121.9	
WAAAS <b>Ch 61299 W-28A</b>		Final Apch Crs <b>272°</b>		Minimum Alt JUBBA <b>2700'</b> (1702')		LPV DA(H) <b>1248'</b> (250')		Apt Elev <b>1026'</b>		3100'
MISSED APCH: Climb to 3500' direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized.										
MSA RW28										

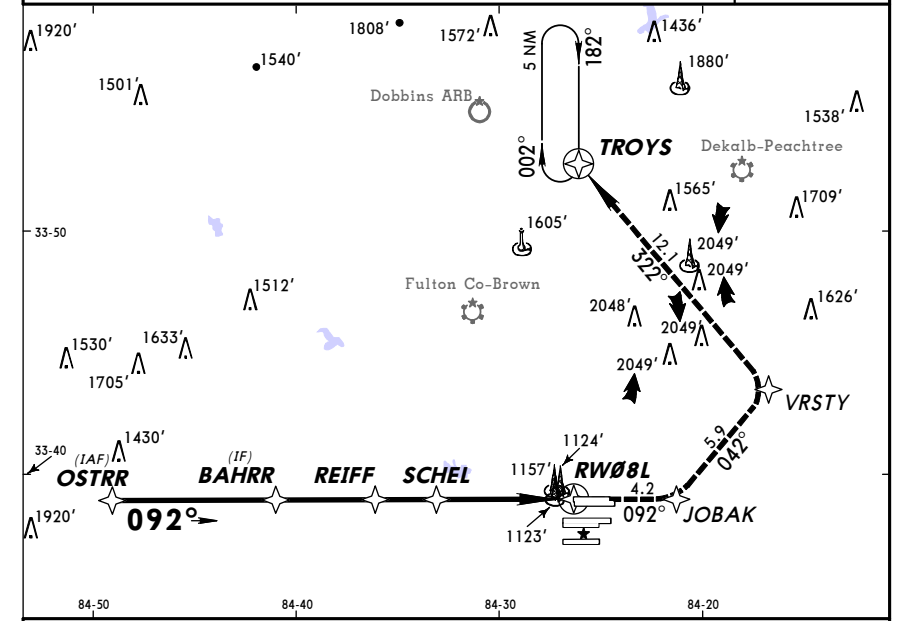


① LNAV only.																																																	
<table border="1"> <tr> <th>RWY 28</th> <th>JUBBA</th> <th>FOGER</th> <th>ANIEE</th> <th>DACTL</th> </tr> <tr> <td>4000'</td> <td>4000'</td> <td>4000'</td> <td>4000'</td> <td>4000'</td> </tr> <tr> <td>1.3 NM to RW28</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TCH 55'</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TDZE 998'</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>0.6</td> <td>0.7</td> <td>0.1</td> <td>3.7</td> </tr> <tr> <td></td> <td>5.1</td> <td>4.1</td> <td>9.2</td> <td>3.1</td> </tr> <tr> <td></td> <td>12.3</td> <td>6.8</td> <td>19.1</td> <td></td> </tr> </table>										RWY 28	JUBBA	FOGER	ANIEE	DACTL	4000'	4000'	4000'	4000'	4000'	1.3 NM to RW28					TCH 55'					TDZE 998'					0	0.6	0.7	0.1	3.7		5.1	4.1	9.2	3.1		12.3	6.8	19.1	
RWY 28	JUBBA	FOGER	ANIEE	DACTL																																													
4000'	4000'	4000'	4000'	4000'																																													
1.3 NM to RW28																																																	
TCH 55'																																																	
TDZE 998'																																																	
0	0.6	0.7	0.1	3.7																																													
	5.1	4.1	9.2	3.1																																													
	12.3	6.8	19.1																																														
<table border="1"> <tr> <th>Gnd speed-Kts</th> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td></td> <td>ALSF-II</td> <td>3500'</td> <td>→</td> <td>LYNNN</td> </tr> <tr> <th>Glide Path Angle</th> <td>3.00°</td> <td>372</td> <td>478</td> <td>531</td> <td>637</td> <td>743</td> <td>849</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>										Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	3500'	→	LYNNN	Glide Path Angle	3.00°	372	478	531	637	743	849																				
Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	3500'	→	LYNNN																																						
Glide Path Angle	3.00°	372	478	531	637	743	849																																										
MAP at RW28																																																	

STRAIGHT-IN LANDING RWY 28					
LPV		LNAV/VNAV		LNAV	
DA(H) 1248' (250')		DA(H) 1488' (490')		MDA(H) 1460' (462')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 40 or 3/4	RVR 60 or 1/4
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	
D				RVR 50 or 1	1 1/2

**KATL/ATL** ATLANTA, GA  
 HARTSFIELD-JACKSON ATLANTA INTL  
 15 MAY 09 (12-20) RNAV (RNP) Z Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65	
RNAV		Final Apch Crs <b>092°</b>		Minimum Alt SCHEL <b>2900'</b> (1885')		RNP 0.11 DA(H) <b>1424'</b> (409')		Apt Elev <b>1026'</b>		3100'
MISSED APCH: Climb to 3500' direct JOBAK then via 042° track to VRSTY then 322° track to TROYS and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar Required. 3. GPS Required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.										
MSA RW08L										



① LNAV only.																																																			
<table border="1"> <tr> <th>RWY 8L</th> <th>OSTRR</th> <th>BAHRR</th> <th>REIFF</th> <th>SCHEL</th> <th>RWY 08L</th> </tr> <tr> <td>5000'</td> <td>5000'</td> <td>3700'</td> <td>2900'</td> <td>2900'</td> <td>2900'</td> </tr> <tr> <td>092°</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5000'</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>092°</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>6.7</td> <td>4.1</td> <td>2.5</td> <td>4.6</td> <td>1.1</td> </tr> <tr> <td></td> <td>19.0</td> <td>12.3</td> <td>8.2</td> <td>5.7</td> <td>0</td> </tr> </table>										RWY 8L	OSTRR	BAHRR	REIFF	SCHEL	RWY 08L	5000'	5000'	3700'	2900'	2900'	2900'	092°						5000'						092°						0	6.7	4.1	2.5	4.6	1.1		19.0	12.3	8.2	5.7	0
RWY 8L	OSTRR	BAHRR	REIFF	SCHEL	RWY 08L																																														
5000'	5000'	3700'	2900'	2900'	2900'																																														
092°																																																			
5000'																																																			
092°																																																			
0	6.7	4.1	2.5	4.6	1.1																																														
	19.0	12.3	8.2	5.7	0																																														
<table border="1"> <tr> <th>Gnd speed-Kts</th> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td></td> <td>ALSF-II</td> <td>3500'</td> <td>→</td> <td>JOBAK</td> </tr> <tr> <th>Descent angle</th> <td>[3.00°]</td> <td>372</td> <td>478</td> <td>531</td> <td>637</td> <td>743</td> <td>849</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>										Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	3500'	→	JOBAK	Descent angle	[3.00°]	372	478	531	637	743	849																						
Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	3500'	→	JOBAK																																								
Descent angle	[3.00°]	372	478	531	637	743	849																																												
MAP at DA																																																			

STRAIGHT-IN LANDING RWY 8L					
RNP 0.11		RNP 0.15		RNP 0.30	
DA(H) 1424' (409')		DA(H) 1432' (417')		DA(H) 1475' (460')	
ALS out		ALS out		ALS out	
A				RVR 45 or 7/8	RVR 50 or 1
B				RVR 45 or 7/8	RVR 50 or 1
C	RVR 45 or 7/8	1 1/2	RVR 45 or 7/8	1 1/2	RVR 50 or 1
D				RVR 50 or 1	1 1/2

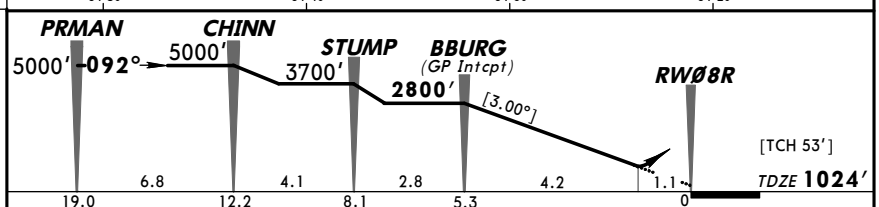
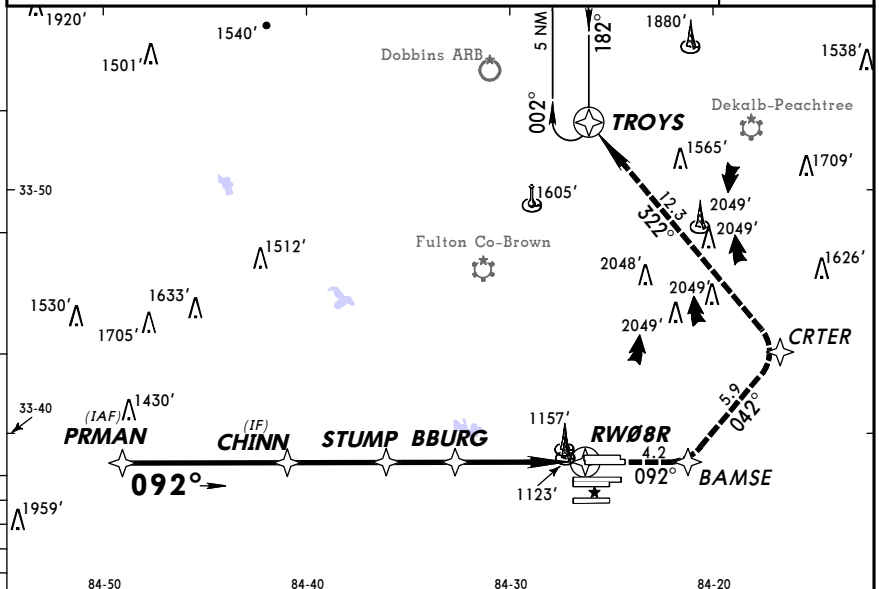
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA Tower  
 15 MAY 09 (12-21)  
**RNAV (RNP) Z Rwy 8R**

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	8L/R, 26L/R	9L/R, 27L/R	Rwys 10/28
		125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev	TDZE
	<b>092°</b>	<b>2800'</b> (1776')	<b>1412'</b> (388')	<b>1026'</b>	<b>1024'</b>

**MISSED APCH:** Climb to 3500' direct BAMSE then via 042° track to CRTER then 322° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. **Radar required.**  
 3. **GPS required.** 4. For uncompensated Baro-VNAV system, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3500'	D	BAMSE
Descent angle [3.00°]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 8R		
RNP 0.11	RNP 0.15	RNP 0.30
DA(H) 1412' (388')	DA(H) 1419' (395')	DA(H) 1474' (450')
A		
B		
C	RVR 60 or 1/4	RVR 60 or 1/4
D		1/2

CHANGES: Chart reindexed, profile.

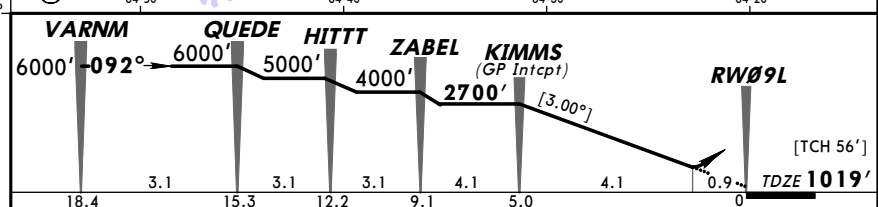
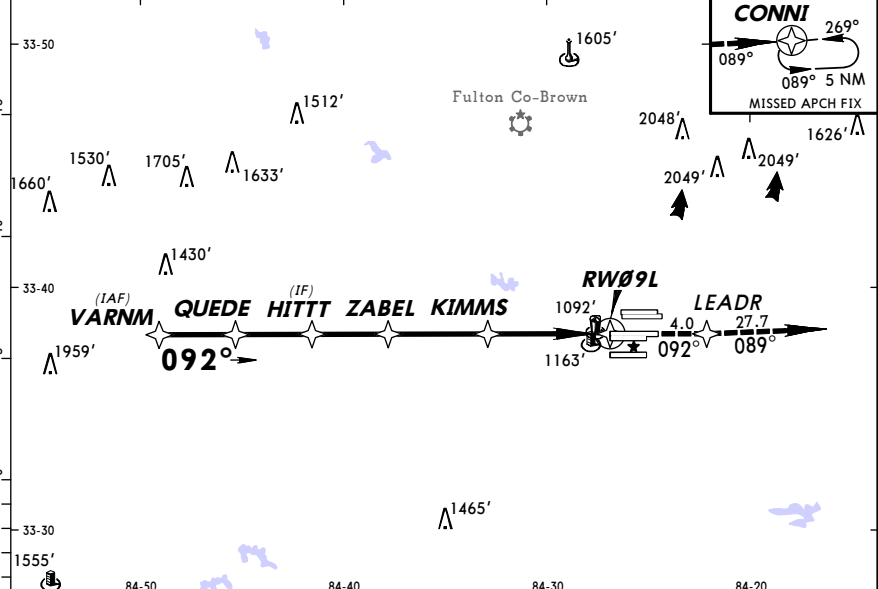
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**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 ATLANTA Tower  
 15 MAY 09 (12-22)  
**RNAV (RNP) Z Rwy 9L**

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	9L/R, 27L/R	8L/R, 26L/R	Rwys 10/28
		123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev	TDZE
	<b>092°</b>	<b>2700'</b> (1681')	<b>1375'</b> (356')	<b>1019'</b>	<b>1019'</b>

**MISSED APCH:** Climb to 4000' direct LEADR then via 089° track to CONNI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. **Radar required.**  
 3. **GPS required.** 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	PAPI	4000'	D	LEADR
Descent angle [3.00°]	372	478	531	637	743	849					

STRAIGHT-IN LANDING RWY 9L					
RNP 0.11		RNP 0.15		RNP 0.30	
DA(H) 1375' (356')		DA(H) 1425' (406')		DA(H) 1481' (462')	
A		RAIL out	ALS out		
B					
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 45 or 7/8	1/2	RVR 60 or 1/4
D					1/2

CHANGES: Chart reindexed, profile.

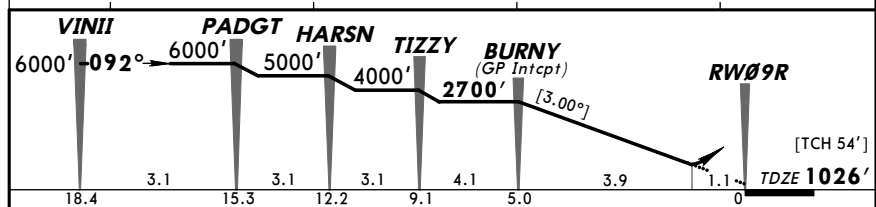
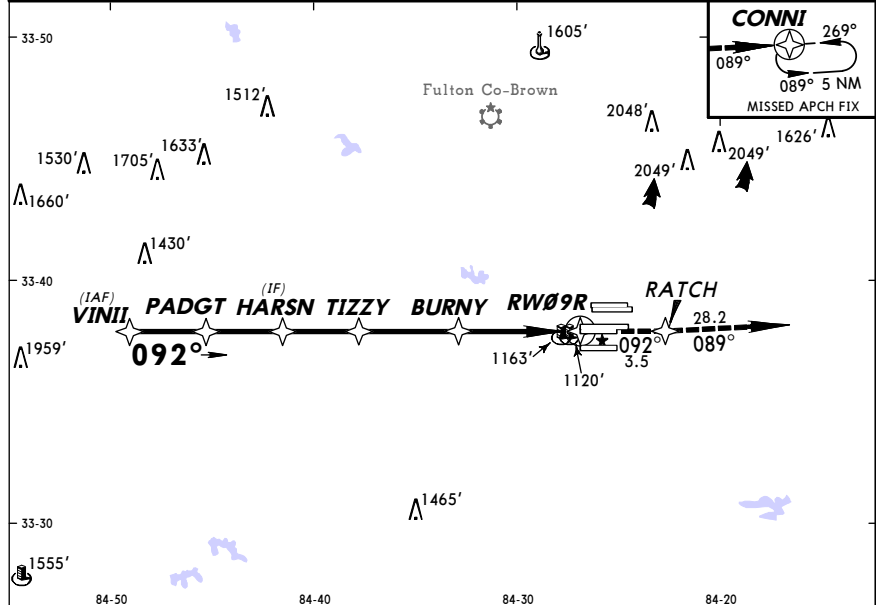
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL** 15 MAY 09 (12-23) **ATLANTA, GA**  
**RNAV (RNP) Z Rwy 9R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys		ATLANTA Tower		Rwys		Ground	
119.65	127.9	9R/27L	8L/26R	8R/26L	9L/27R	10/28	9L/R, 27L/R	8L/R, 26L/R	10/28
		119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65

RNAV	Final ApcH Crs <b>092°</b>	Minimum Alt <b>BURNY</b> 2700' (1674')	RNP 0.11 DA(H) 1420' (394')	Apt Elev 1026'	3100'
				TDZE 1026'	

MISSED APCH: Climb to 4000' direct RATCH then via 089° track to CONNI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. VGSi and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 4000'	D	RATCH
Descent angle [3.00°]	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY 9R	
RNP 0.11 DA(H) 1420' (394')	RNP 0.15 DA(H) 1427' (401')
ALS out	ALS out

A					
B					
C	RVR 45 or 7/8	RVR 60 or 1/4	RVR 45 or 7/8	1 1/2	RVR 50 or 1
D					

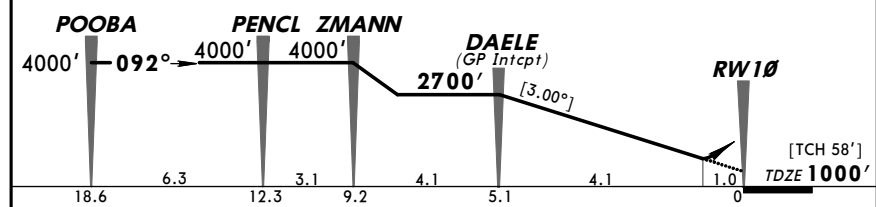
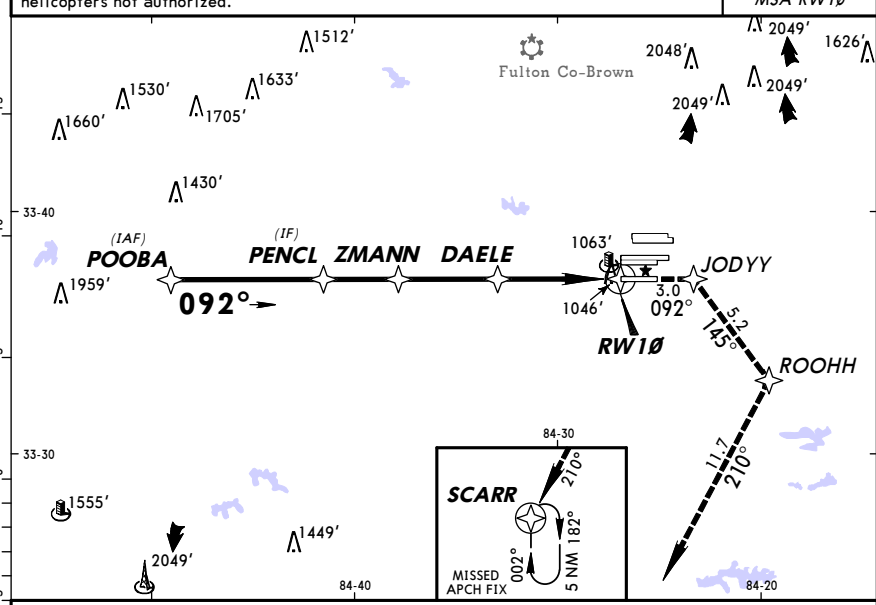
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**HARTSFIELD-**  
**JACKSON ATLANTA INTL** 15 MAY 09 (12-24) **ATLANTA, GA**  
**RNAV (RNP) Z Rwy 10**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys		ATLANTA Tower		Rwys		Ground	
119.65	127.9	10/28	8R/26L	8L/26R	9L/27R	9R/27L	10/28	9L/R, 27L/R	8L/R, 26L/R
		119.5	125.32	119.1	123.85	119.3	121.65	121.75	121.9

RNAV	Final ApcH Crs <b>092°</b>	Minimum Alt <b>DAELE</b> 2700' (1700')	RNP 0.11 DA(H) 1367' (367')	Apt Elev 1026'	3100'
				TDZE 1000'	

MISSED APCH: Climb to 3500' direct JODYY and via 145° track to ROOHH and 210° track to SCARR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. Visibility reduction by helicopters not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 3500'	D	JODYY
Descent angle [3.00°]	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY 10		
RNP 0.11 DA(H) 1367' (367')	RNP 0.15 DA(H) 1421' (421')	RNP 0.30 DA(H) 1483' (483')
ALS out	ALS out	ALS out

A					
B					
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 45 or 7/8	1 1/2	RVR 60 or 1/4
D					



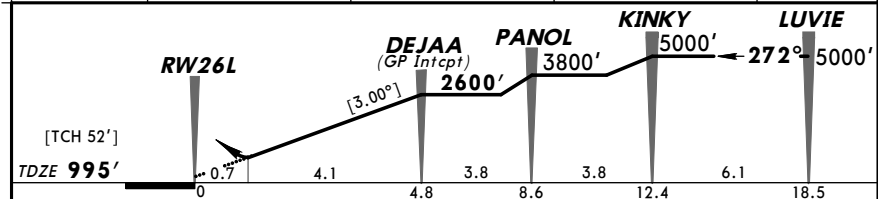
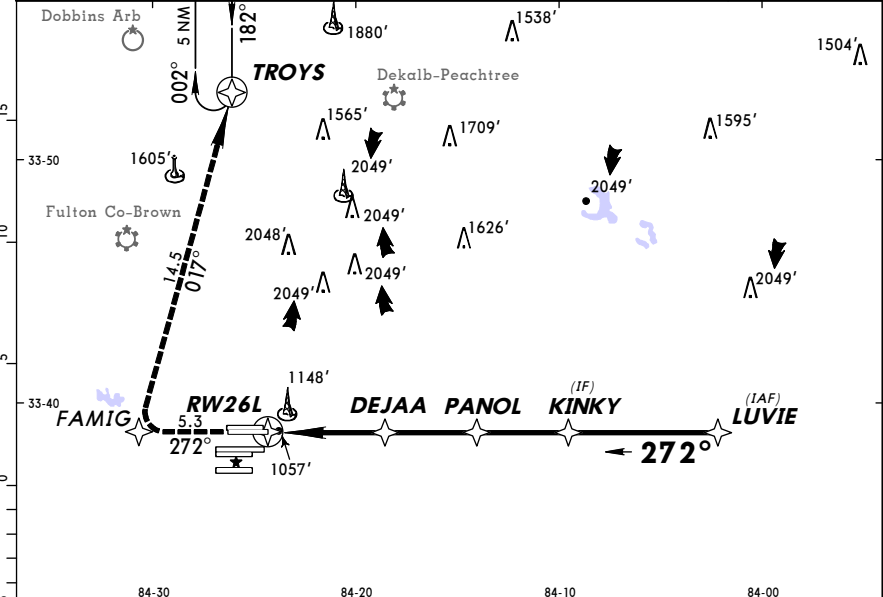
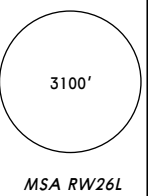
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**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-25) **ATLANTA, GA**  
**RNAV (RNP) Z Rwy 26L**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L		ATLANTA Tower		Rwys 10/28		Ground	
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev	TDZE
	272°	2600' (1605')	1274' (279')	1026'	995'

MISSED APCH: Climb to 3500' direct FAMIG then RIGHT turn via 017° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F).



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle	[3.00°]	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 26L				STRAIGHT-IN LANDING RWY 26R			
RNP 0.11		RNP 0.15		RNP 0.11		RNP 0.15	
DA(H) 1274' (279')	DA(H) 1383' (388')	DA(H) 1390' (395')	DA(H) 1427' (432')	DA(H) 1380' (390')	DA(H) 1387' (397')	DA(H) 1449' (459')	DA(H) 1427' (432')

TERPS	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out
A							
B	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	RVR 60 or 1/4	RVR 45 or 7/8	RVR 60 or 1/4	RVR 50 or 1
C							1 1/2
D							

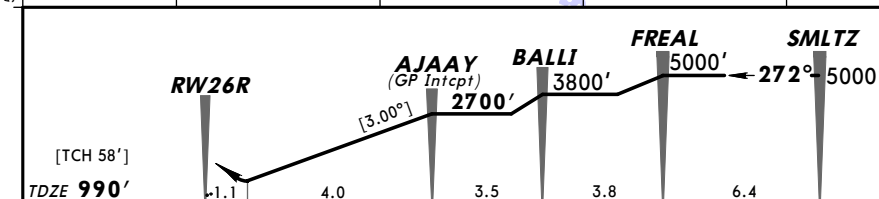
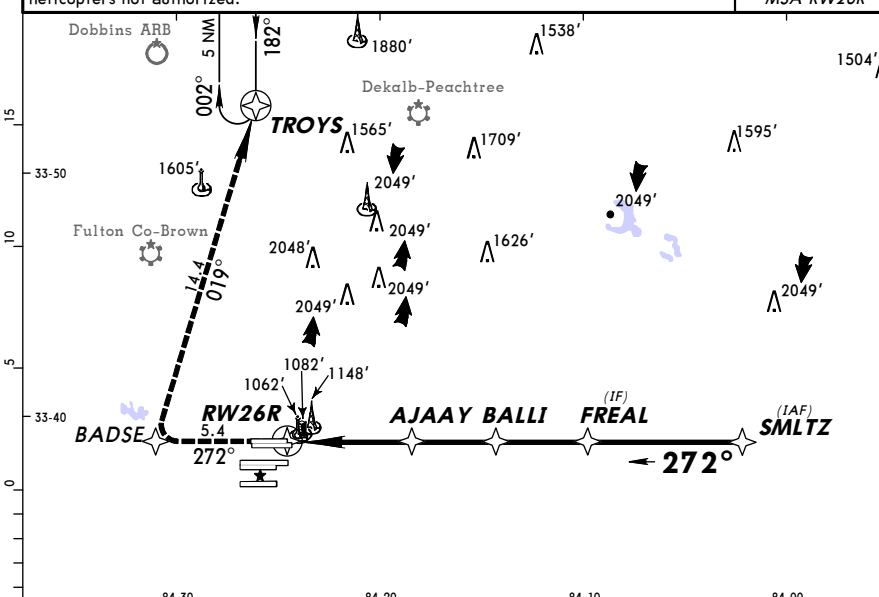
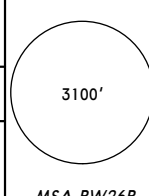
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-26) **ATLANTA, GA**  
**RNAV (RNP) Z Rwy 26R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R		ATLANTA Tower		Rwys 10/28		Ground	
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev	TDZE
	272°	2700' (1710')	1380' (390')	1026'	990'

MISSED APCH: Climb to 3500' direct BADSE then RIGHT turn via 019° track to TROYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. Visibility reduction by helicopters not authorized.



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle	[3.00°]	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 26L				STRAIGHT-IN LANDING RWY 26R			
RNP 0.11		RNP 0.15		RNP 0.11		RNP 0.15	
DA(H) 1380' (390')	DA(H) 1387' (397')	DA(H) 1449' (459')	DA(H) 1427' (432')	DA(H) 1380' (390')	DA(H) 1387' (397')	DA(H) 1449' (459')	DA(H) 1427' (432')

TERPS	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A								
B	RVR 40 or 3/4	RVR 60 or 1/4	RVR 45 or 7/8	RVR 60 or 1/4	RVR 50 or 1			
C								1 1/2
D								

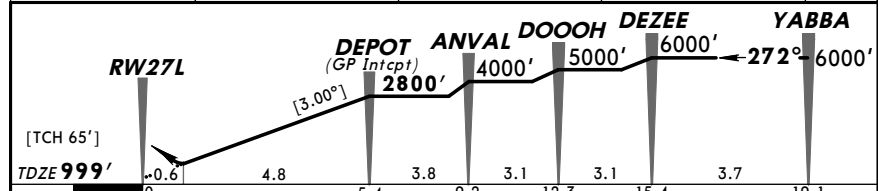
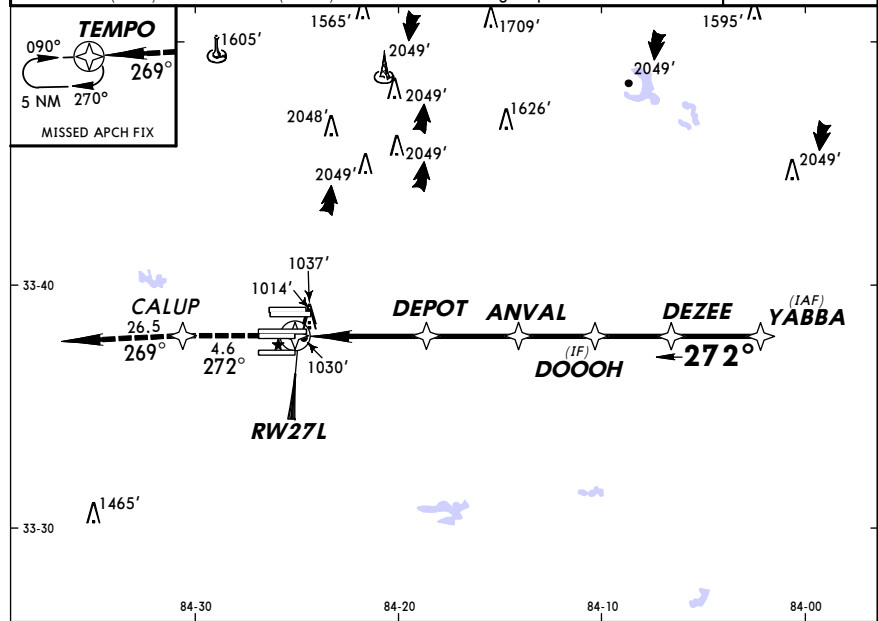
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-27)  
**ATLANTA, GA**  
**RNAV (RNP) Z Rwy 27L**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65		

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11	Apt Elev	TDZE
	272°	2800' (1801')	0.11 DA(H)	1026'	999'

MISSED APCH: Climb to 4000' direct CALUP then via 269° track to TEMPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle	[3.00°]	372	478	531	637	743	849				

RNP 0.11		RNP 0.15		RNP 0.30	
DA(H)	1254' (255')	DA(H)	1437' (438')	DA(H)	1474' (475')

TERPS	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A						
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	1 3/4
C						
D						

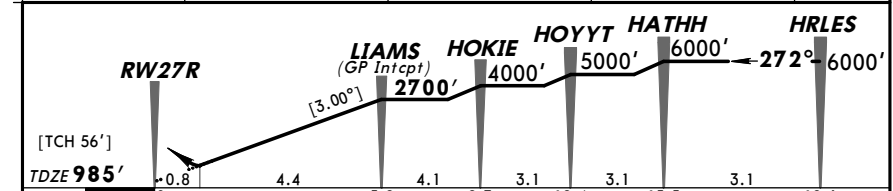
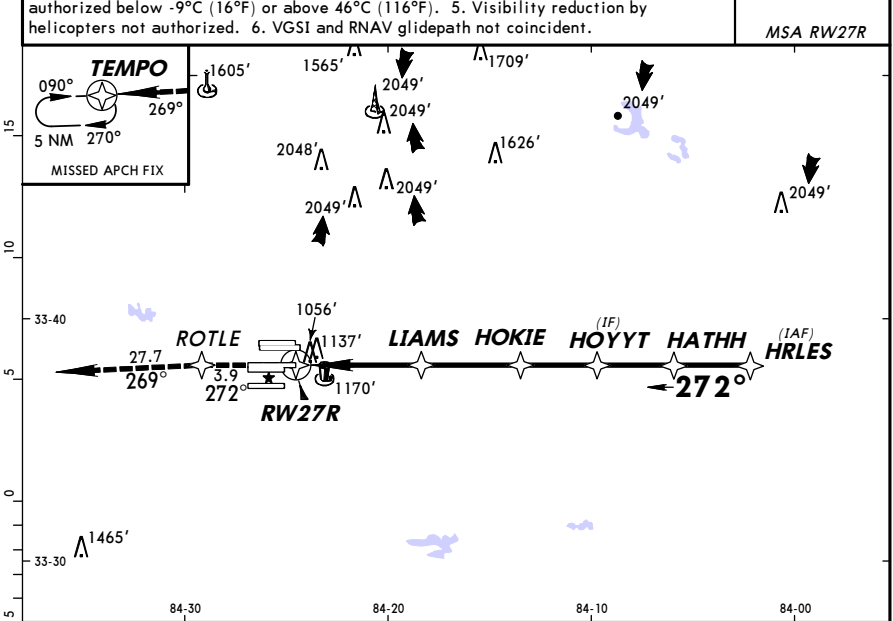
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
 15 MAY 09 (12-28)  
**ATLANTA, GA**  
**RNAV (RNP) Z Rwy 27R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65		

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11	Apt Elev	TDZE
	272°	2700' (1715')	0.11 DA(H)	1026'	985'

MISSED APCH: Climb to 4000' direct ROTLE then via 269° track to TEMPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required.  
 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle	[3.00°]	372	478	531	637	743	849				

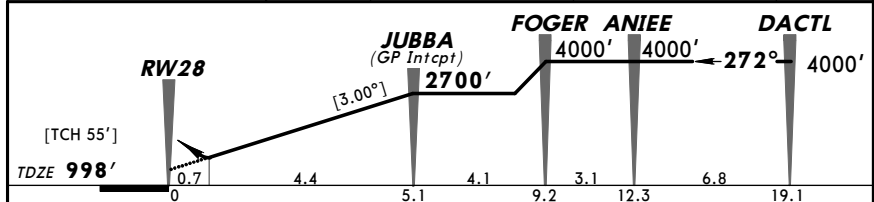
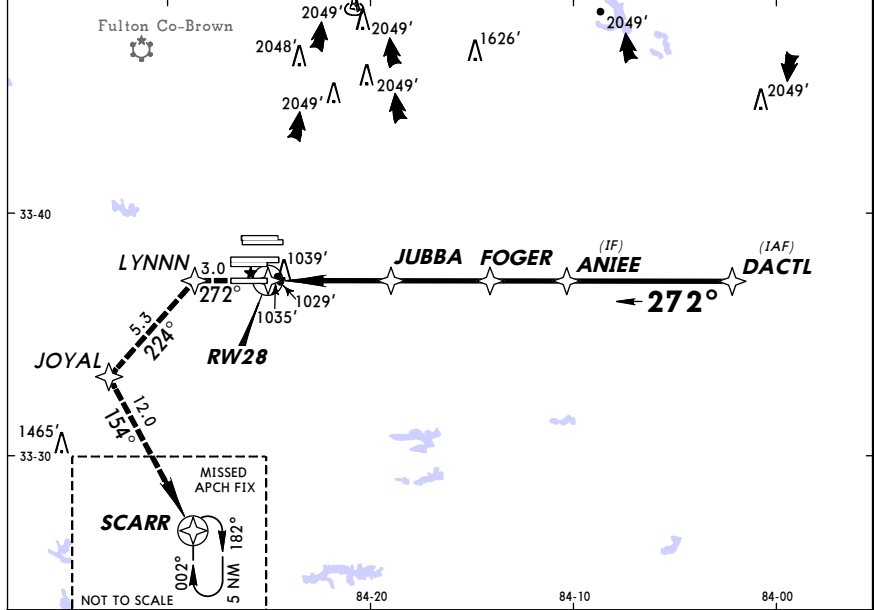
RNP 0.11		RNP 0.15		RNP 0.30	
DA(H)	1300' (315')	DA(H)	1373' (388')	DA(H)	1399' (414')

TERPS	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A						
B	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 1/2
C						
D						

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 ATLANTA, GA  
 RNAV (RNP) Z Rwy 28



D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8R/26L	ATLANTA Tower	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.5	125.32	119.1	123.85	119.3	121.65	121.65	121.75	121.9		
RNAV	Final Apch Crs 272°	Minimum Alt JUBBA 2700' (1702')	RNP 0.11 DA(H) 1262' (264')	Apt Elev 1026'	TDZE 998'	3100'						
MISSED APCH: Climb to 3500' direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Radar required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F). MSA RW28												



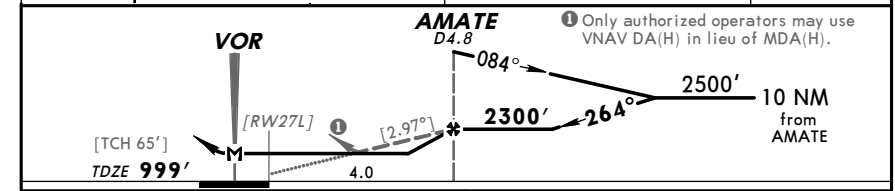
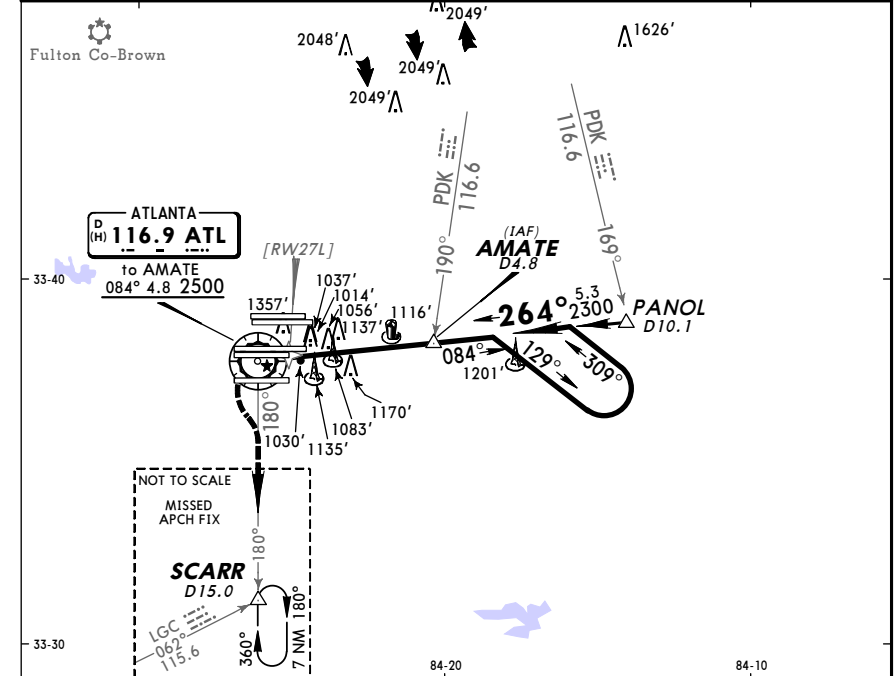
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3500'	→	LYNNN
Descent angle [3.00°]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 28		STRAIGHT-IN LANDING RWY 27L	
RNP 0.11 DA(H) 1262' (264')	ALS out	RNP 0.15 DA(H) 1269' (271')	ALS out
RNP 0.30 DA(H) 1339' (341')	ALS out		
A			
B			
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2
D			

**KATL/ATL**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 ATLANTA, GA  
 VOR Rwy 27L



D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 10/28	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.75	121.9	121.65		
VOR ATL 116.9	Final Apch Crs 264°	Minimum Alt AMATE 2300' (1301')	MDA(H) 1620' (621')	Apt Elev 1026'	TDZE 999'	3100'						
MISSED APCH: Climbing LEFT turn to 3500' outbound via ATL VOR R-180 to SCARR INT/D15.0 and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. MSA ATL VOR												



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3500'	ATL
Descent angle [2.97°]	368	473	525	630	736	841	PAPI	via 116.9	SCARR

STRAIGHT-IN LANDING RWY 27L	
MDA(H) 1620' (621')	
RAIL out	ALS out
A	
B	RVR 40 or 3/4
C	RVR 60 or 1/4
D	1 3/4