(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KABY
Terminal Charts For KABY
Airport Information For KAGS
Terminal Charts For KAGS
Airport Information For KATL
Terminal Charts For KATL
Airport Information For KBQK
Terminal Charts For KBQK
Airport Information For KCSG
Terminal Charts For KCSG
Airport Information For KEZM
Terminal Charts For KEZM
Airport Information For KLSF
Terminal Charts For KLSF
Airport Information For KMCN
Terminal Charts For KMCN
Airport Information For KMGE
Terminal Charts For KMGE
Airport Information For KSAV
Terminal Charts For KSAV
Airport Information For KSVN
Terminal Charts For KSVN
Airport Information For KVAD
Terminal Charts For KVAD
Airport Information For KVLD
Terminal Charts For KVLD
Airport Information For KWRB
Terminal Charts For KWRB
Revision Letter For Cycle 04-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Albany GA USA
IATA Code: ABY
Lat/Long: N31° 32.1' W084° 11.7'
Elevation: 196 ft

Airport Use: Public
Magnetic Variation: 4.5°W
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 803 ft AGL

Sunrise: 1206 Z
Sunset: 2333 Z,

Runway Information

Runway: 04
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 16
Length x Width: 5219 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 192 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 5219 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, Pilot controlled

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

ATIS 133.05
ASOS 133.05
Albany Tower 120.25 CTAF PCL
Albany Ground Control 121.9
Southwest Georgia Regl Unicom 122.95
Macon Flight Service Station 122.6 RCO
Jacksonville Center 125.75 Remote Communications Air-Ground

KABY/ABY

Apt Elev **196′**

N31 32.1 W084 11.7

JEPPESEN

21 AUG 09

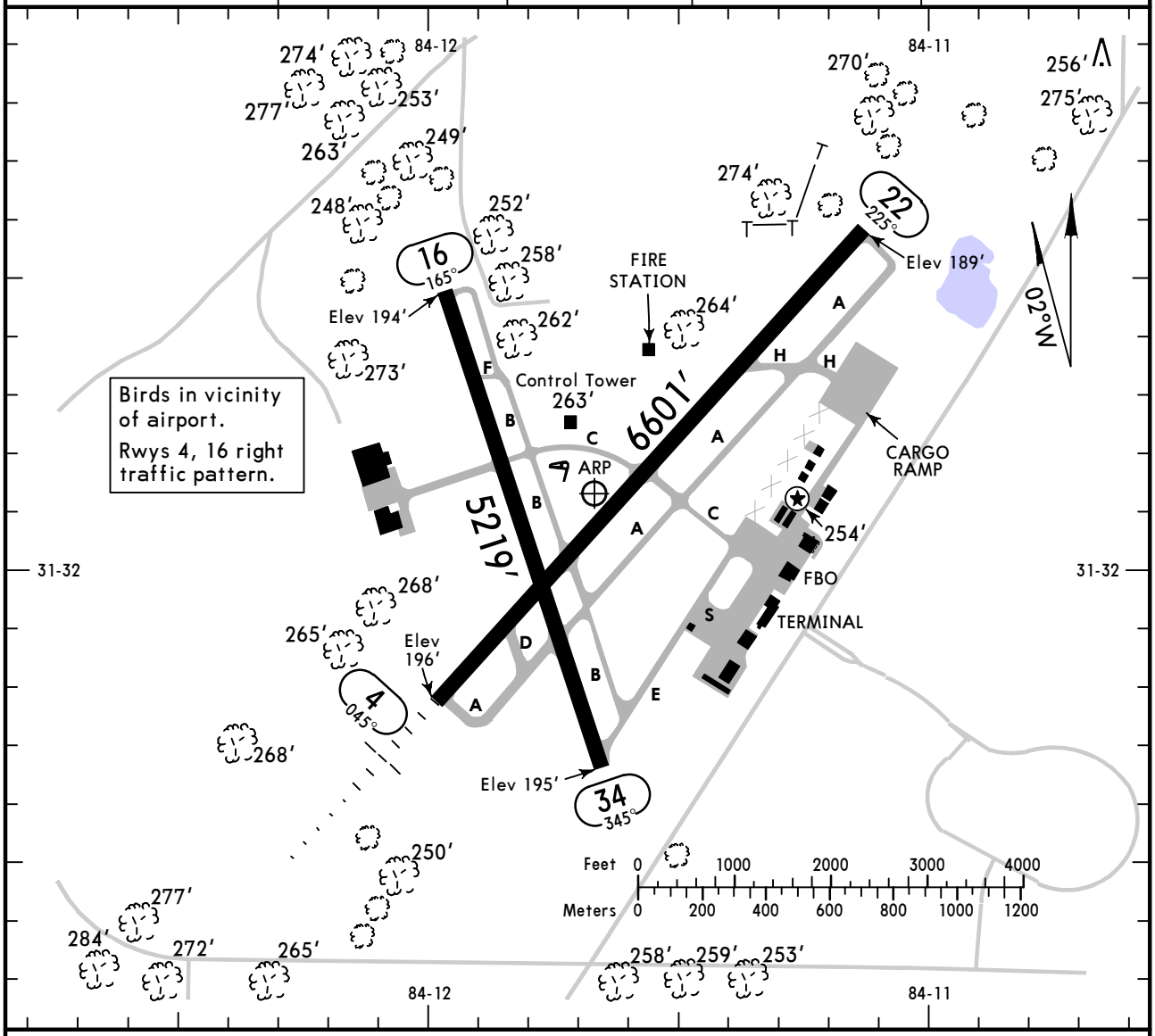
Eff 27 Aug

(11-1)

ALBANY, GA

SOUTHWEST GEORGIA REGL

ATIS (ASOS when Twr inop)	*ALBANY Ground	*Tower	UNICOM 122.95	JAX Center (R)
133.05	121.9	CTAF 120.25		125.75



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL	❶ MALSR	PAPI-L	grooved	RVR		5450′		150′
22	❶ HIRL	REIL	VASI-L	grooved					
16	❶ MIRL	REIL	VASI-L	grooved					150′
34	❶ MIRL	VASI-L		grooved					

❶ Activate on 120.25 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 16, 22		Rwy 34		
	Adequate Vis Ref	STD	With Mim climb of 255′/NM to 600′ Adequate Vis Ref	With Mim climb of 255′/NM to 600′ STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-2
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	ILS Rwy 4	LOC Rwy 4 LOC (Back Course) Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 34 VOR Rwy 16 NDB Rwy 4
A	600-2	800-2
B		
C		
D	800-2 1/2	800-2 1/2

OBSTACLE DP: Rwy 4, climb heading 044° to 700′ before turning left. Rwy 34, climb heading 344° to 700′ before turning right.

AMEND 0

CHANGES: Airport elevation, alternate minimums.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

BRIEFING STRIP™

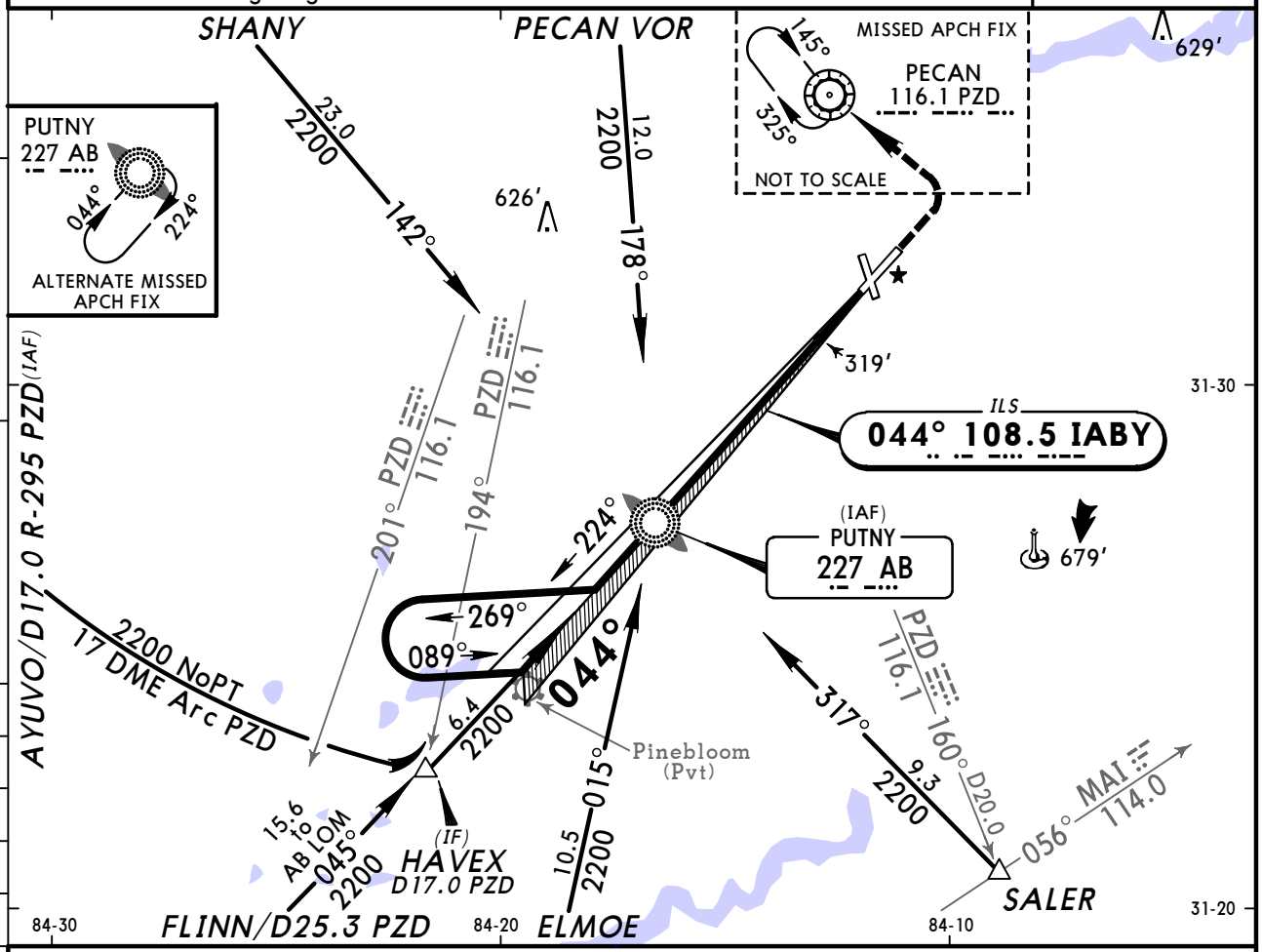
LOC IABY	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 196′
108.5	044°	2162′ (1966′)	396′ (200′)	TDZE 196′

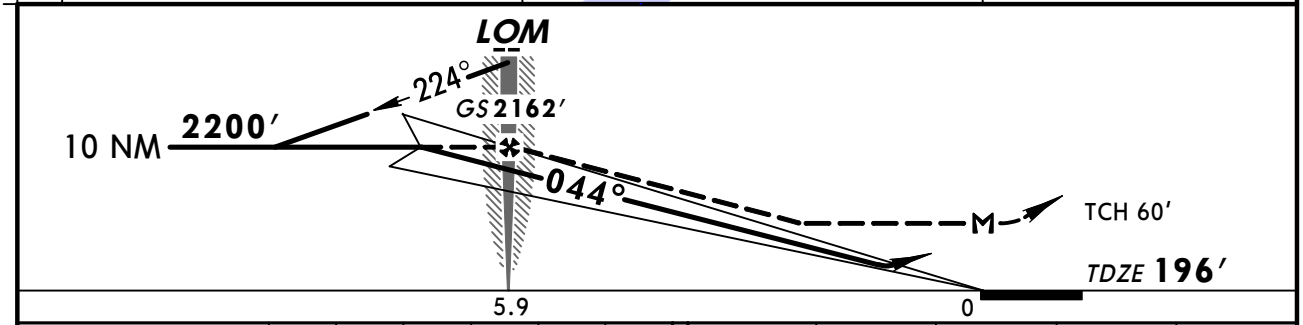
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2000′ direct PZD VOR and hold.

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

1. ADF or DME required. 2. VGSI and ILS glidepath not coincident.
3. Pilot controlled lighting 120.25.

2600′
MSA AB LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR
PAPI
1000′
2000′ LT
D
PZD 116.1

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 396′(200′) FULL	ILS DA(H) 396′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 580′(384′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C					
D			RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(444′)-1
120	660′(464′)-1
140	660′(464′)-1 1/2
165	940′(744′)-2 1/2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11

CHANGES: Procedure.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN

(11-2) 21 AUG 09 Eff 27 Aug

ALBANY, GA
LOC (BACK CRS) Rwy 22

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

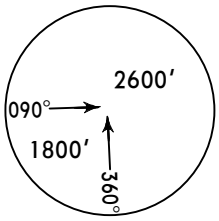
LOC IABY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 196′
108.5	224° (Front Crs 044°)	ODOMS 1800′ (1608′)	580′ (388′)	TDZE 192′

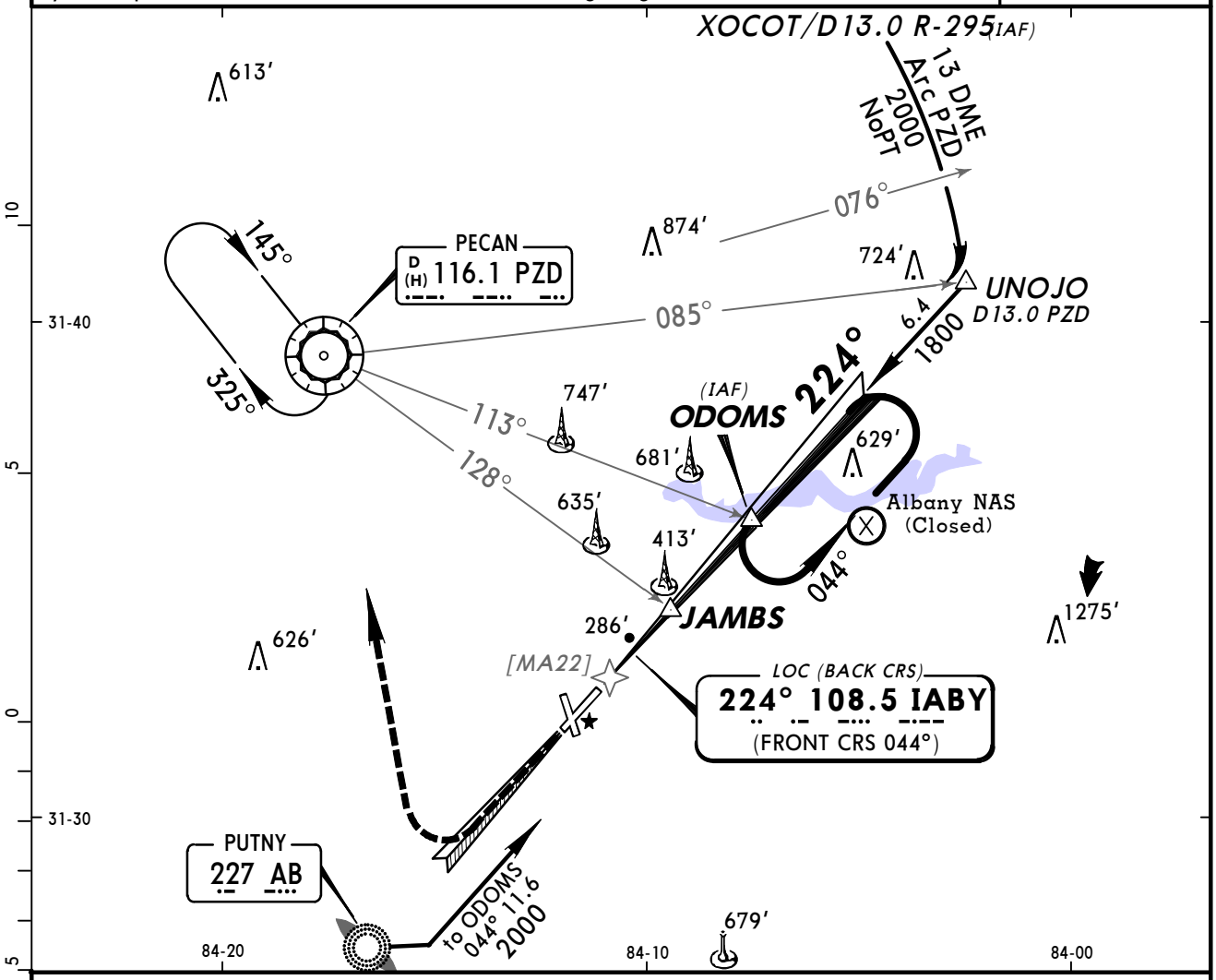
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 2000′ direct PZD VOR and hold.

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

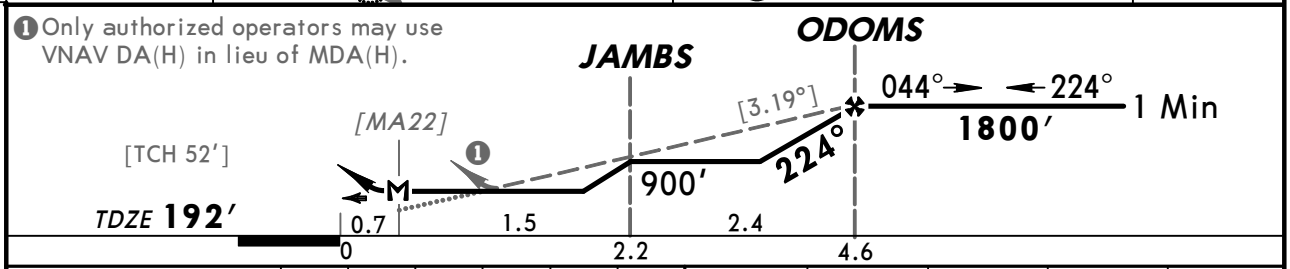
1. ADF or DME required. 2. Disregard glide slope indications. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.25.

MSA PZD VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.19°]	395	508	564	677	790	903
ODOMS to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

REIL
VASI-L

1000′ ↑ | 2000′ ↱ RT | D | PZD 116.1

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 580′(388′)		Max Kts	MDA(H)
A	1	90	640′(444′)-1
B		120	660′(464′)-1
C		140	660′(464′)-1½
D	1¼	165	940′(744′)-2½

AMEND 8 TERPS

CHANGES: Procedure.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

BRIEFING STRIP™

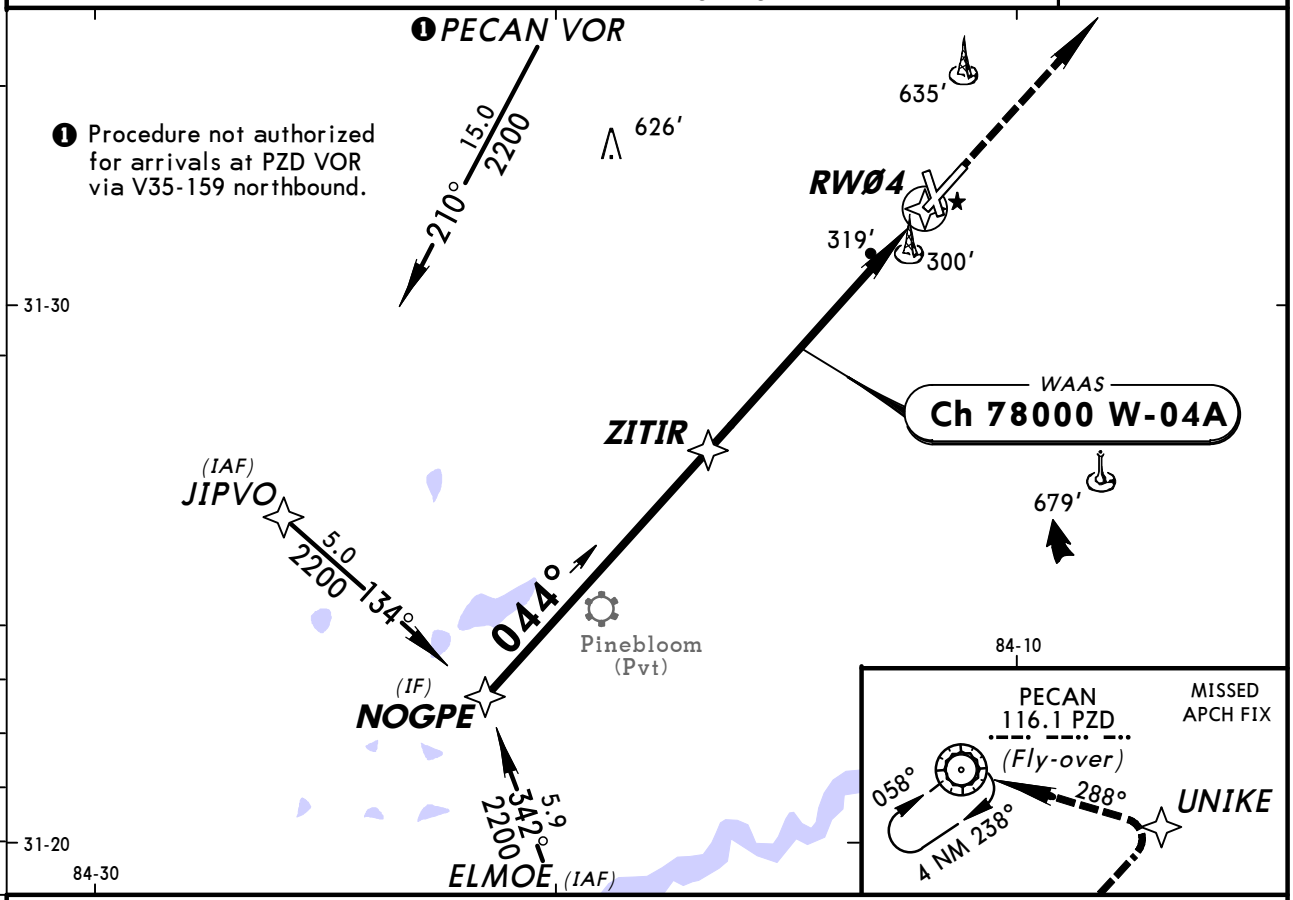
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 196′
Ch 78000 W-04A	044°	ZITIR 2200′ (2004′)	396′ (200′)	TDZE 196′

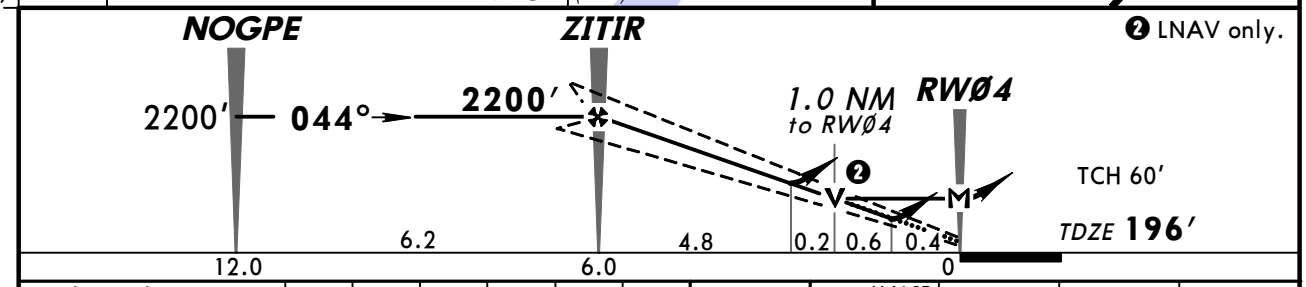
MISSED APCH: Climb to 2000′ direct UNIKE and LEFT turn via track 288° to PZD VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.
4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 120.25.

2600′
MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

MALSR
PAPI
2000′
UNIKE

STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 396′ (200′)		LNAV/VNAV DA(H) 635′ (439′)		LNAV MDA(H) 580′ (384′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (444′)-1
120	660′ (464′)-1
140	660′ (464′)-1½
165	940′ (744′)-2½

AMEND 1
TERPS

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 21 AUG 09 (12-2) Eff 27 Aug

ALBANY, GA
RNAV (GPS) Rwy 16

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt ZOTIG	LPV DA(H)	Apt Elev 196′
Ch 48815 W-16A	164°	2000′ (1804′)	534′ (338′)	TDZE 196′

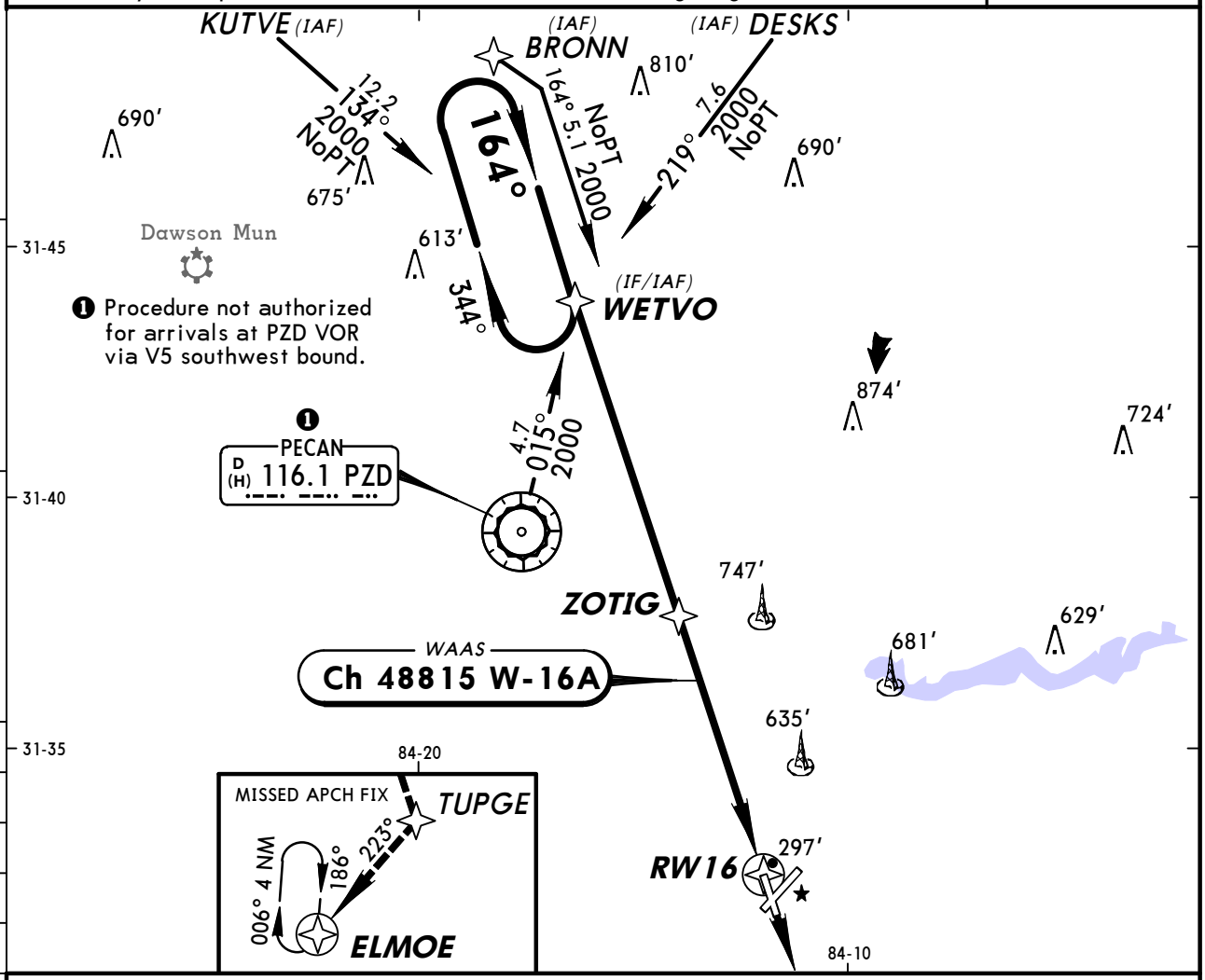
MISSED APCH: Climb to 3000′ direct TUPGE and via track 223° to ELMOE and hold.

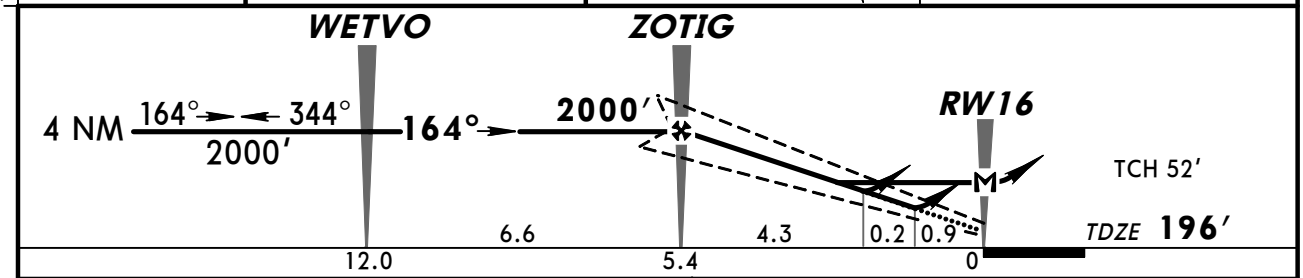
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.25.

2600′

MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16						

REIL VASI-L 3000′ TUPGE

STRAIGHT-IN LANDING RWY 16

	LPV DA(H) 534′ (338′)	LNAV/VNAV DA(H) 603′ (407′)	LNAV MDA(H) 640′ (444′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (444′)-1
120	660′ (464′)-1
140	660′ (464′)-1½
165	940′ (744′)-2½

AMEND 1 TERPS

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

BRIEFING STRIP ™

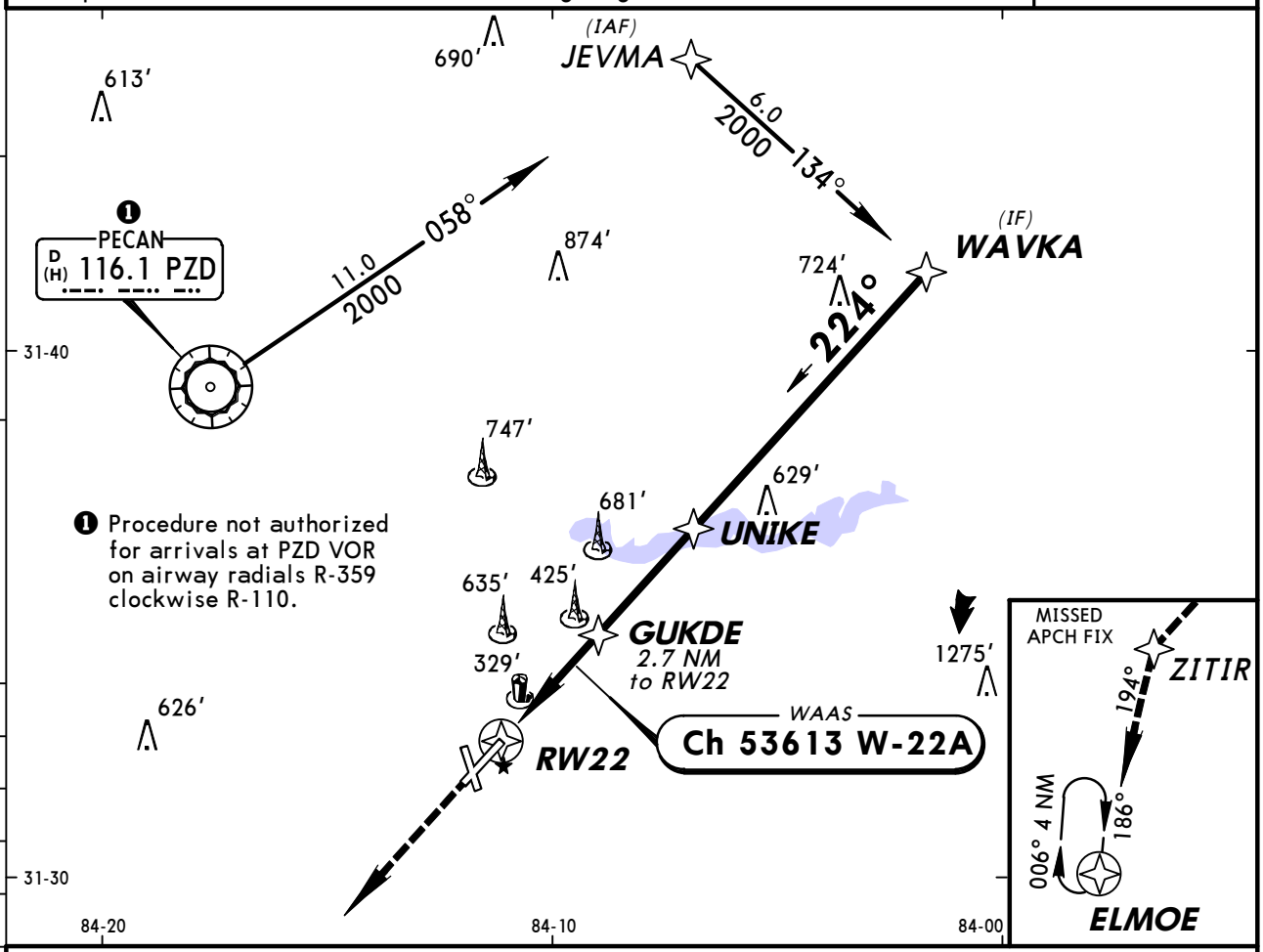
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 196′
Ch 53613 W-22A	224°	UNIKE 2000′ (1808′)	531′ (339′)	TDZE 192′

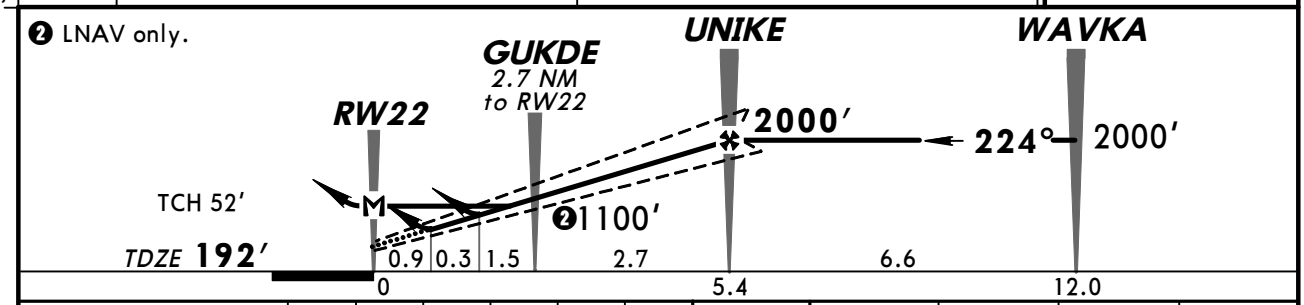
MISSED APCH: Climb to 3000′ direct ZITIR and via track 194° to ELMOE and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°(5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.25.

2600′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
VASI-L
3000′
ZITIR

STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 531′ (339′)	LNAV/VNAV DA(H) 611′ (419′)	LNAV MDA(H) 680′ (488′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (484′) - 1
120	
140	680′ (484′) - 1½
165	940′ (744′) - 2½

AMEND 1
TERPS

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 21 AUG 09 (12-4) Eff 27 Aug

ALBANY, GA
RNAV (GPS) Rwy 34

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

WAAS	Final Apch Crs	Minimum Alt TUPGE	LPV DA(H)	Apt Elev 196′
Ch 97415 W-34A	344°	2000′ (1804′)	510′ (314′)	TDZE 196′

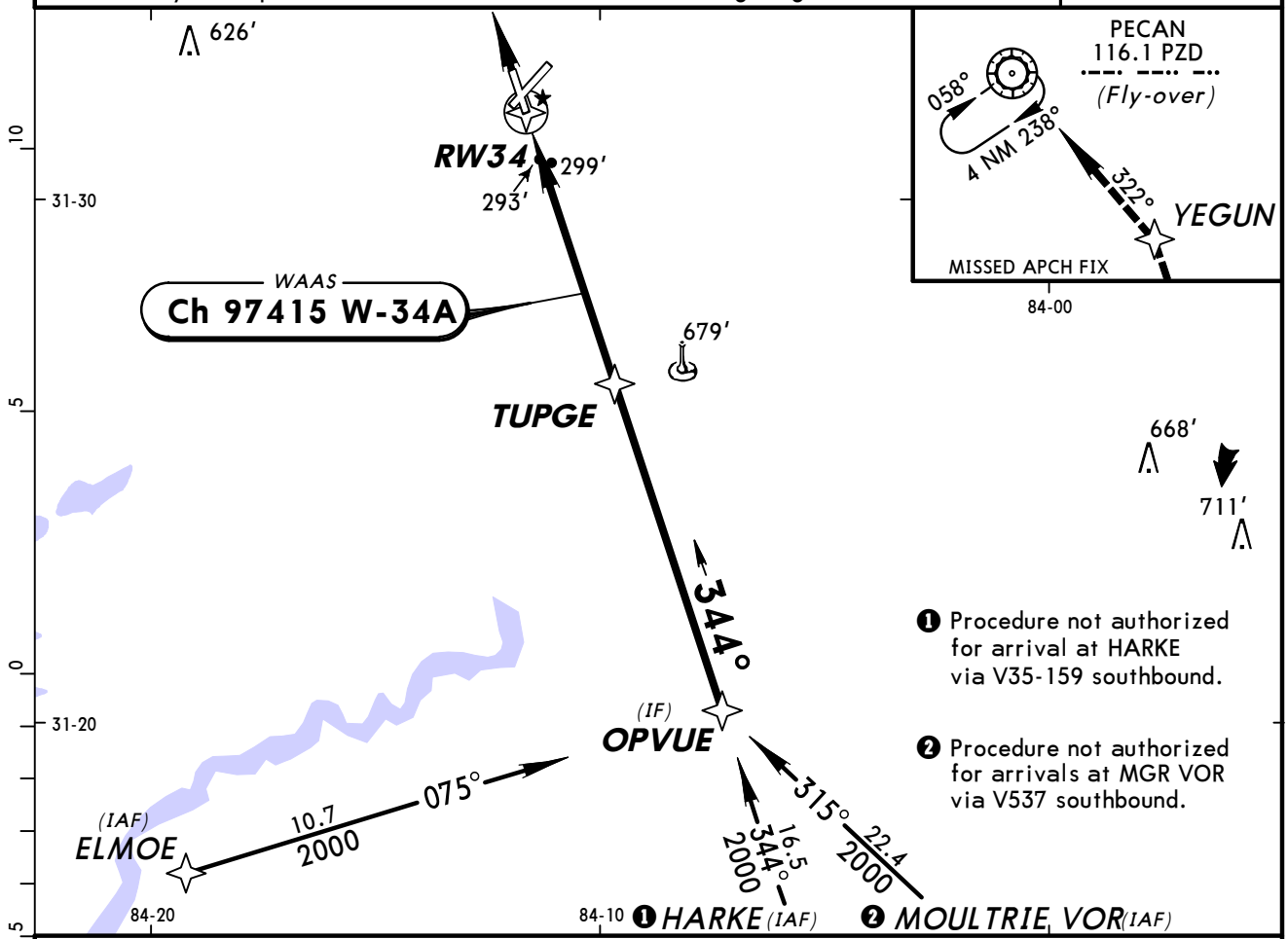
MISSED APCH: Climb to 2000′ direct YEGUN and via track 322° to PZD VOR and hold.

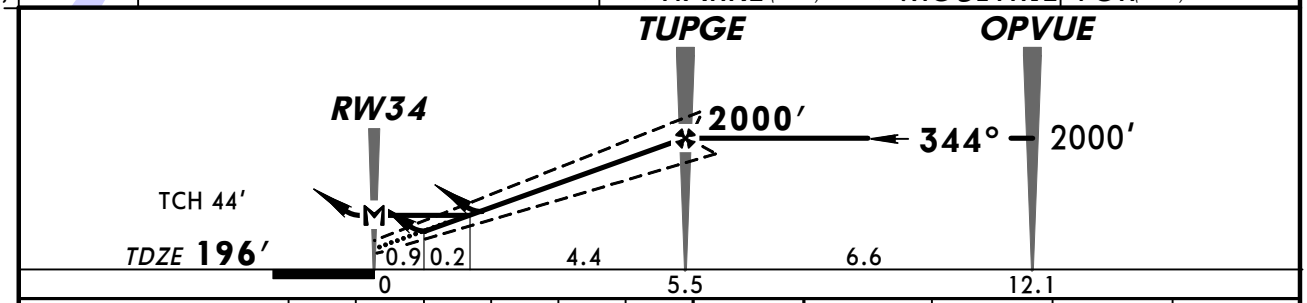
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.25.

2600′

MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

VASI-L 2000′ YEGUN

TERPS AMEND 1

	STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND	
	LPV MDA(H) 510′ (314′)	LNAV/VNAV DA(H) 590′ (394′)	LNAV MDA(H) 580′ (384′)	Max Kts	MDA(H)
A	1	1½	1	90	640′ (444′)-1
B				120	660′ (464′)-1
C				140	660′ (464′)-1½
D			1¼	165	940′ (744′)-2½

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

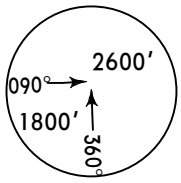
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 196′
PZD 116.1	147°	VOR 2000′ (1804′)	(CONDITIONAL) 640′ (444′)	TDZE 196′

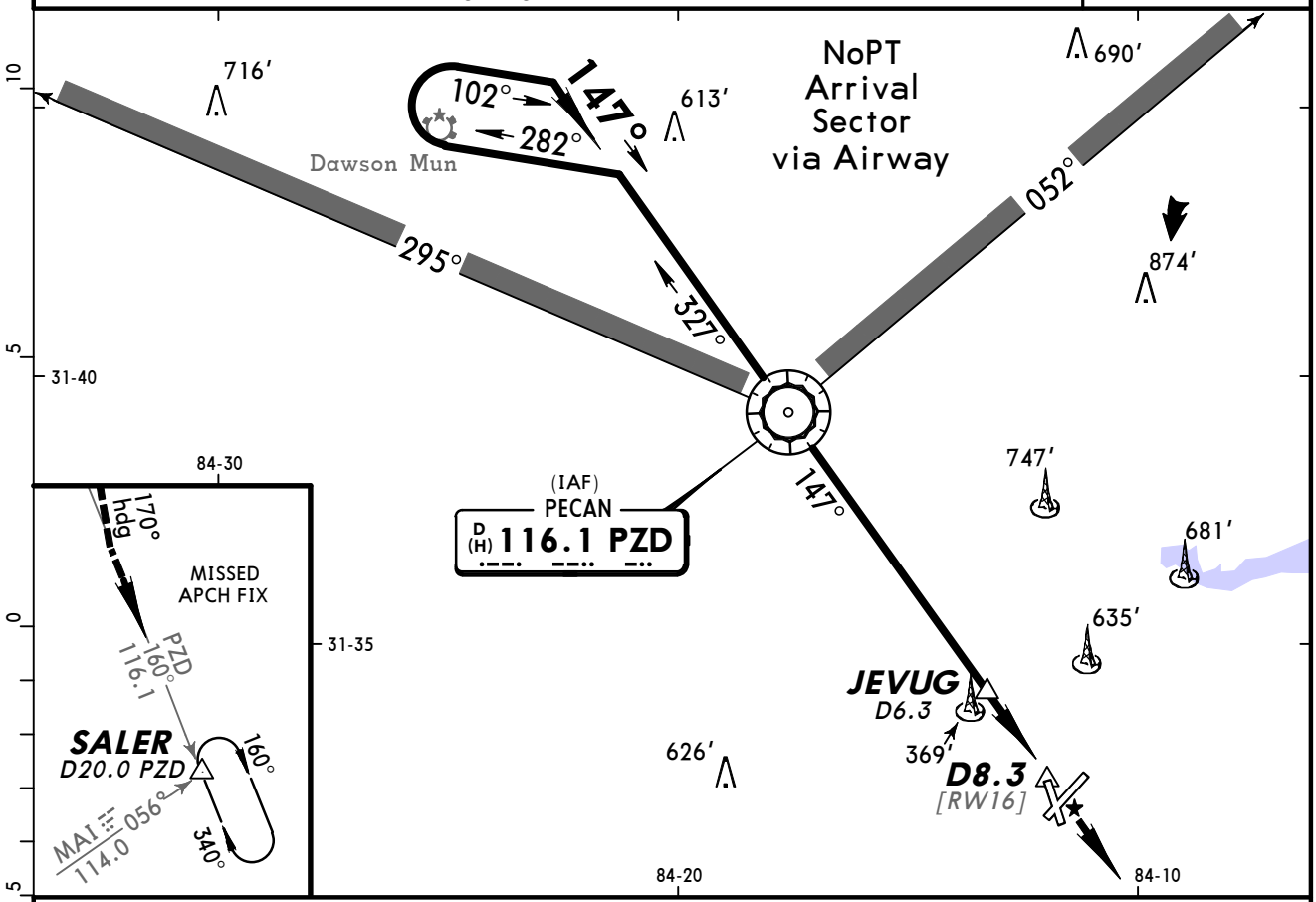
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 3000′ via heading 170° and outbound on PZD VOR R-160 to SALER INT/D20.0 PZD and hold.

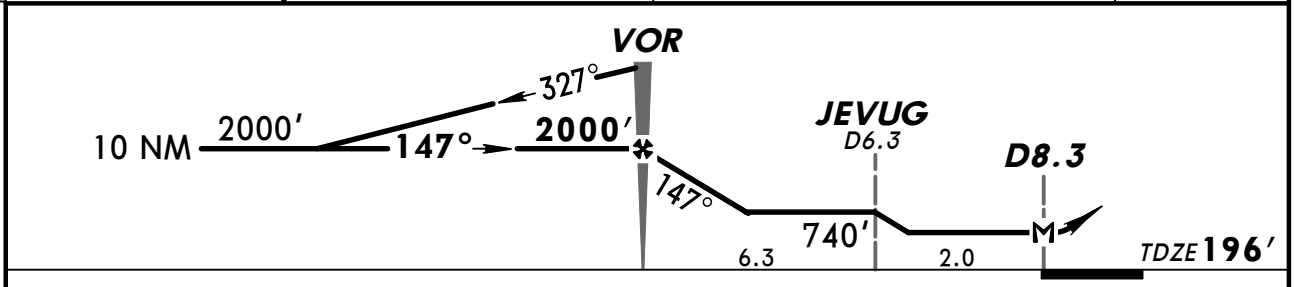
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 120.25.



MSA PZD VOR





Gnd speed-Kts		70	90	100	120	140	160
MAP at D8.3 or VOR to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

REIL VASI-L	1000′	3000′ RT	via	170° hdg	and	PZD 116.1 R-160

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
	MDA(H) 640′ (444′) With Jevug	MDA(H) 740′ (544′) Without Jevug	Max Kts	With Jevug MDA(H)	Without Jevug MDA(H)
A	1	1	90	640′ (444′)-1	740′ (544′)-1
B			120	660′ (464′)-1	
C	1¼	1½	140	660′ (464′)-1½	740′ (544′)-1½
D	1½	1¾	165	940′ (744′)-2½	940′ (744′)-2½

TERPS AMEND 27

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 21 AUG 09 (16-1) Eff 27 Aug

ALBANY, GA
NDB Rwy 4

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	JAX Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

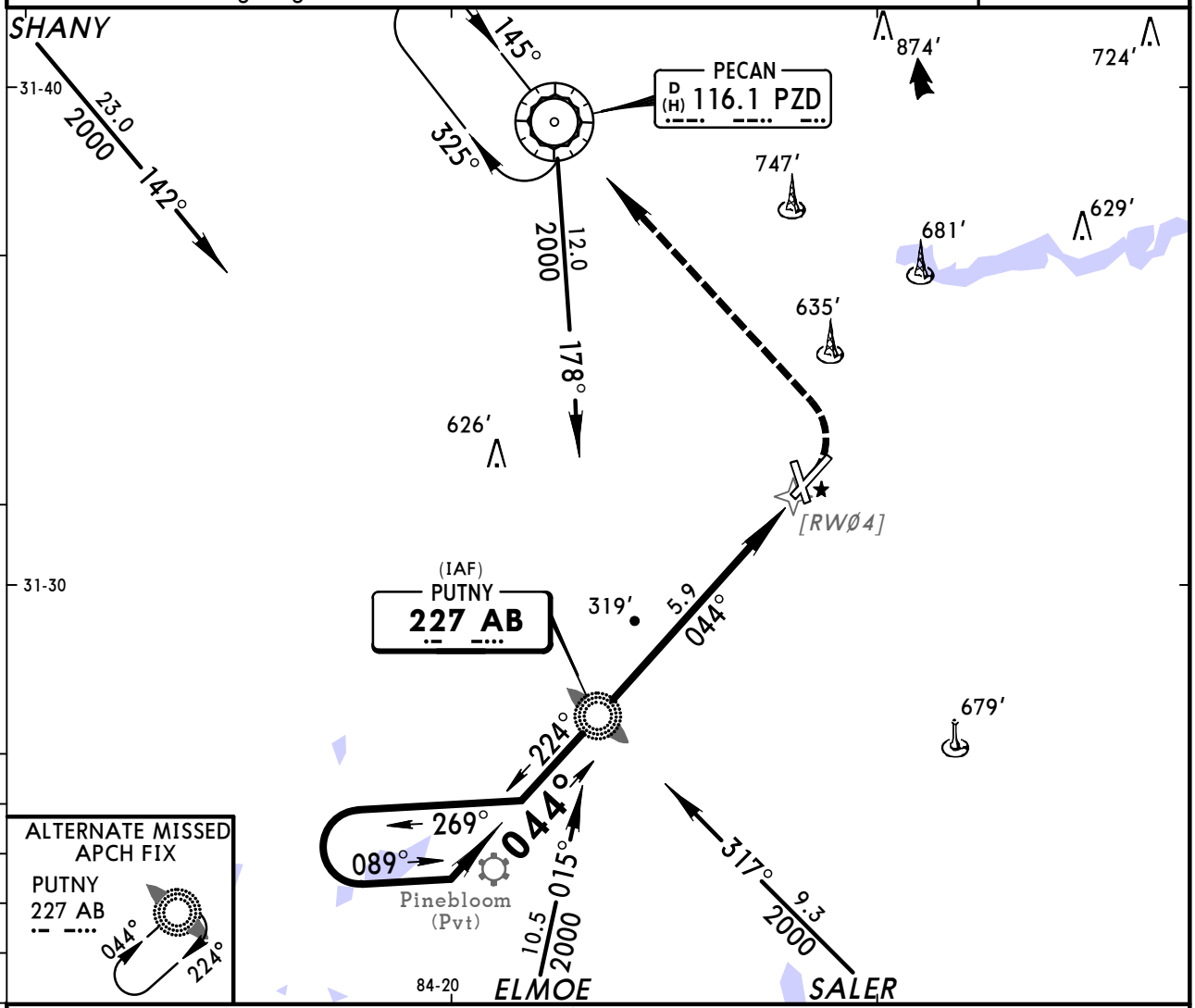
LOM AB	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / TDZE
227	044°	2000′ (1804′)	620′ (424′)	196′ / 196′

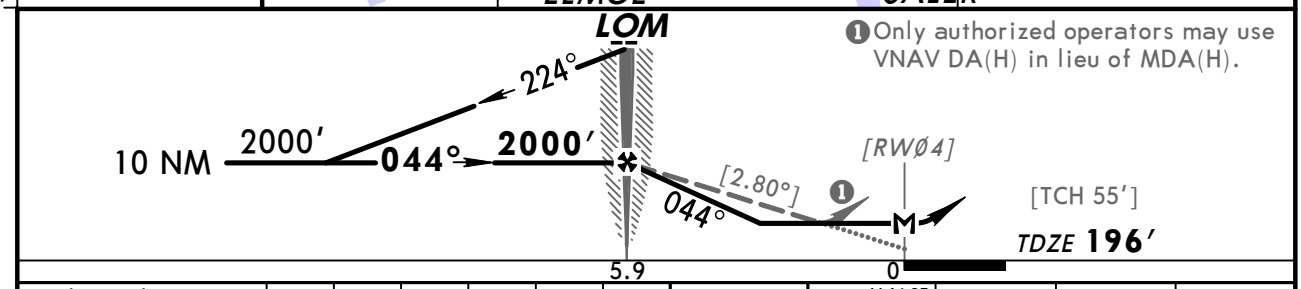
MISSED APCH: Climbing LEFT turn to 2000′ direct PZD VOR and hold.

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

1. Pilot controlled lighting 120.25.

2600′ MSA AB LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.80°]	347	446	495	594	693	792
LOM to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

PAPI MALSR 2000′ LT D PZD 116.1

TERPS	STRAIGHT-IN LANDING RWY4 MDA(H) 620′(424′)	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
AMEND 13 A	RVR 40 or ¾		RVR 50 or 1	90	640′(444′)-1
B				120	660′(464′)-1
C	RVR 40 or ¾	RVR 60 or 1¼		140	660′(464′)-1½
D	RVR 50 or 1			165	940′(744′)-2½

CHANGES: Procedure.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Augusta GA USA
IATA Code: AGS
Lat/Long: N33° 22.2' W081° 57.9'
Elevation: 144 ft

Airport Use: Public
Magnetic Variation: 6.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1159 Z
Sunset: 2323 Z,

Runway Information

Runway: 08
Length x Width: 6002 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 137 ft
Lighting: Edge, REIL

Runway: 17
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 144 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 6002 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 139 ft
Lighting: Edge, REIL

Runway: 35
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 136 ft
Lighting: Edge, ALS

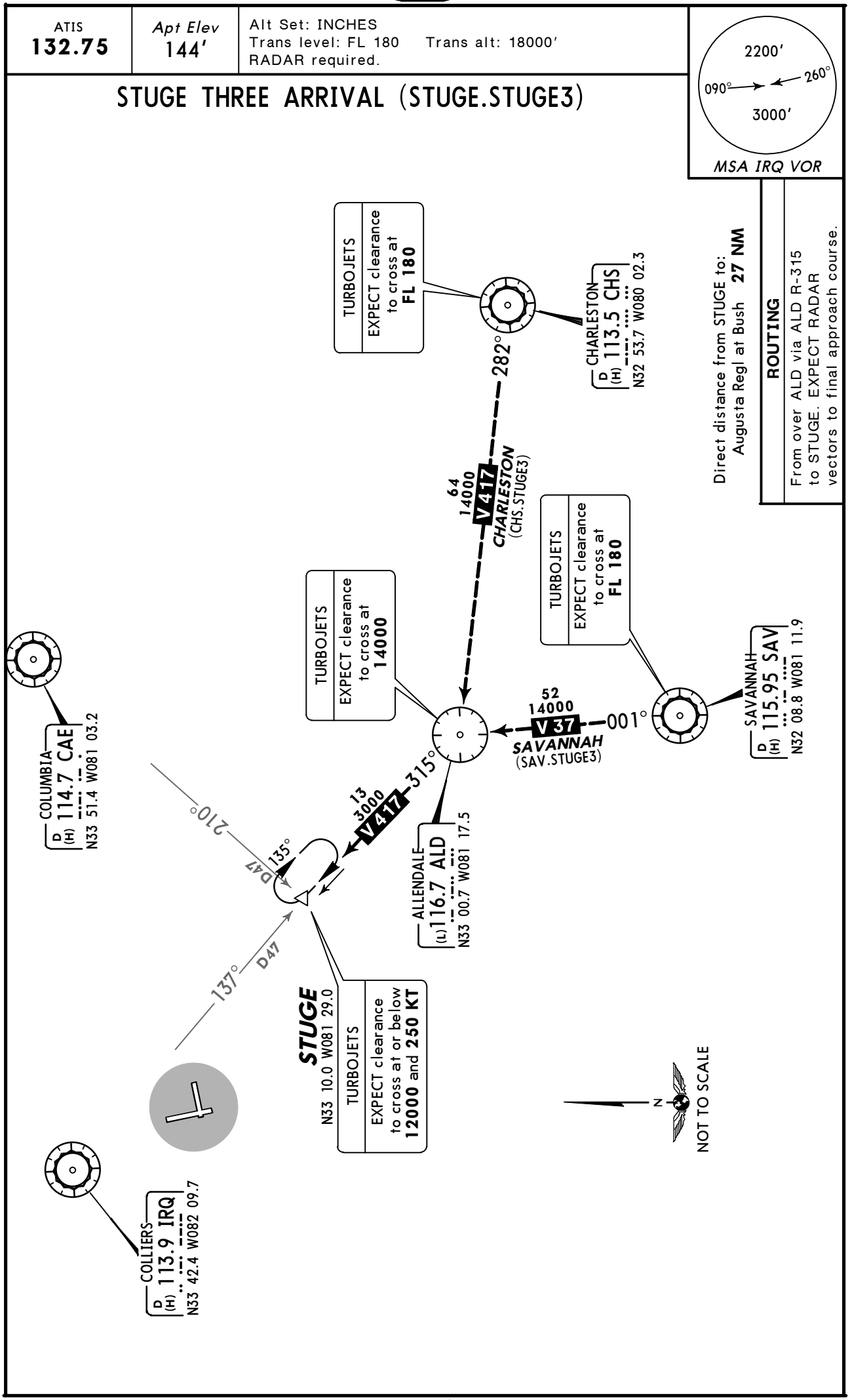
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

ATIS 132.75
Augusta Tower 118.7 CTAF
Augusta Ground Control 121.9
Augusta Clearance Delivery 121.9
Augusta Approach Control 126.8 (170°-349°) Initial Contact
Augusta Approach Control 119.15 (350°-169°)
Augusta Approach TRSA 126.8 (170°-349°)
Augusta Approach TRSA 119.15 (350°-169°)
Augusta Departure Control 126.8 (170°-349°)
Augusta Departure Control 119.15 (350°-169°)
Augusta Unicom 122.95
Augusta Radar 126.8
Atlanta Center 128.1 Remote Communications Air-Ground

ATIS	Apt Elev	
132.75	144′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ RADAR required.

STUGE THREE ARRIVAL (STUGE.STUGE3)



Direct distance from STUGE to: Augusta Regl at Bush **27 NM**

ROUTING

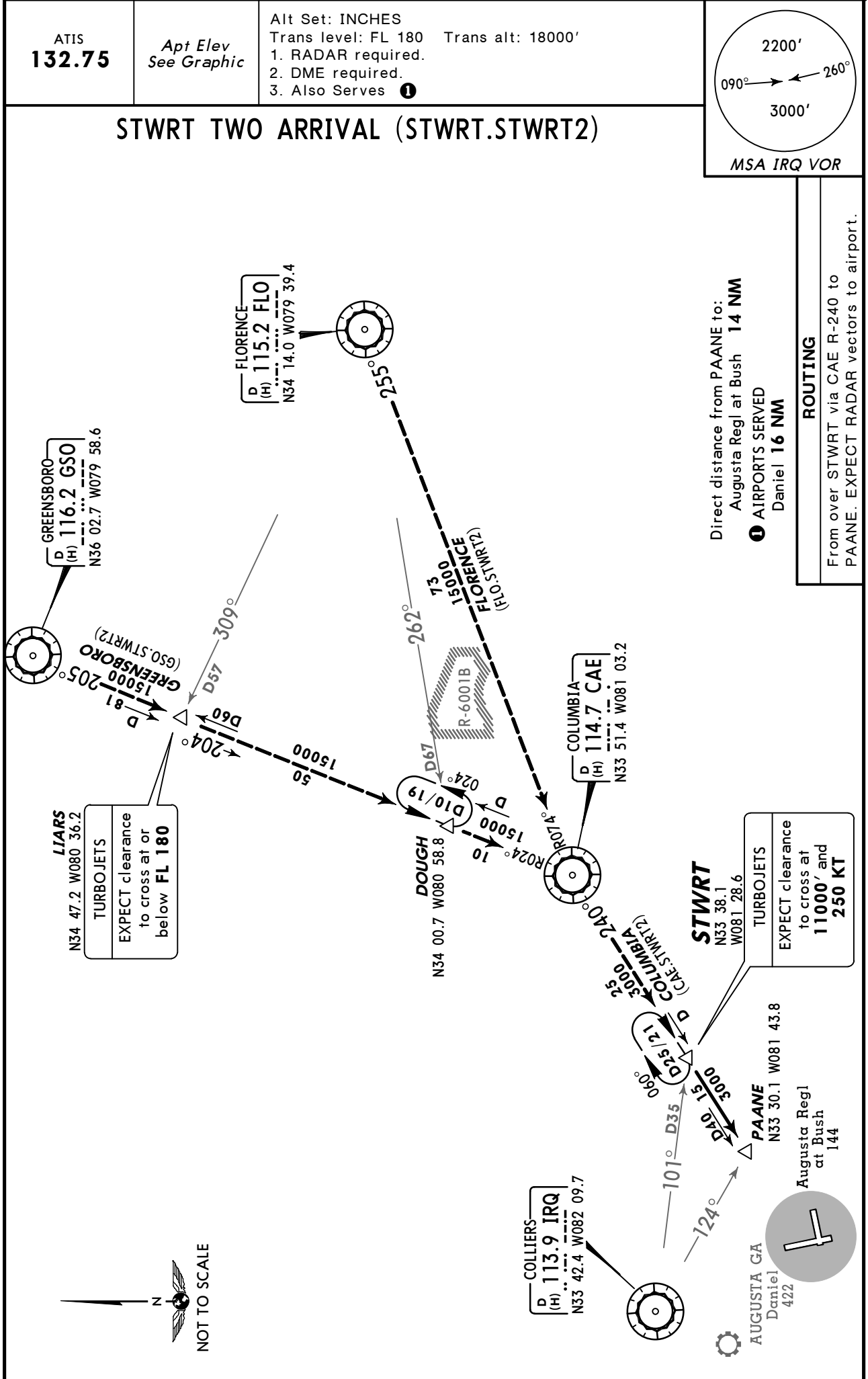
From over ALD via ALD R-315 to STUGE. EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

© JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
132.75	See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. DME required. 3. Also Serves ❶

STWRT TWO ARRIVAL (STWRT.STWRT2)



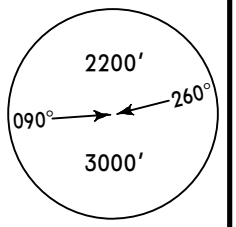
CHANGES: MSA.

© JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

*AUGUSTA Departure (R)	ATLANTA Center (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
350°-169° 119.15 / 170°-349° 126.8	128.1 when Dep inop.		**1. RADAR required for non-GPS equipped aircraft.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.** 4. For turbojet aircraft during Masters Golf Tournament week. 5. EXPECT RADAR vectors to SWANG.

CHATT THREE RNAV DEPARTURE (CHATT3.CHATT)

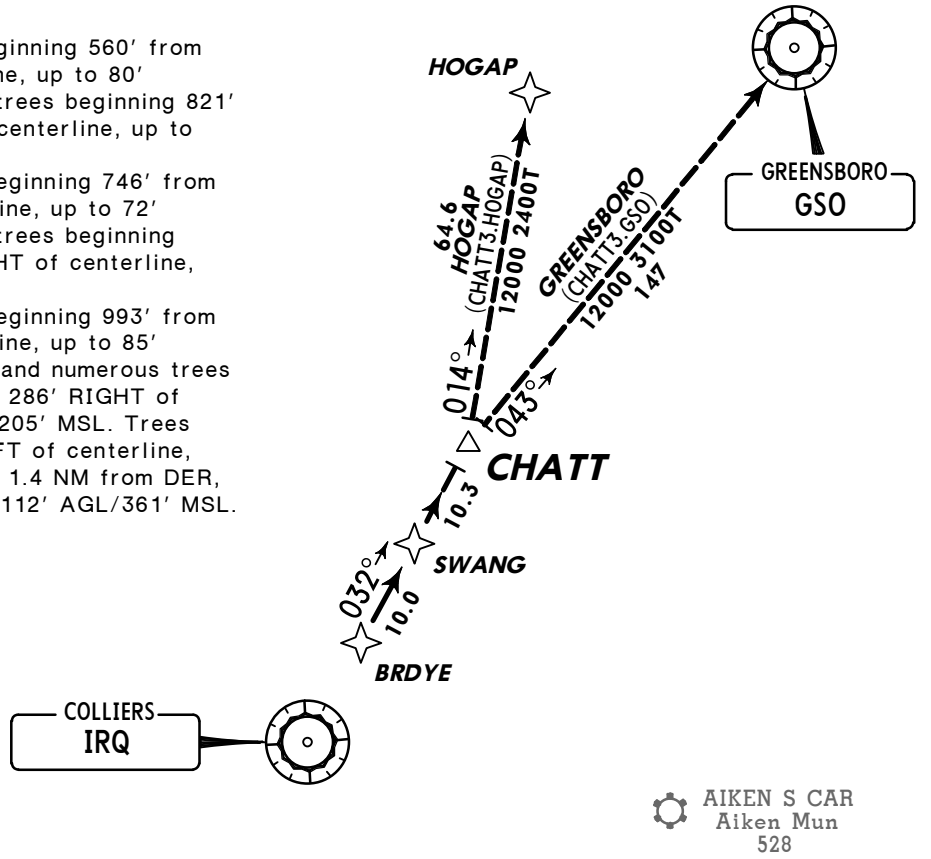
SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC



MSA IRQ VOR

OBSTACLES

Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/649′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

Direct distance from Augusta Regl at Bush to:
BRDYE **29 NM**

N
NOT TO SCALE

INITIAL CLIMB	ALTITUDE
Climb heading assigned by ATC, EXPECT vectors to BRDYE, then on depicted route to CHATT.	**MAINTAIN** altitude assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

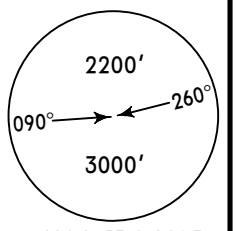
CHANGES: Procedure renumbered, notes, airport elevations.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

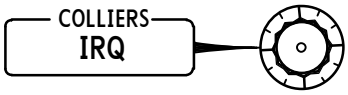
*AUGUSTA Departure (R)	ATLANTA Center (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
350°-169° 119.15 ¦ 170°-349° 126.8	128.1 when Dep inop.		**1. RADAR required for non-GPS equipped aircraft.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.** 4. For turbojet aircraft during Masters Golf Tournament week.

DOVER THREE RNAV DEPARTURE (DOVER3.DOVER)

SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC



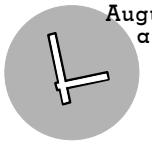
MSA IRQ VOR



AIKEN S CAR
Aiken Mun
528

Direct distance from
Augusta Regl at Bush to:
BEANS **14 NM**

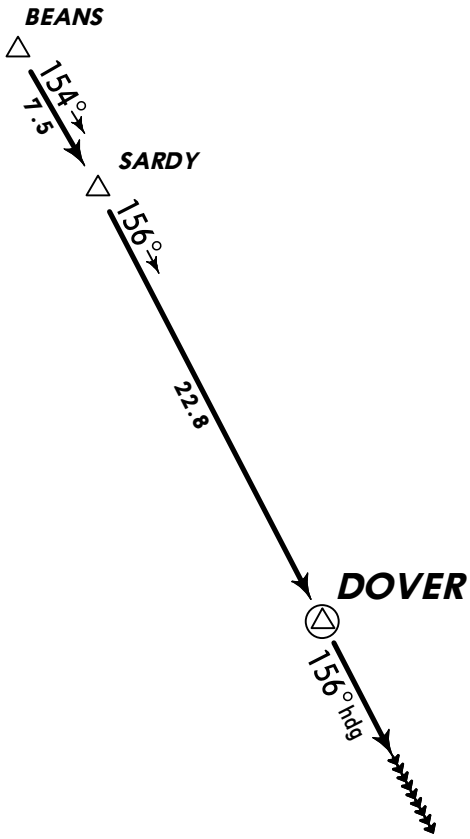
NOT TO SCALE



Augusta Regl
at Bush
144

OBSTACLES

Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/649′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

INITIAL CLIMB	ALTITUDE
Climb heading assigned by ATC, EXPECT vectors to BEANS, then on depicted route to DOVER, then on heading 156°, EXPECT RADAR vectors.	**MAINTAIN** altitude assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

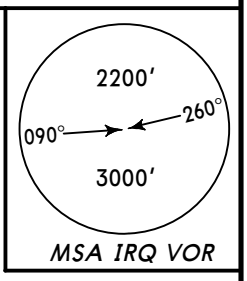
CHANGES: Procedure renumbered, notes, airport elevation.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

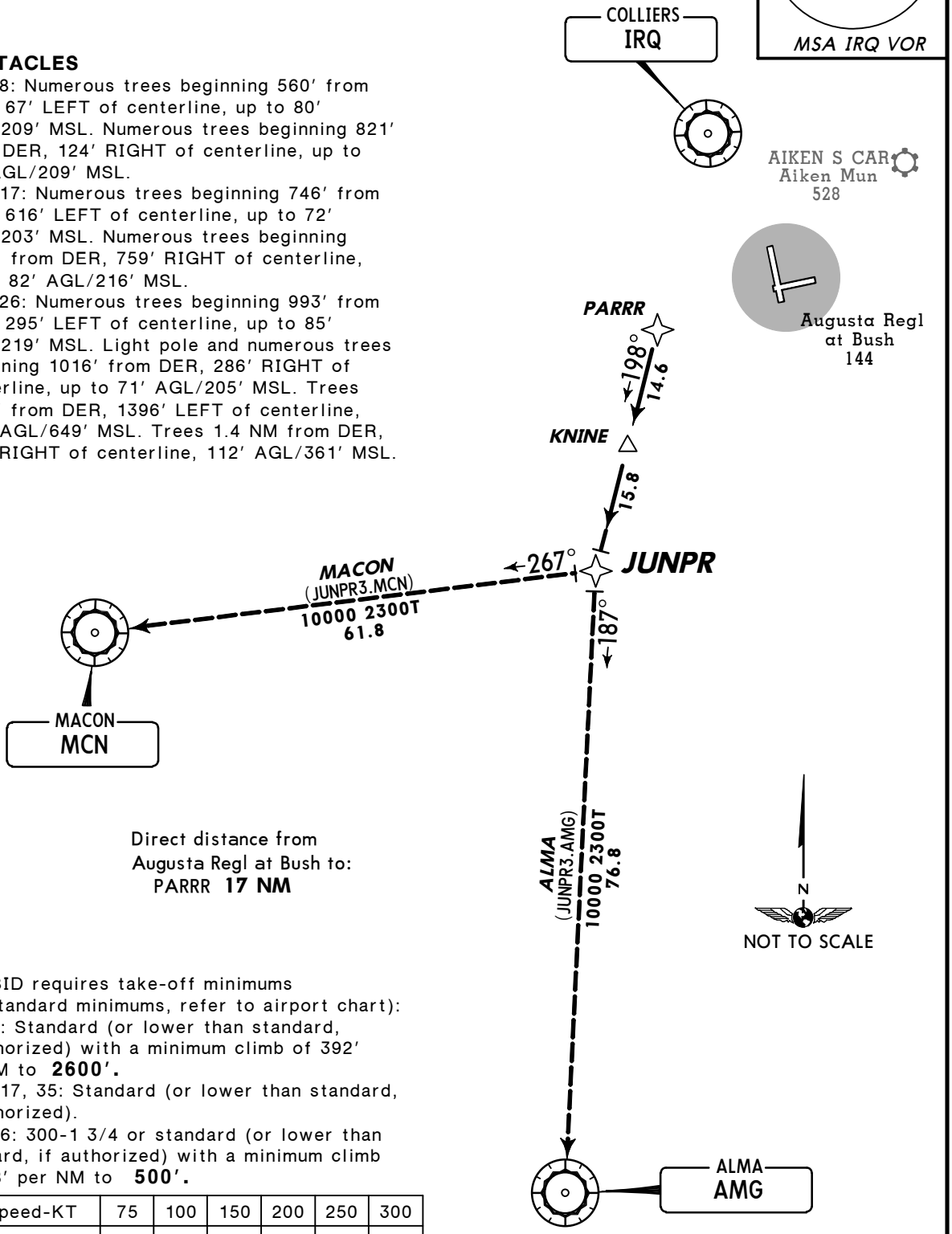
*AUGUSTA Departure (R) 350°-169° 119.15 / 170°-349° 126.8	ATLANTA Center (R) 128.1 when Dep inop.	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required for non-GPS equipped aircraft.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

JUNPR THREE RNAV DEPARTURE (JUNPR3.JUNPR)

SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC



OBSTACLES
Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/649′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.



Direct distance from Augusta Regl at Bush to:
PARRR **17 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

INITIAL CLIMB	ALTITUDE
Climb heading assigned by ATC, EXPECT vectors to PARRR, then on depicted route to JUNPR.	**MAINTAIN** altitude assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

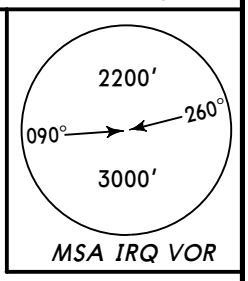
CHANGES: Procedure renumbered, notes, airport elevation.

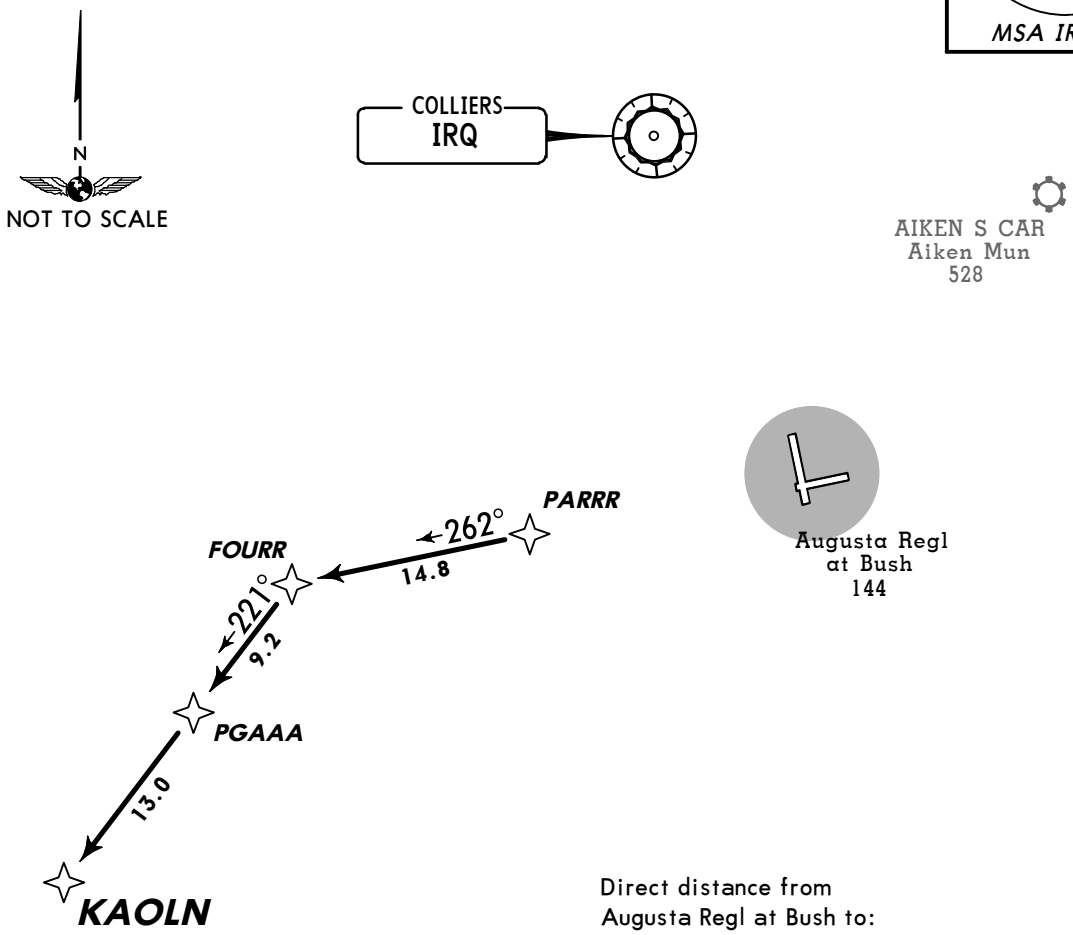
© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

*AUGUSTA Departure (R) 350°-169° 119.15 / 170°-349° 126.8	ATLANTA Center (R) 128.1 when Dep inop.	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′ **1. RADAR required for non-GPS equipped aircraft.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.** 4. For use during Masters Golf Tournament week only.

KAOLN FOUR RNAV DEPARTURE (KAOLN4.KAOLN)

SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC





Direct distance from Augusta Regl at Bush to:
PARRR **17 NM**

OBSTACLES

Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/649′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

INITIAL CLIMB	ALTITUDE
Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN.	**MAINTAIN** altitude assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

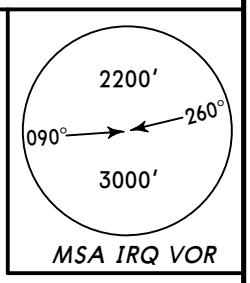
CHANGES: Procedure renumbered, notes, airport elevation.

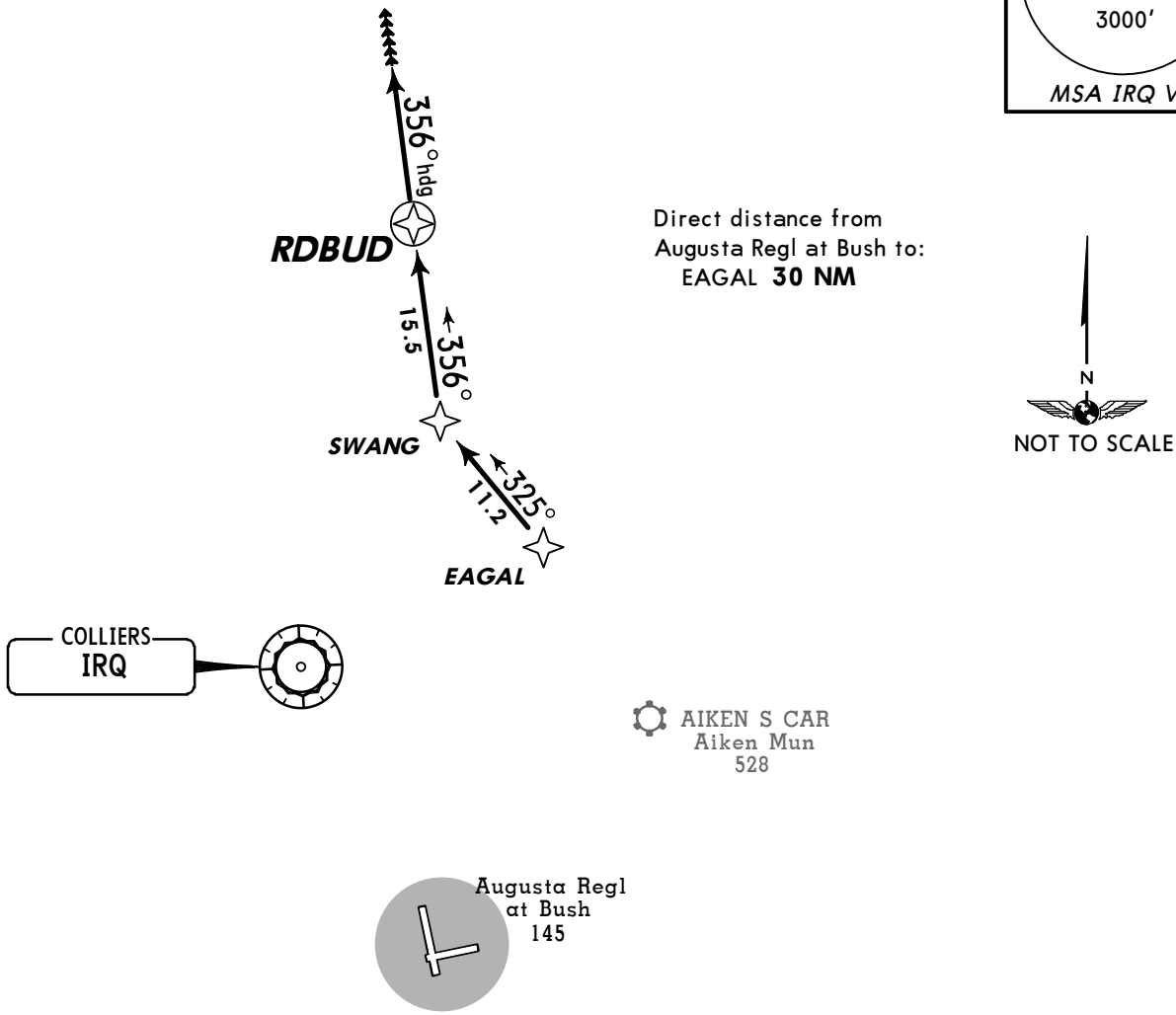
© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

*AUGUSTA Departure (R)		ATLANTA Center (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
350°-169°	170°-349°	128.1 when Dep inop.		1. RADAR required. 2. RNAV 1.
119.15	126.8			3. DME/DME/IRU or GPS required.
				4. For prop aircraft only during Masters Golf Tournament week.

RDBUD TWO RNAV DEPARTURE (RDBUD2.RDBUD)

SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC





Direct distance from Augusta Regl at Bush to:
EAGAL **30 NM**

This SID requires take-off minimums
(For standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

OBSTACLES
Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/329′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.

INITIAL CLIMB	ALTITUDE
Climb heading assigned by ATC, EXPECT vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, EXPECT RADAR vectors.	**MAINTAIN** altitude assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

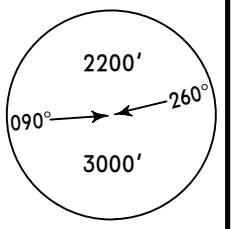
CHANGES: Procedure renumbered.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

*AUGUSTA Departure (R)		ATLANTA Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
350°-169°	170°-349°	128.1 when Dep inop.	See Graphic	1. RADAR required. 2. RNAV 1.
119.15	126.8			3. DME/DME/IRU or GPS required.
				4. EXPECT RADAR vectors to SAMMI.

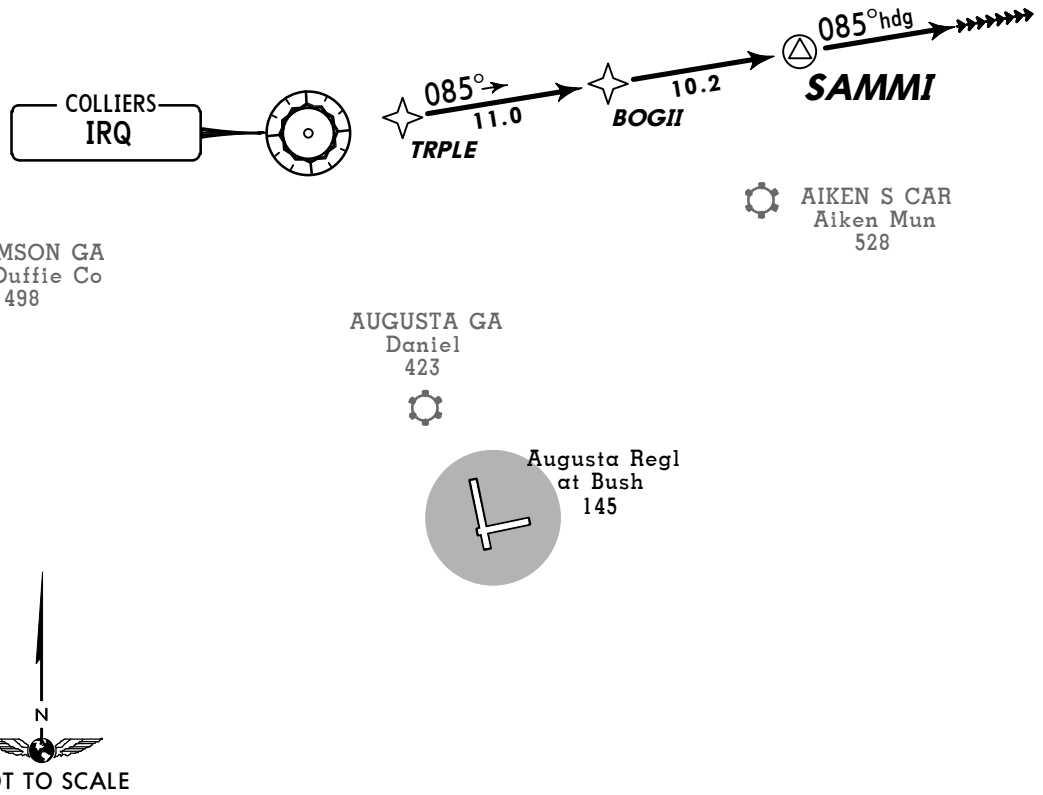
SAMMI TWO RNAV DEPARTURE (SAMMI2.SAMMI)

SPEED: DO NOT EXCEED 230 KT UNTIL ADVISED BY ATC



MSA IRQ VOR

Direct distance from
Augusta Regl at Bush to:
TRPLE **22 NM**



This SID requires take-off minimums
(For standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 392′ per NM to **2600′.**
Rwys 17, 35: Standard (or lower than standard, if authorized).
Rwy 26: 300-1 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 308′ per NM to **500′.**

Gnd speed-KT	75	100	150	200	250	300
308′ per NM	385	513	770	1027	1283	1540
392′ per NM	490	653	980	1307	1633	1960

OBSTACLES
Rwy 8: Numerous trees beginning 560′ from DER, 67′ LEFT of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ RIGHT of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ LEFT of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1700′ from DER, 759′ RIGHT of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ LEFT of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1016′ from DER, 286′ RIGHT of centerline, up to 71′ AGL/205′ MSL. Trees 4983′ from DER, 1396′ LEFT of centerline, 100′ AGL/329′ MSL. Trees 1.4 NM from DER, 169′ RIGHT of centerline, 112′ AGL/361′ MSL.

INITIAL CLIMB	ALTITUDE
Climb heading assigned by ATC, EXPECT vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, EXPECT RADAR vectors.	**MAINTAIN** altitude assigned by ATC

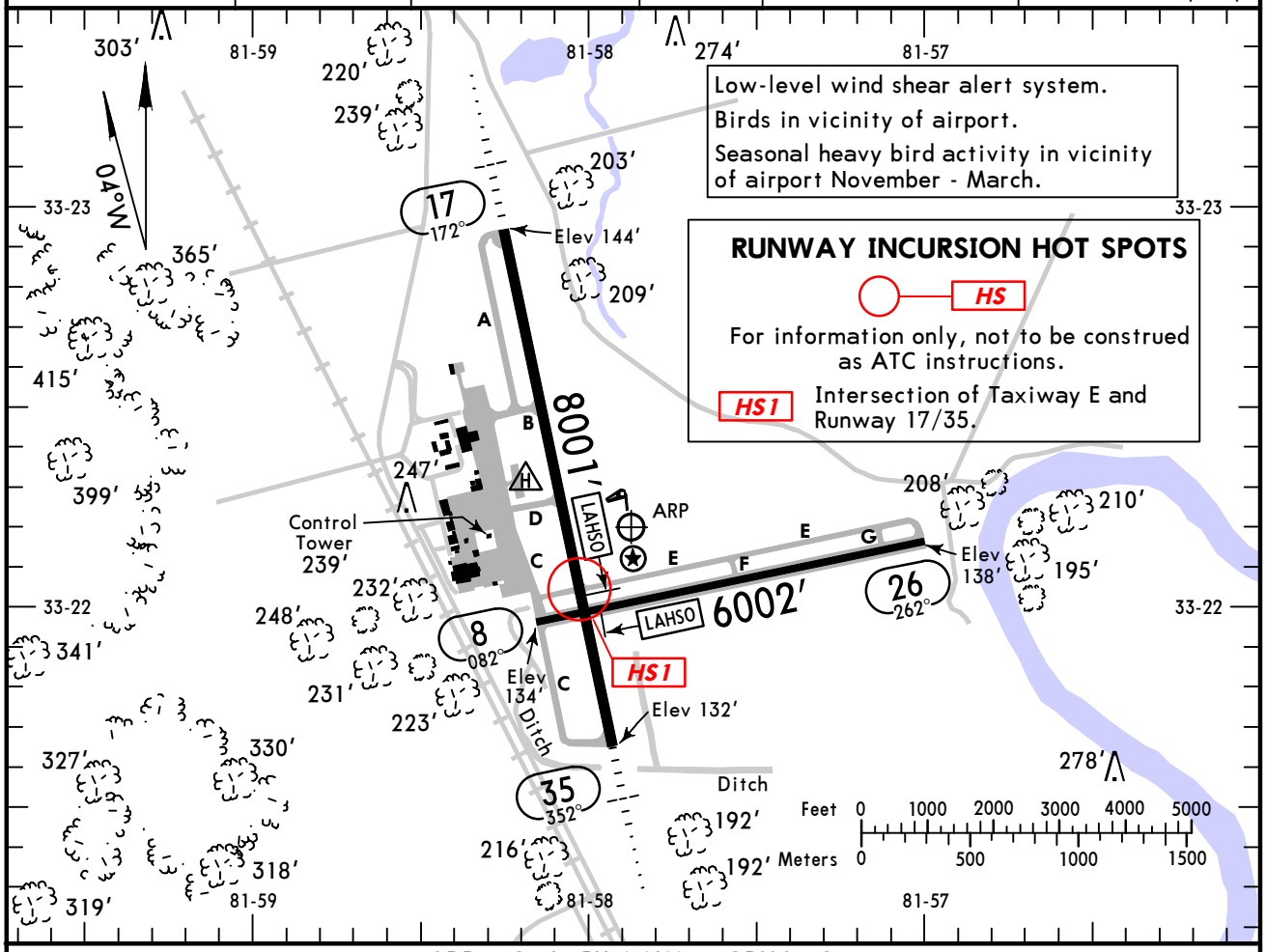
ROUTING

EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

CHANGES: Procedure renumbered.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	*Ground	*Tower	UNICOM	*AUGUSTA Departure (R) 350°-169°	170°-349°	ATLANTA Center (R)
132.75	121.9	CTAF 118.7	122.95	119.15	126.8	128.1 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8	MIRL	REIL	PAPI-L (angle 3.0°)	grooved					75′
26	MIRL	REIL	PAPI-L	grooved			17/35 5000′		
17	HIRL	❶ MALSR	PAPI-L (angle 3.0°)	grooved RVR		6926′	8/26 5650′		150′
35						6977′			

❶ Activate on 118.7 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 17, 35				Rwy 26				Rwy 8			
Both RVRs are required & controlling	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	With Mim climb of 323′/NM to 500′: Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Other	With Mim climb of 392′/NM to 2600′: Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	For Climb in Visual Conditions
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	300-1 3/4	1/4	1/2	1	1700-2 1/2

OBSTACLE DP

Rwy 8: For climb in visual conditions: Cross Augusta Regl at Bush airport at or above 1700′ before proceeding on course.
Rwy 17: Climb heading 172° to 900′ before turning East.
Rwy 26: Climb heading 262° to 1000′ before turning East.
Rwy 35: Climb heading 352° to 1300′ before turning East.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 17	LOC Rwy 17 RADAR-1	Authorized Only When Local Weather Available: ILS Rwy 35	LOC Rwy 35	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 RNAV GPS-A VOR DME Rwy 17	Other
A B C D	700-2	800-2	700-2	800-2	800-2	NA

AMEND 13

CHANGES: Clearance frequency removed.

© JEPPESEN, 2000, 2011. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN

11 DEC 09 (11-1)

AUGUSTA, GA
ILS or LOC Rwy 17

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 145′
IMZX 111.75	172°	HOGEM 1800′ (1656′)	344′ (200′)	TDZE 144′

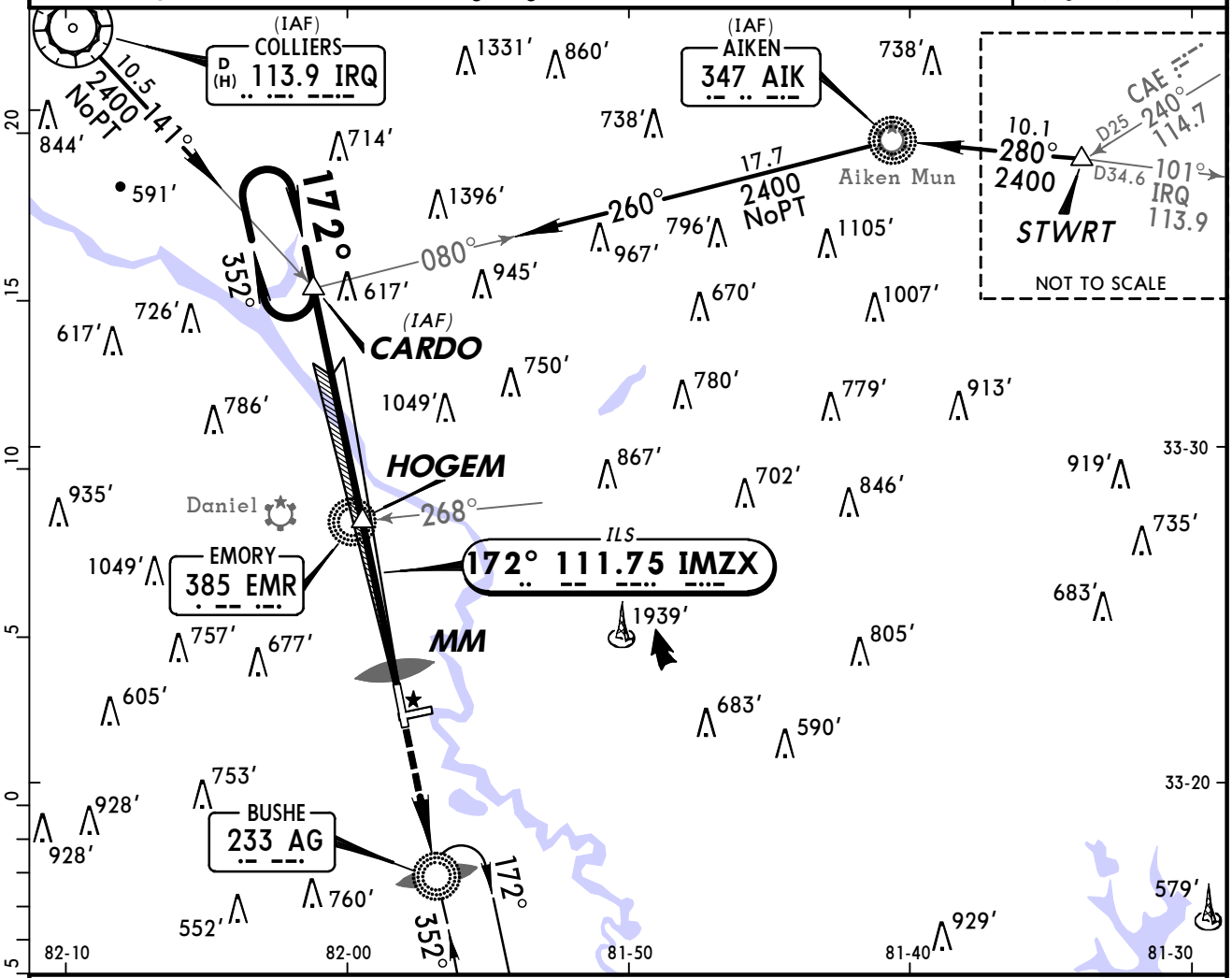
MISSED APCH: Climb to 2000′ direct AG LOM and hold.

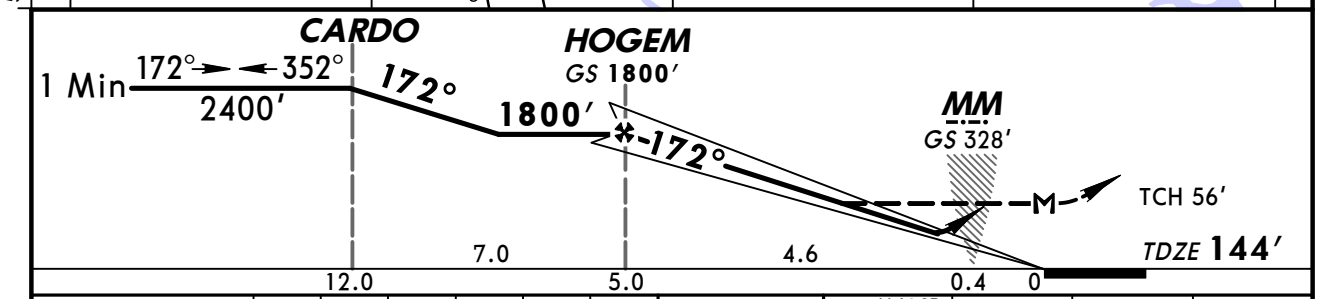
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 118.7.

MSA EMR NDB: 135° 2400′, 225° 3000′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
HOGEM to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI 2000′ D AG 233

STRAIGHT-IN LANDING RWY 17						CIRCLE-TO-LAND	
ILS DA(H) 344′(200′)			LOC (GS out) MDA(H) 700′(556′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	780′(635′)-1
B						120	
C			RVR 50 or 1	1½		140	780′(635′)-1¾
D			RVR 60 or 1¼	1¾		165	780′(635′)-2

TERPS AMENDED

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE, ILS IMZX frequency.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN

11 DEC 09 (11-2)

AUGUSTA, GA
ILS or LOC Rwy 35

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

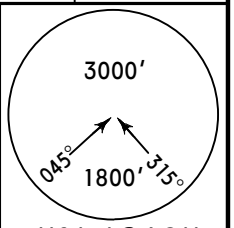
BRIEFING STRIP™

LOC IAGS	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 145′
110.5	352°	1648′ (1512′)	336′ (200′)	TDZE 136′

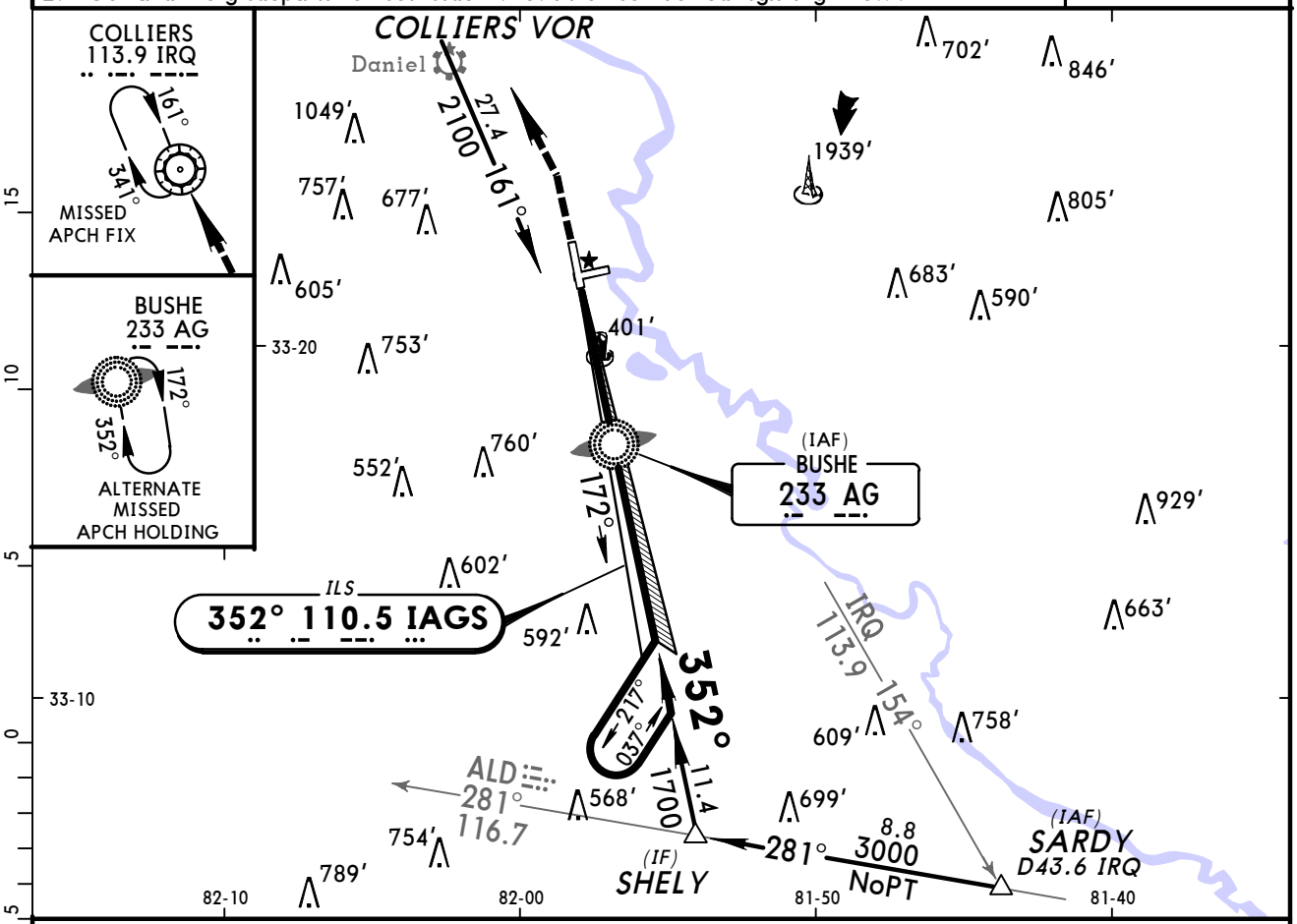
MISSED APCH: Climb to 600′ then climbing LEFT turn to 2100′ direct IRQ VOR and hold.

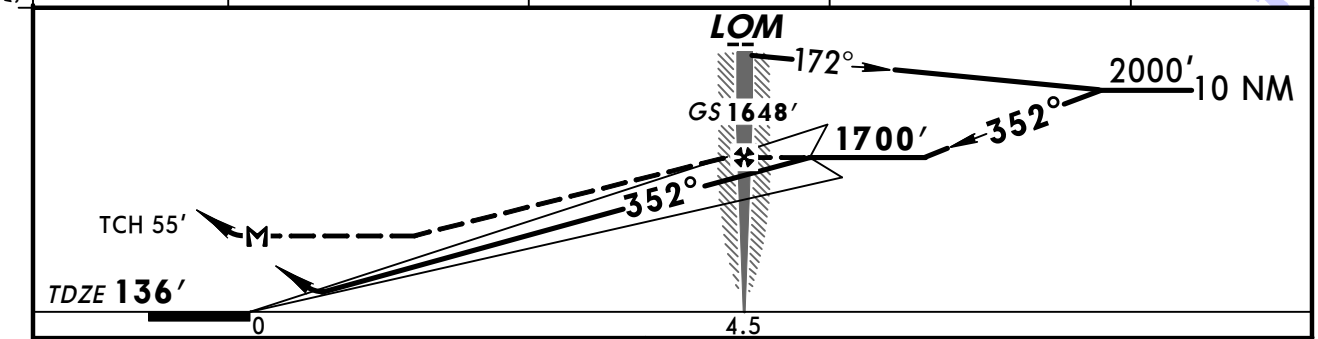
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Daniel altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.7.



MSA AG LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR PAPI 600′ 2100′ LT IRQ 113.9

STRAIGHT-IN LANDING RWY35

	1 ILS DA(H) 336′(200′) FULL	RAIL or ALS out	3 LOC (GS out) MDA(H) 660′(524′)	RAIL out	ALS out
A	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
B					
C			RVR 50 or 1	1 1/2	
D			RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Daniel Altimeter Setting MDA(H)
90	780′(635′)-1	840′(695′)-1
120		
140	780′(635′)-1 3/4	840′(695′)-1 3/4
165	780′(635′)-2	840′(695′)-2

1 DA(H) 391′(255′) with Daniel altimeter setting.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.
3 MDA(H) 720′(584′) with Daniel altimeter setting.

AMEND 27A TERPS

CHANGES: Notes.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

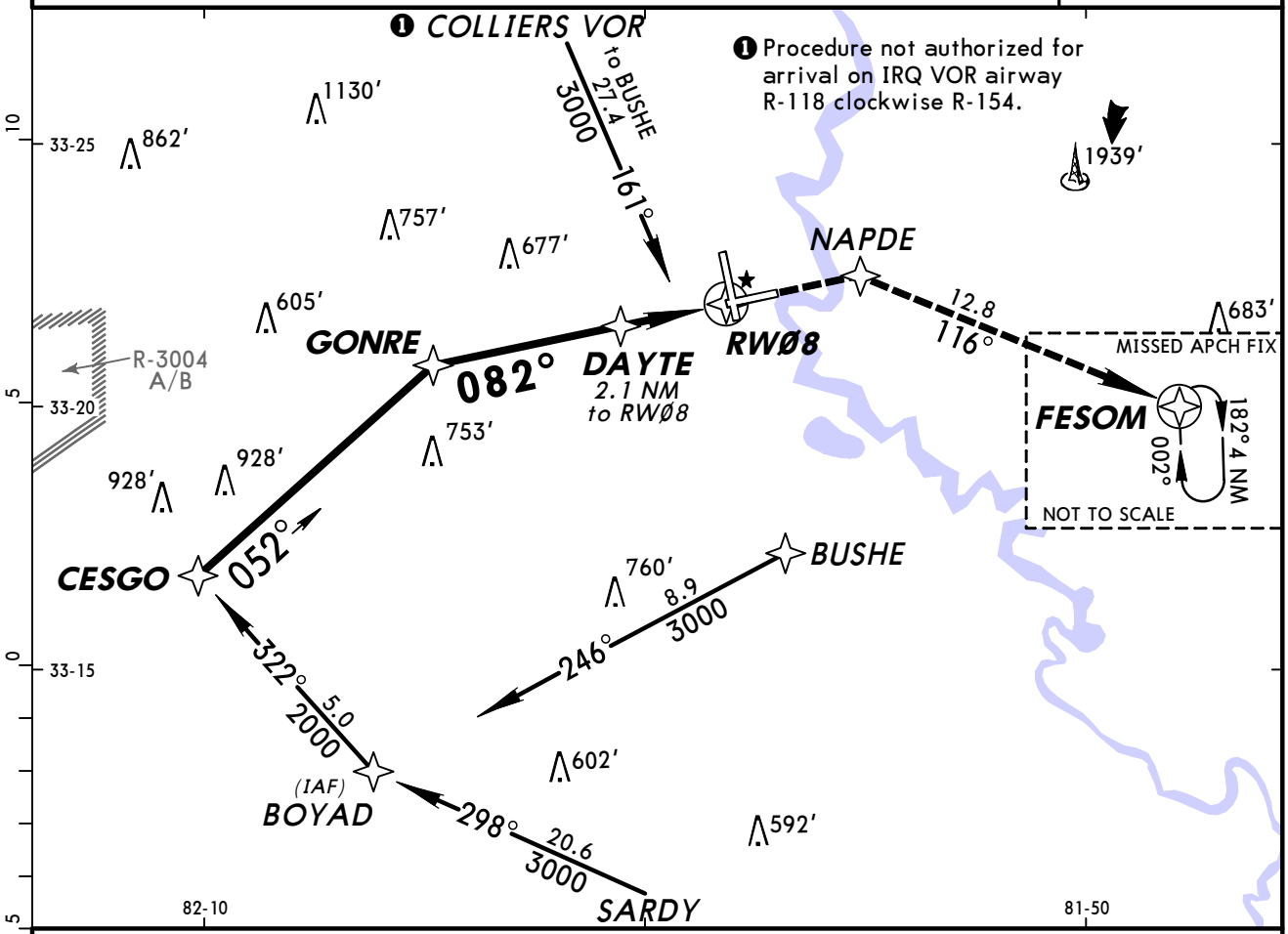
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 145′
	082°	GONRE 2000′ (1863′)	700′ (563′)	TDZE 137′

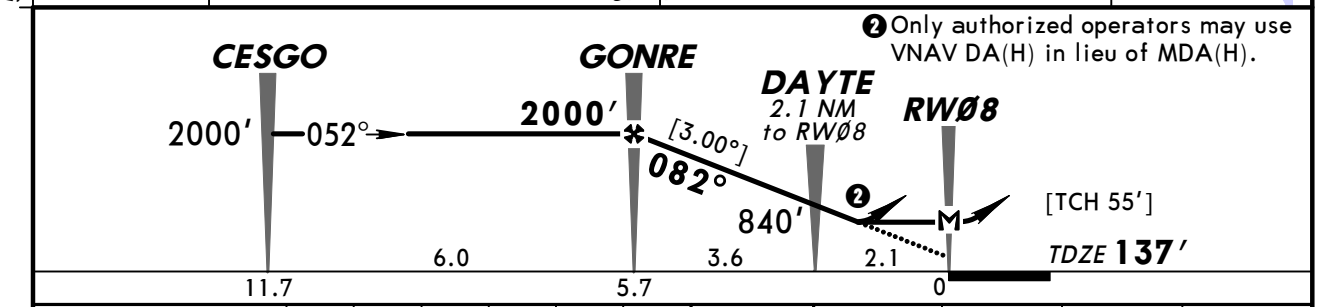
MISSED APCH: Climb to 3000′ direct NAPDE and climbing RIGHT turn via 116° track to FESOM and hold.

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

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.7.

3000′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ8						

REIL
PAPI-L
3000′
NAPDE

STRAIGHT-IN LANDING RWY 8
LNAV
MDA(H) 700′(563′)

	DAY	NIGHT
A	1	NA
B		
C	1½	
D	1¾	

CIRCLE-TO-LAND
Not Authorized at Night to Rwys 8 & 26

Max Kts	MDA(H)
90	780′(635′)-1
120	
140	780′(635′)-1¾
165	780′(635′)-2

AMEND TERPS 0

CHANGES: Lighting.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN

13 JUL 07 (12-2)

AUGUSTA, GA
RNAV (GPS) Rwy 17

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP ™

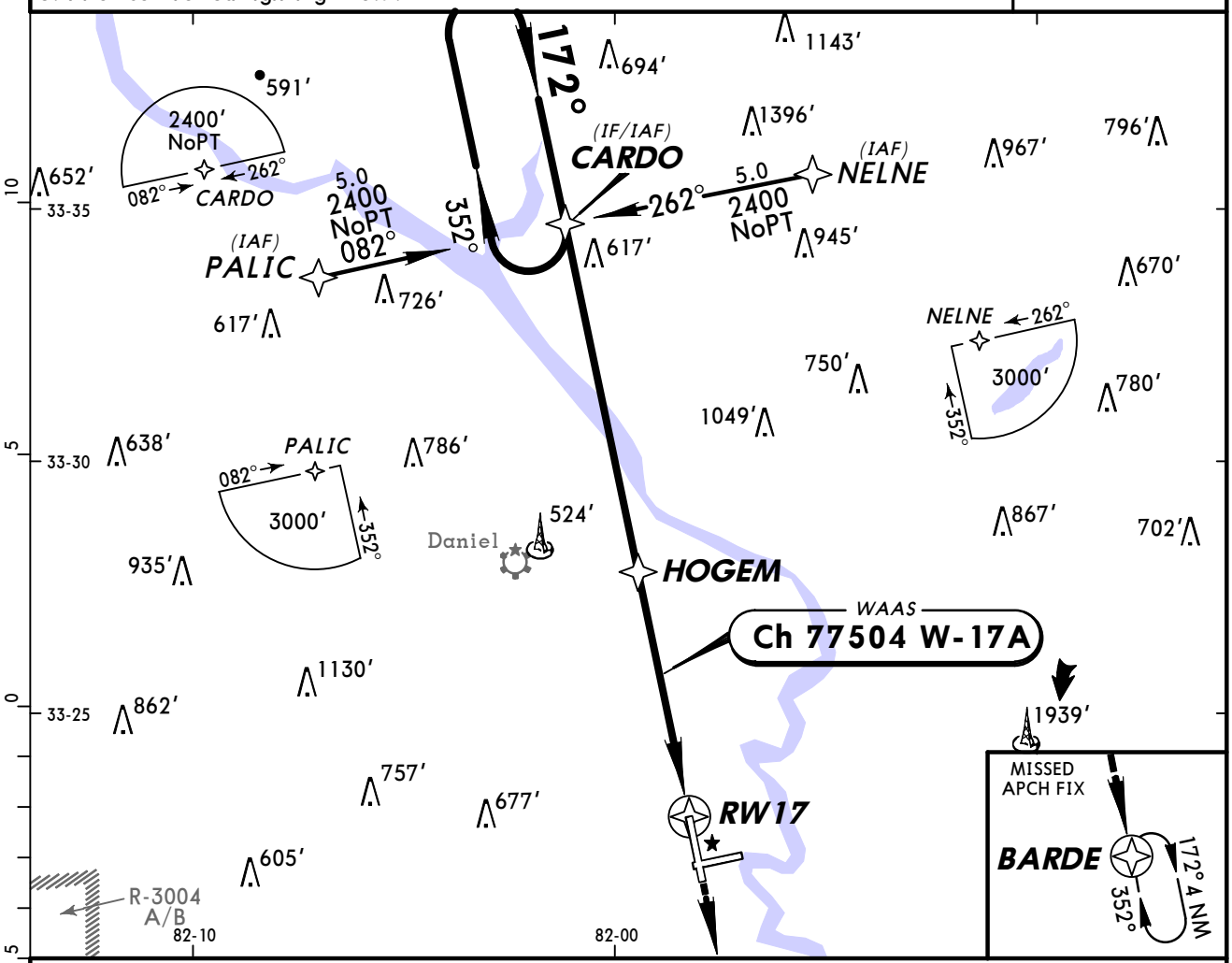
WAAS	Final Apch Crs	Minimum Alt HOGEM	LPV DA(H)	Apt Elev 145′
Ch 77504 W-17A	172°	1800′ (1655′)	400′ (255′)	TDZE 145′

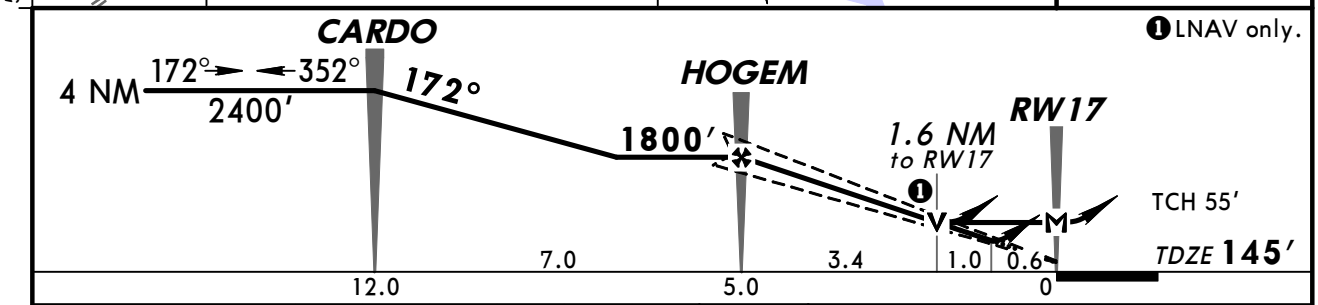
MISSED APCH: Climb to 2100′ direct BARDE and hold.

TAA 30 NM IAF

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

1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

MALSR PAPI 2100′ D BARDE

STRAIGHT-IN LANDING RWY 17

	LPV DA(H) 400′(255′)		LNAV/VNAV DA(H) 700′(555′)		LNAV MDA(H) 700′(555′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Not Authorized at Night to Rwys 8 & 26

Max Kts	MDA(H)
90	780′(635′)-2
120	
140	
165	

TERPS AMEND 1

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN
13 JUN 08 (12-3)

AUGUSTA, GA
RNAV (GPS) Rwy 26

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

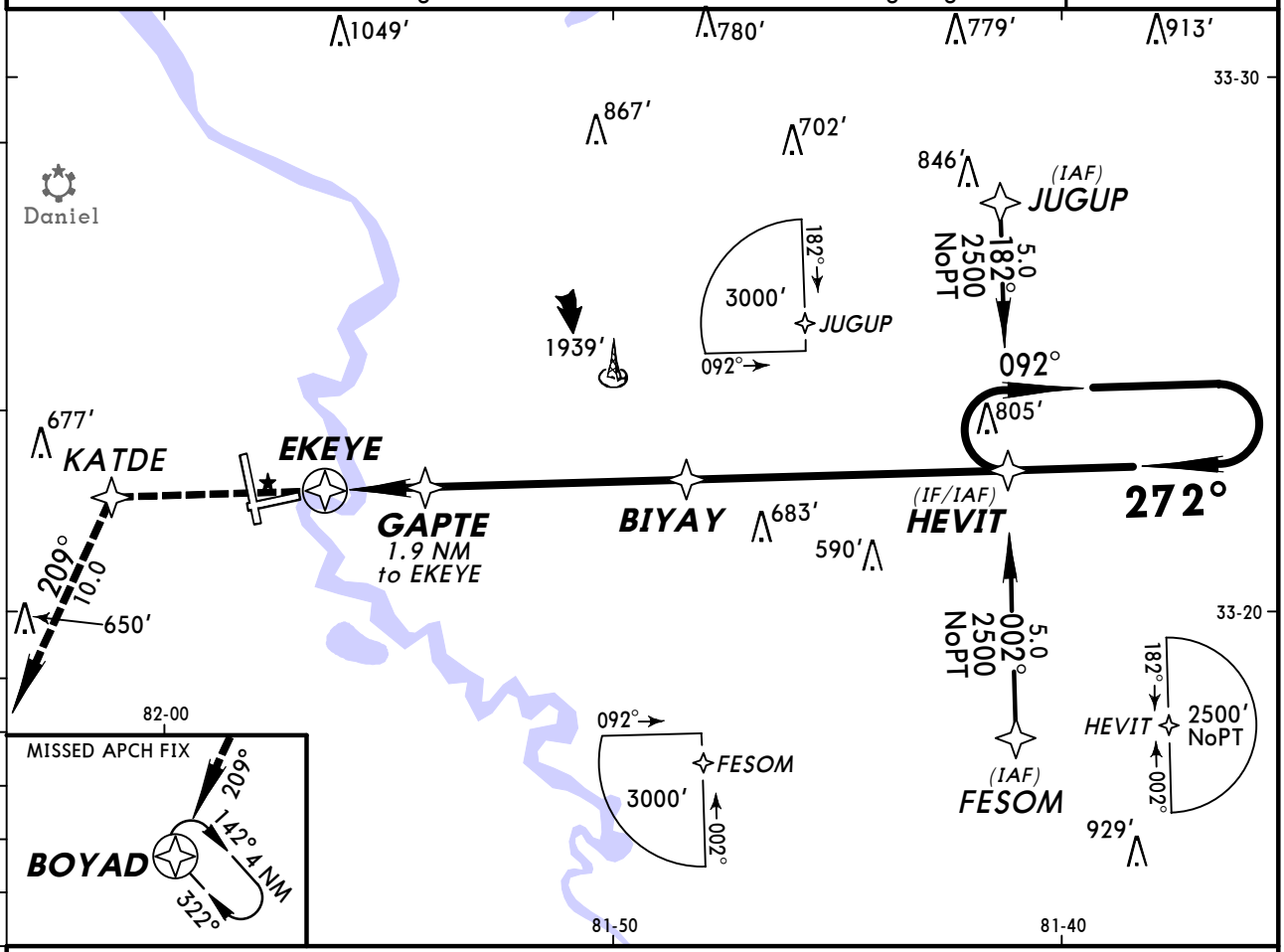
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 145′
	272°	BIYAY 2500′ (2361′)	540′ (401′)	TDZE 139′

MISSED APCH: Climb to 3000′ direct KATDE and climbing LEFT turn via 209° track to BOYAD and hold.

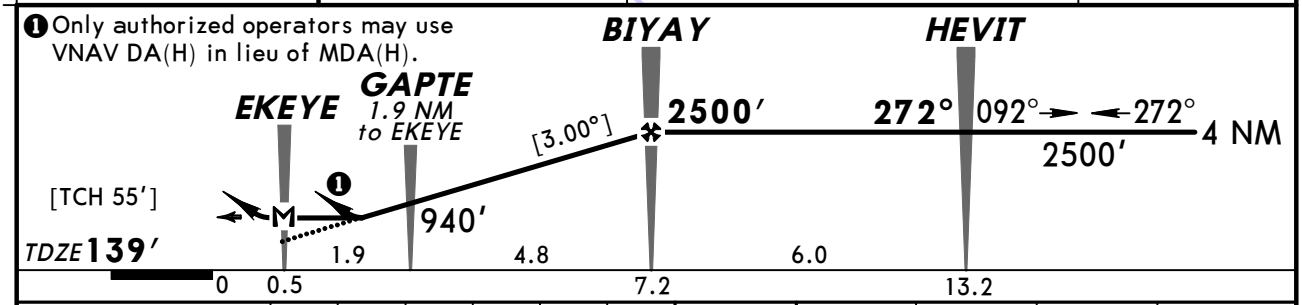
TAA 30 NM IAF

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

1. DME/DME RNP-0.3 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.7.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



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

REIL PAPI-L 3000′ D KATDE

1 STRAIGHT-IN LANDING RWY 26

LNAV

MDA(H) 540′ (401′)

A	1
B	
C	1¼
D	

1 CIRCLE-TO-LAND

Not Authorized at Night to Rwy 8

Max Kts	MDA(H)
90	780′ (635′)-1
120	
140	780′ (635′)-1¾
165	780′ (635′)-2

1 When VGSI inoperative, procedure not authorized at night.

AMEND 0A TERPS

CHANGES: Minimums.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN
13 JUN 08 (12-4)

AUGUSTA, GA
RNAV (GPS) Rwy 35

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

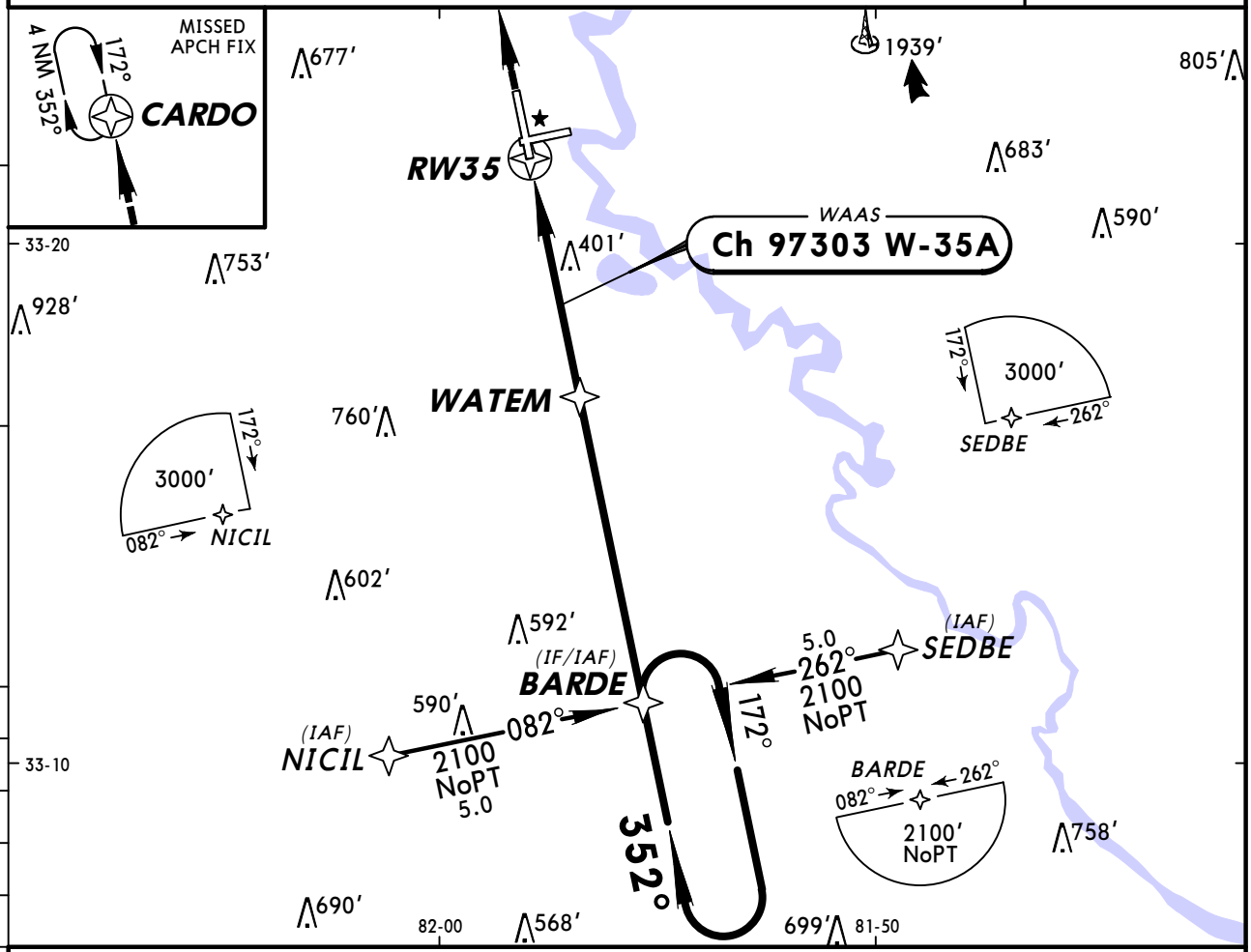
WAAS	Final Apch Crs	Minimum Alt WATEM	LPV DA(H)	Apt Elev 145′
Ch 97303 W-35A	352°	1700′ (1564′)	430′ (294′)	TDZE 136′

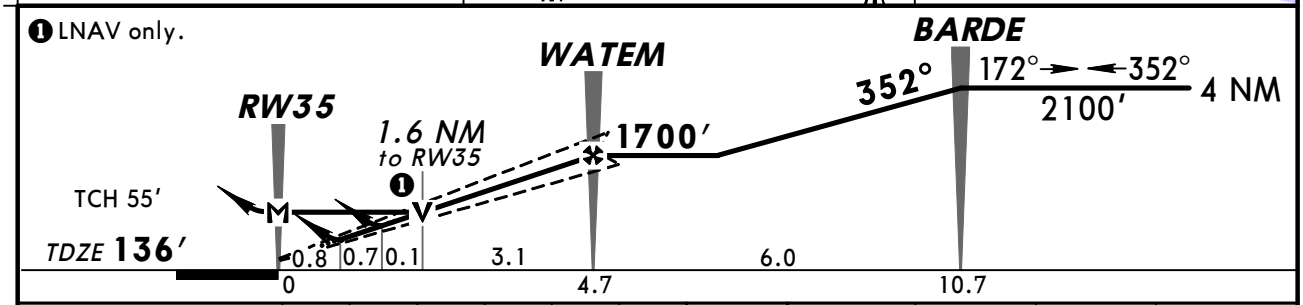
MISSED APCH: Climb to 2400′ direct CARDO and hold.

TAA 30 NM IAF

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

1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR PAPI 2400′ D CARDO

STRAIGHT-IN LANDING RWY 35

	LPV DA(H) 430′(294′)		LNAV/VNAV DA(H) 680′(544′)		LNAV MDA(H) 700′(564′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Not Authorized at Night to Rwys 8 & 26

Max Kts	MDA(H)
90	780′(635′)-2
120	
140	
165	

AMEND 1 TERPS

CHANGES: None.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN

12 NOV 10 (12-5) Eff 18 Nov

AUGUSTA, GA
RNAV (GPS)-A

ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

RNAV	Final Apch Crs	Minimum Alt HAMBG	MDA(H)	Apt Elev 144′
	205°	2500′ (2356′)	Refer to Minimums	

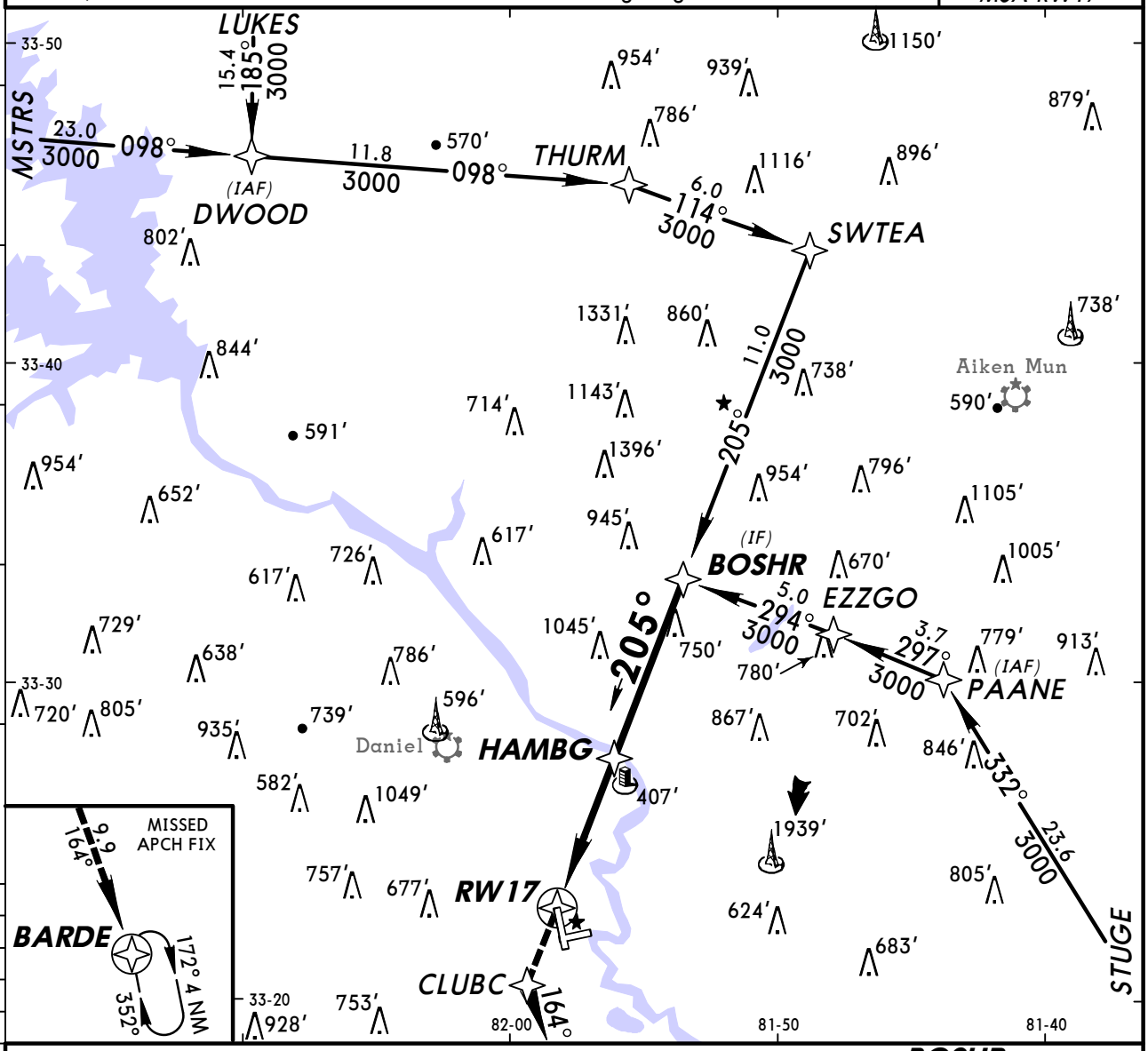
MISSED APCH: Climb to 2100′ direct CLUBC and on track 164° to BARDE and hold.

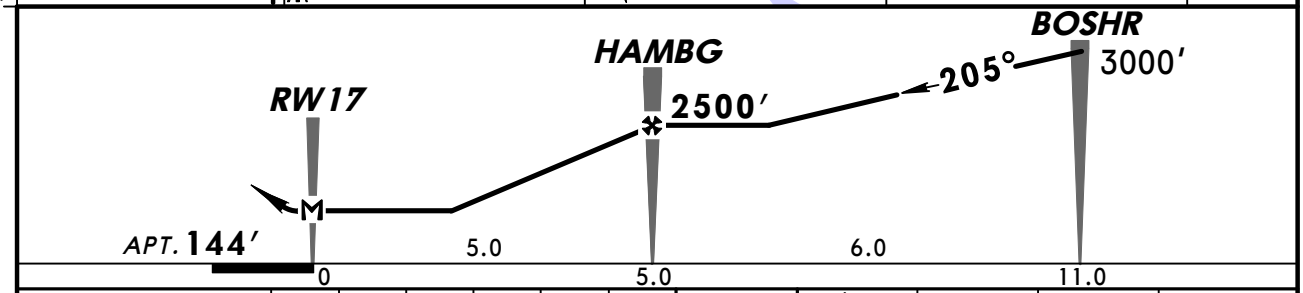
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.7.

3000′ MSA RW17

BRIEFING STRIP ™





MAP at RW17							Lighting - Refer to Airport Chart	2100′	D	CLUBC

1 CIRCLE-TO-LAND
Not Authorized at Night to Rwy 8

	Max Kts	MDA(H)
A	90	780′(636′)-1
B	120	780′(636′)-1¾
C	140	780′(636′)-1¾
D	165	780′(636′)-2

1 When VGSI inop, circling Rwy 26 not authorized at night.

TERPS AMEND 0 18 NOV 2010

CHANGES: New procedure.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

KAGS/AGS
AUGUSTA REGL AT BUSH

JEPPESEN

11 DEC 09 (13-1)

AUGUSTA, GA
VOR DME Rwy 17

BRIEFING STRIP™

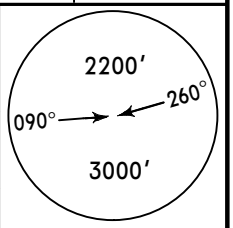
ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 145′
IRQ 113.9	157°	DICEL 2000′ (1856′)	720′ (576′)	TDZE 144′

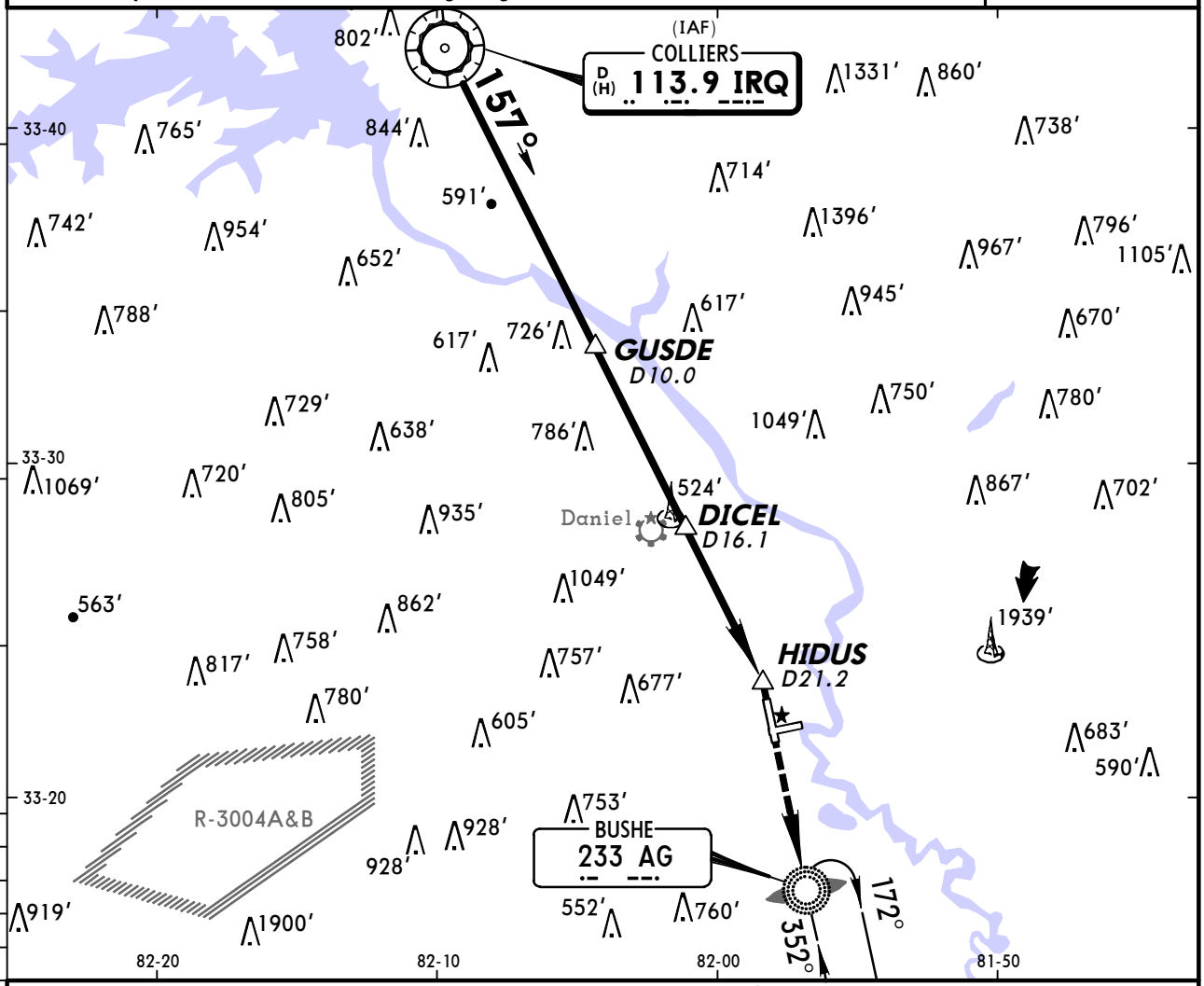
MISSED APCH: Climb to 2000′ direct AG LOM and hold.

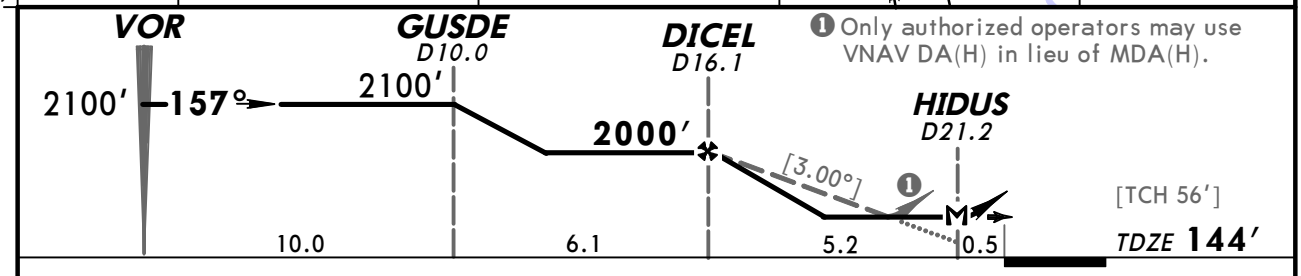
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 118.7.



MSA IRQ VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

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

MALSR PAPI 2000′ D AG 233

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 17

MDA(H) 720′ (576′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B	RVR 40 or ¾		
C	RVR 50 or 1	1½	
D	RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	780′ (635′) - 1
120	780′ (635′) - 1¼
140	780′ (635′) - 1¾
165	780′ (635′) - 2

CHANGES: TDZE, minimums.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

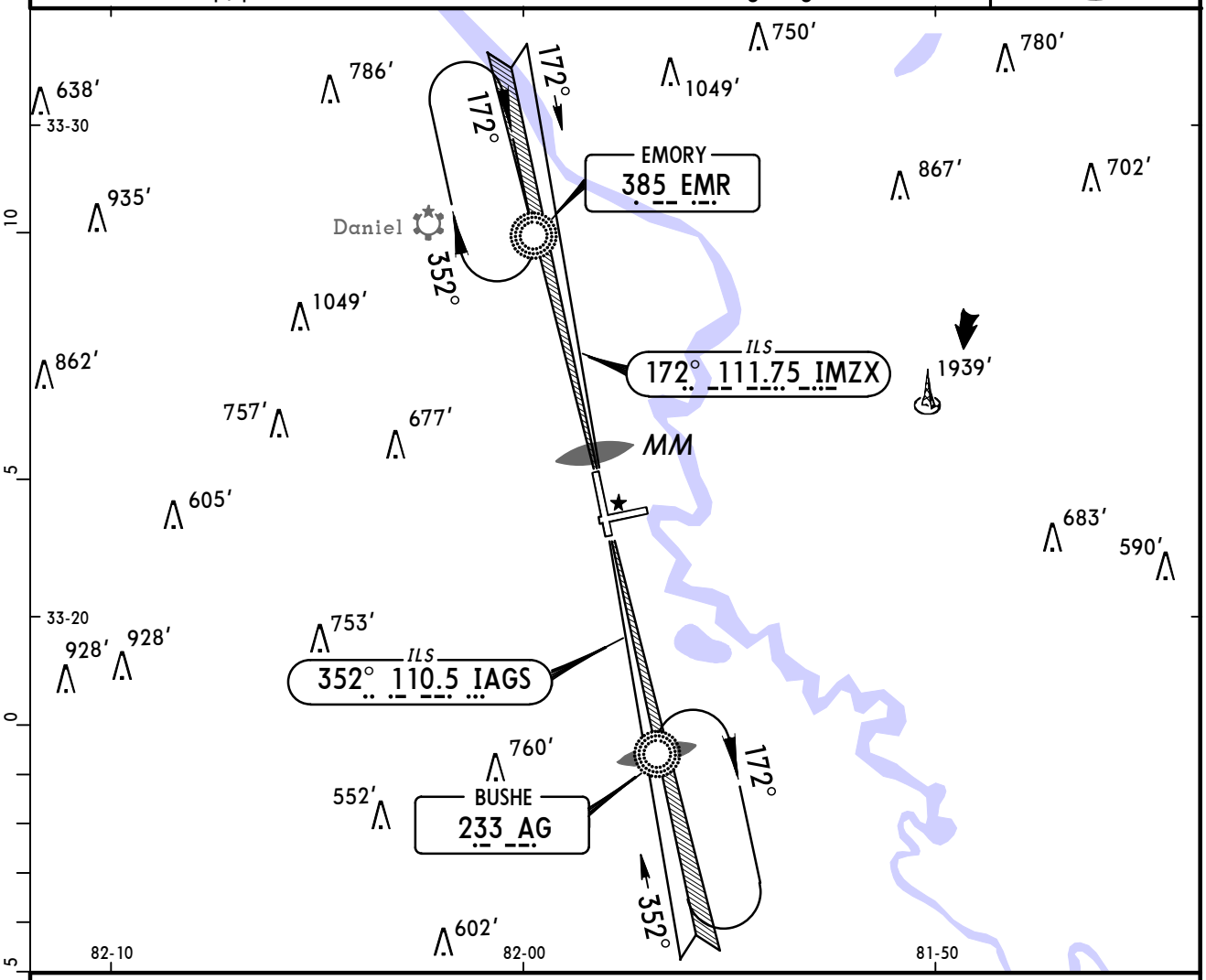
ATIS (ASOS when Twr inop)	*AUGUSTA Approach (R)	ATLANTA Center (R)	*AUGUSTA Tower	*Ground
132.75	126.8	128.1 when App inop.	CTAF 118.7	121.9

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 145′
	By ATC	No FAF	Refer to Minimums	TDZE-See Below

Missed Approach-See Below

No MSA published

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. When Twr inop, procedures not authorized. 2. Pilot controlled lighting 118.7.



MISSED APCH:

Runway 17: Climb to 2000′ direct AG LOM and hold.

Runway 35: Climb to 2100′ direct EMR NDB and hold.

RWY 17	RWY 35
TDZE **144′**	TDZE **136′**

ASR Rwys 17, 35: MAP at Rwy Thr.

Lighting - Refer to Airport Chart

TERPS AMEND 8

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 17 MDA(H) **660′** (516′)			**ASR 35** MDA(H) **700′** (564′)			Max Kts	MDA(H)
		RAIL out	ALS out		RAIL out	ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	780′(635′)-1
B							120	
C	RVR 50 or 1	1½		RVR 50 or 1	1½		140	780′(635′)-1¾
D	RVR 60 or 1¼	1¾		RVR 60 or 1¼	1¾		165	780′(635′)-2

CHANGES: Rwy 17 TDZE, ILS IMZX frequency.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Atlanta GA USA
IATA Code: ATL
Lat/Long: N33° 38.2' W084° 25.7'
Elevation: 1026 ft

Airport Use: Public
Magnetic Variation: 4.6°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1209 Z
Sunset: 2332 Z,

Runway Information

Runway: 08L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1015 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1024 ft
Lighting: Edge, Centerline

Runway: 09L
Length x Width: 11890 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1019 ft
Lighting: Edge, ALS, Centerline

Runway: 09R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1026 ft
Lighting: Edge, ALS, Centerline, TDZ

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Runway: 10
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1000 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 995 ft
Lighting: Edge, ALS, Centerline

Runway: 26R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 990 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 999 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27R
Length x Width: 11890 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 985 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 998 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 125.55
ATIS 119.65
Atlanta Tower 133.425
Atlanta Tower 132.55
Atlanta Tower 126.9
Atlanta Tower 125.325
Atlanta Tower 123.85
Atlanta Tower 119.5
Atlanta Tower 119.3
Atlanta Tower 119.1
Atlanta Ground Control 121.9
Atlanta Ground Control 121.75
Atlanta Ground Control 121.65
Ramp Control Ramp/Taxi Control 131.85
Ramp Control Ramp/Taxi Control 131.45
Ramp Control Ramp/Taxi Control 131.375

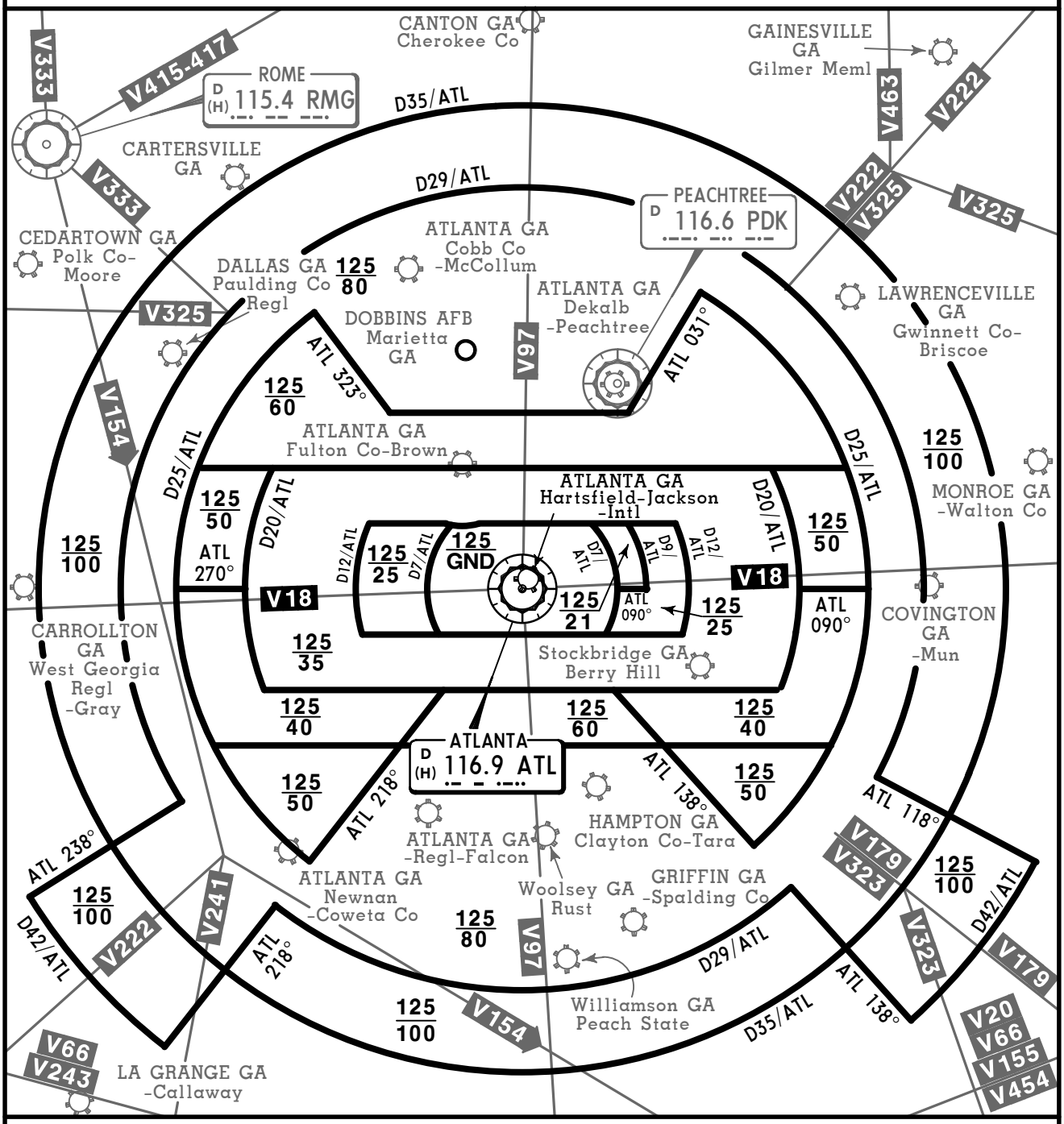
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Ramp Control Ramp/Taxi Control 130.075
Ramp Control Ramp/Taxi Control 129.375
Ramp Control Ramp/Taxi Control 129.275
Atlanta Clearance Delivery 118.1
Atlanta Approach Control 124.6
Atlanta Approach Control 127.9 (90°-269°)
Atlanta Arrival Control 128.0
Atlanta Departure Control 125.7
Atlanta Departure Control 125.65
Atlanta Departure Control 135.375
Hartsfield - Jackson Atla Unicom 122.95
Macon Flight Service Station 122.1 RCO
Macon Flight Service Station 116.9 RCO

ATLANTA CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N of V-18 & W of V-97 **Atlanta App** 121.0
S of V-18 & W of V-97 **Atlanta App** 119.8
N of V-18 & E of V-97 **Atlanta App** 126.97
S of V-18 & E of V-97 **Atlanta App** 128.57



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Atlanta Approach Control on specified frequencies. Although arriving aircraft may be operated beneath the floor of Class B airspace on initial contact, communications should be established with Atlanta Approach Control for sequencing and spacing purposes.

b. Departing aircraft prior to taxiing are requested to advise the ground controller the intended altitude and route of flight to depart Class B airspace.

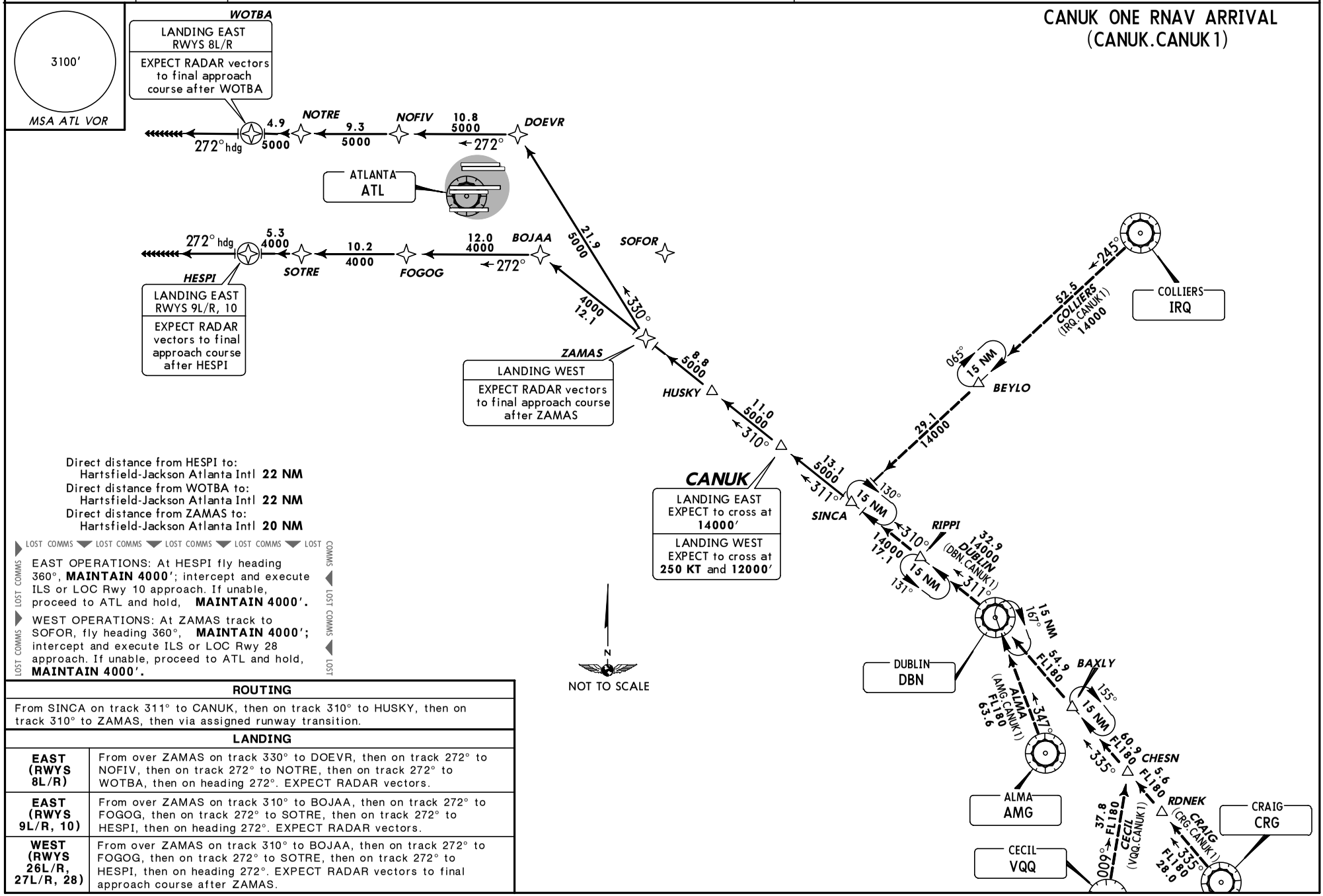
c. Aircraft not landing/departing The Hartsfield Atlanta Intl Airport may obtain an ATC clearance to transit Class B airspace when traffic conditions permit, provided the requirements of FAR 91 are met. Notwithstanding this, VFR transiting traffic is encouraged to the extent possible to fly beneath, above or around Class B airspace.

CHANGES: Reissue.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. This STAR applicable to Turbojet aircraft only.

CANUK ONE RNAV ARRIVAL (CANUK.CANUK1)



Direct distance from HESPI to:
Hartsfield-Jackson Atlanta Intl **22 NM**
Direct distance from WOTBA to:
Hartsfield-Jackson Atlanta Intl **22 NM**
Direct distance from ZAMAS to:
Hartsfield-Jackson Atlanta Intl **20 NM**

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

EAST OPERATIONS: At 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 ZAMAS track to 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 SINCA on track 311° to CANUK, then on track 310° to HUSKY, then on track 310° to ZAMAS, then via assigned runway transition.

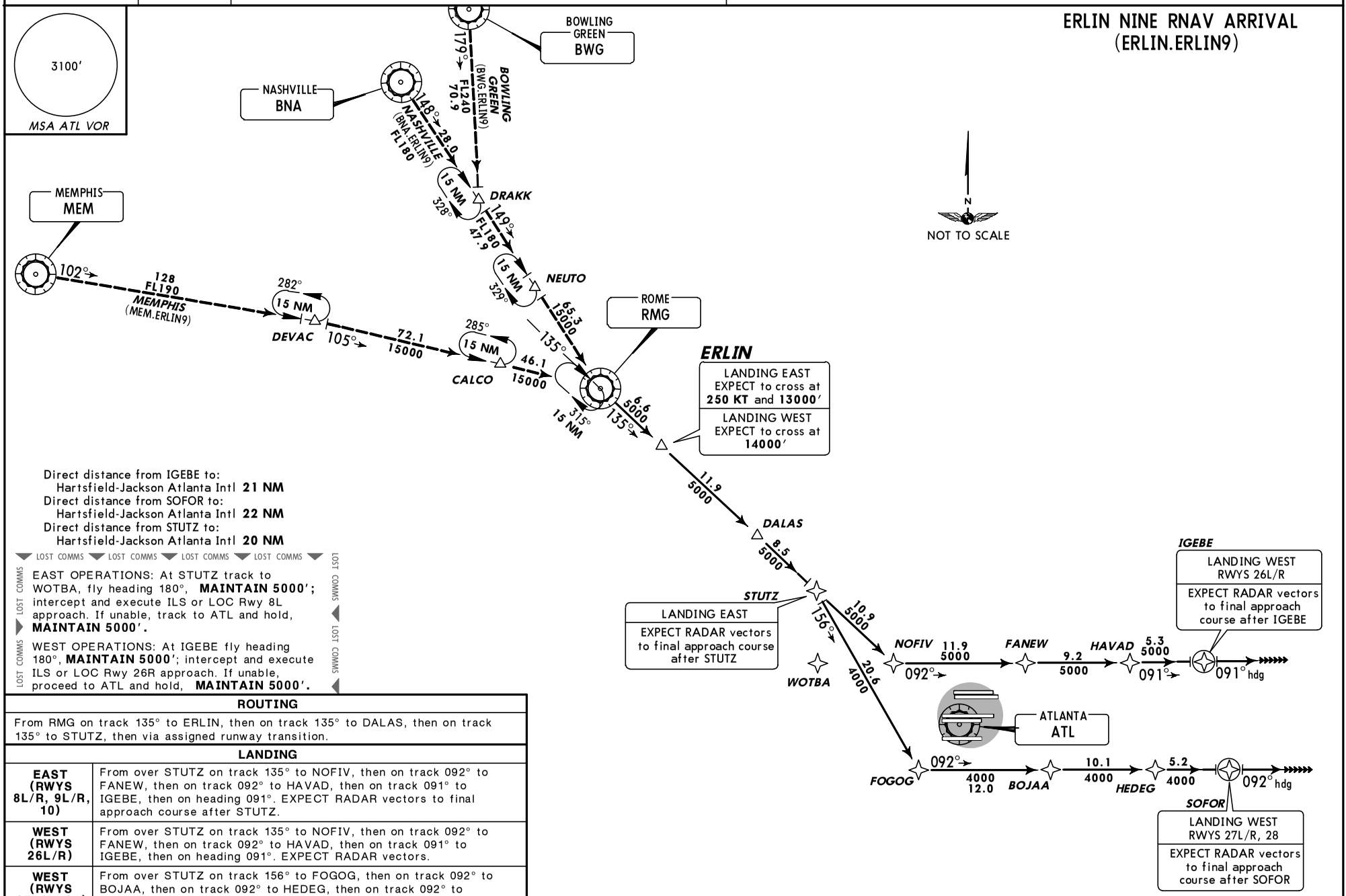
LANDING	
EAST (RWYS 8L/R)	From over ZAMAS on track 330° to DOEVR, then on track 272° to NOFIV, then on track 272° to NOTRE, then on track 272° to WOTBA, then on heading 272°. EXPECT RADAR vectors.
EAST (RWYS 9L/R, 10)	From over ZAMAS on track 310° to BOJAA, then on track 272° to FOGOG, then on track 272° to SOTRE, then on track 272° to HESPI, then on heading 272°. EXPECT RADAR vectors.
WEST (RWYS 26L/R, 27L/R, 28)	From over ZAMAS on track 310° to BOJAA, then on track 272° to FOGOG, then on track 272° to SOTRE, then on track 272° to HESPI, then on heading 272°. EXPECT RADAR vectors to final approach course after ZAMAS.

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. **RADAR required.** 2. **RNAV 1.** 3. **DME/DME/IRU or GPS required.** 4. This STAR aplicable to Turbojet aircraft only.

ERLIN NINE RNAV ARRIVAL
(ERLIN.ERLIN9)



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 STUTZ to:
Hartsfield-Jackson Atlanta Intl **20 NM**

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

LOST COMMS ▶ EAST OPERATIONS: At STUTZ 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′.**

LOST COMMS ◀ WEST OPERATIONS: At 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 RMG on track 135° to ERLIN, then on track 135° to DALAS, then on track 135° to STUTZ, then via assigned runway transition.

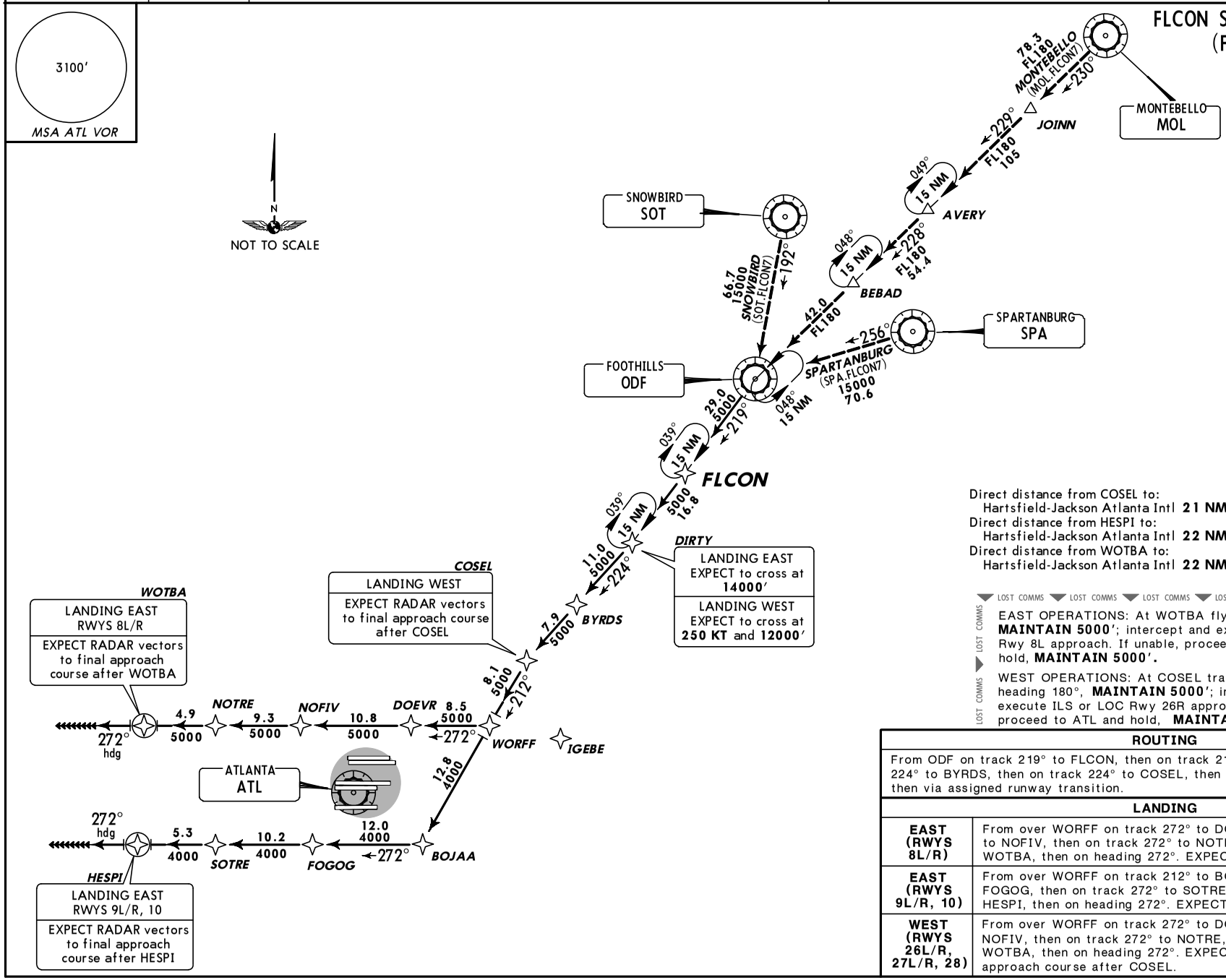
LANDING	
EAST (RWYS 8L/R, 9L/R, 10)	From over STUTZ on track 135° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. EXPECT RADAR vectors to final approach course after STUTZ.
WEST (RWYS 26L/R)	From over STUTZ on track 135° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. EXPECT RADAR vectors.
WEST (RWYS 27L/R, 28)	From over STUTZ on track 156° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. EXPECT RADAR vectors.

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. **RADAR required.** 2. **RNAV 1.** 3. **DME/DME/IRU or GPS required.** 4. This STAR applicable to Turbojet aircraft only.

FLCON SEVEN RNAV ARRIVAL (FLCON.FLCON7)



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

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′.**

LOST COMMS LOST COMMS LOST COMMS

ROUTING
From ODF on track 219° to FLCON, then on track 219° to DIRTY, then on track 224° to BYRDS, then on track 224° to COSEL, then on track 212° to WORFF, then via assigned runway transition.

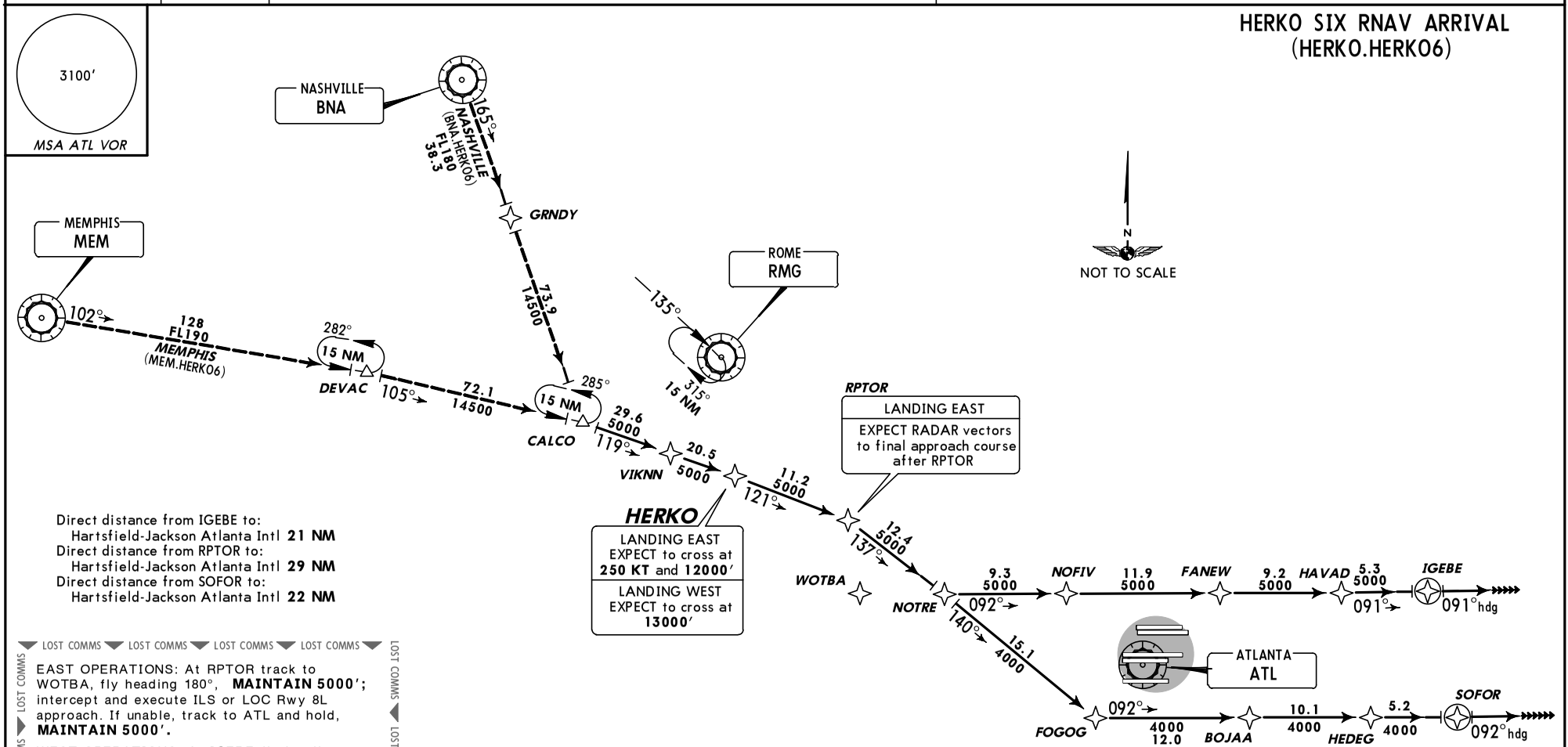
LANDING	
EAST (RWYS 8L/R)	From over WORFF on track 272° to DOEVR, then on track 272° to to NOFIV, then on track 272° to NOTRE, then on track 272° to WOTBA, then on heading 272°. EXPECT RADAR vectors.
EAST (RWYS 9L/R, 10)	From over WORFF on track 212° to BOJAA, then on track 272° to FOGOG, then on track 272° to SOTRE, then on track 272° to HESPI, then on heading 272°. EXPECT RADAR vectors.
WEST (RWYS 26L/R, 27L/R, 28)	From over WORFF on track 272° to DOEVR, then on track 272° to NOFIV, then on track 272° to NOTRE, then on track 272° to WOTBA, then on heading 272°. EXPECT RADAR vectors to final approach course after COSEL.

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.** 4. This STAR applicable to Turbojet aircraft only. 5. Assigned by ATC only.

HERKO SIX RNAV ARRIVAL
(HERKO.HERKO6)



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, proceed to ATL and hold, **MAINTAIN 5000′.**

ROUTING
From over CALCO on track 119° to VIKNN, then on track 119° to HERKO, then on track 121° to RPTOR, then on track 137° to NOTRE, then via assigned runway transition.

LANDING	
EAST (RWYS 8L/R, 9L/R, 10)	From over NOTRE on track 092° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. EXPECT RADAR vectors to final approach course after RPTOR.
WEST (RWYS 26L/R)	From over NOTRE on track 092° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. EXPECT RADAR vectors.
WEST (RWYS 27L/R, 28)	From over NOTRE on track 140° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. EXPECT RADAR vectors.

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. **RADAR required.** 2. **RNAV 1.** 3. **DME/DME/IRU or GPS required.** 4. This STAR applicable to Turbojet aircraft only.

3100′
MSA ATL VOR

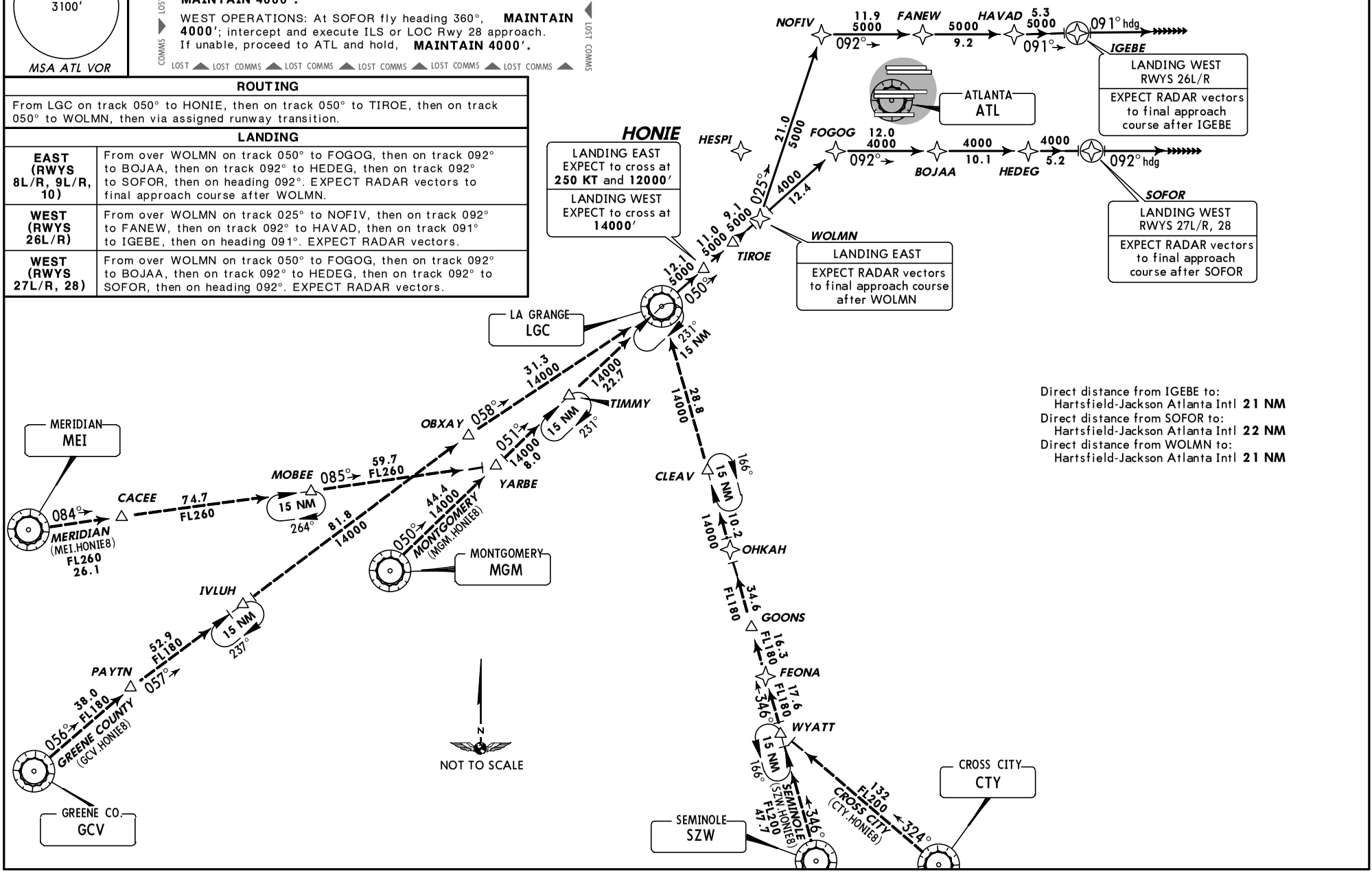
EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, **MAINTAIN 4000′**; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL and hold, **MAINTAIN 4000′.**

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′.**

LOST COMMS

ROUTING	
From LGC on track 050° to HONIE, then on track 050° to TIROE, then on track 050° to WOLMN, then via assigned runway transition.	
LANDING	
EAST (RWYS 8L/R, 9L/R, 10)	From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. EXPECT RADAR vectors to final approach course after WOLMN.
WEST (RWYS 26L/R)	From over WOLMN on track 025° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. EXPECT RADAR vectors.
WEST (RWYS 27L/R, 28)	From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. EXPECT RADAR vectors.

HONIE EIGHT RNAV ARRIVAL (HONIE.HONIE8)

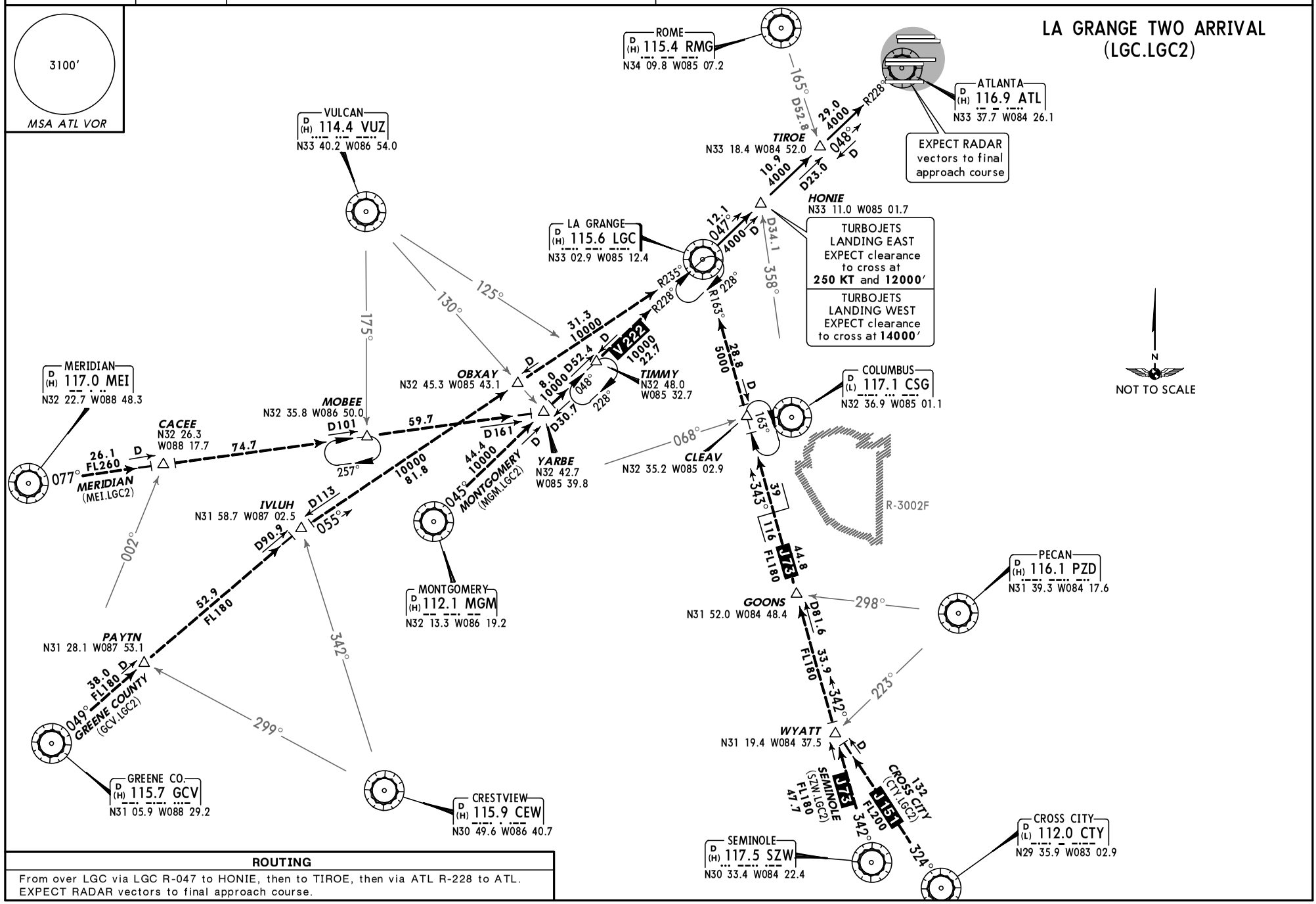


Direct distance from IGEBE to:
Hartsfield-Jackson Atlanta Intl **21 NM**
Direct distance from SOFOR to:
Hartsfield-Jackson Atlanta Intl **22 NM**
Direct distance from WOLMN to:
Hartsfield-Jackson Atlanta Intl **21 NM**

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**MERIDIAN Transition: DME required.**



ROUTING

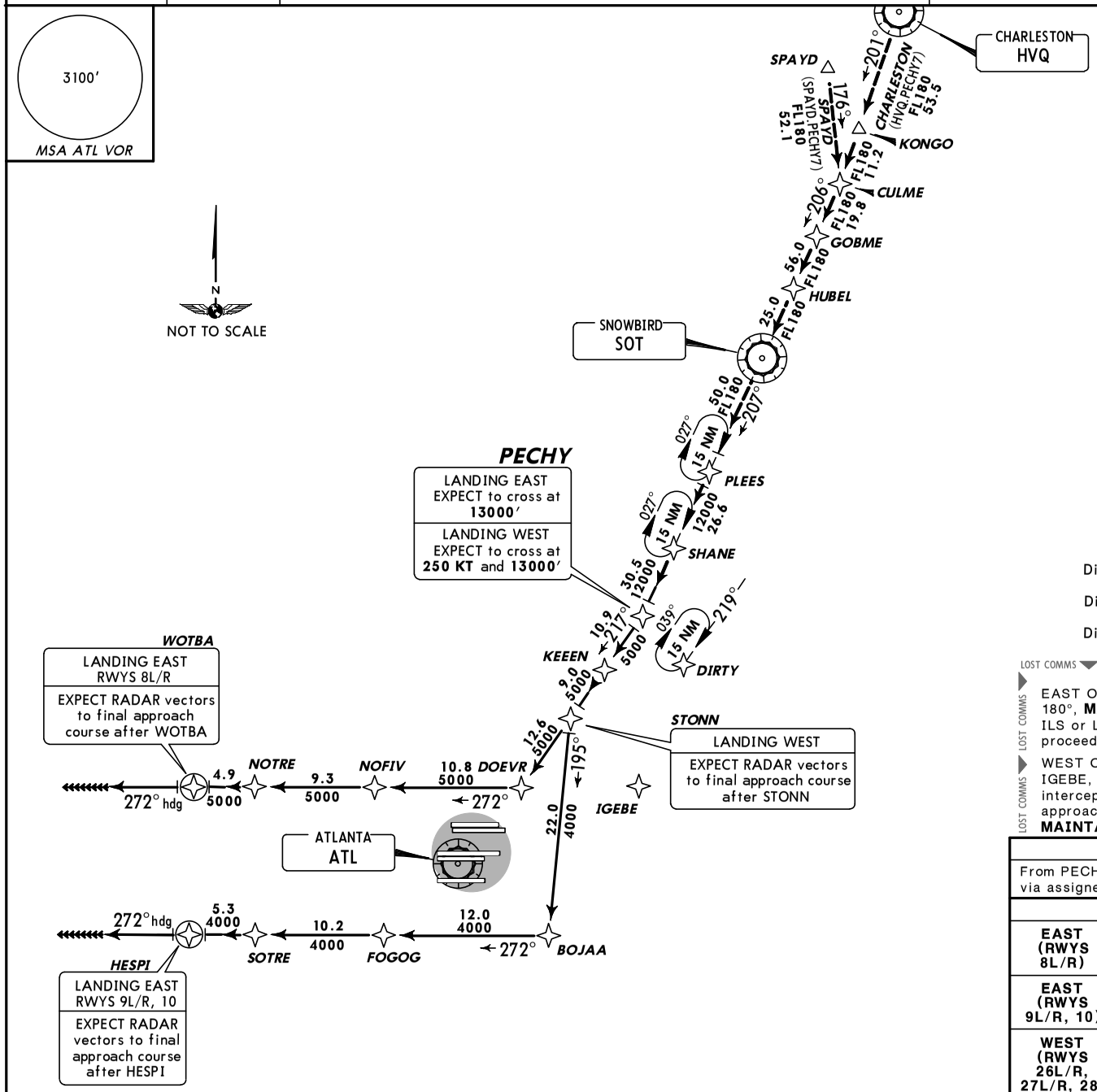
From over LGC via LGC R-047 to HONIE, then to TIROE, then via ATL R-228 to ATL.
EXPECT RADAR vectors to final approach course.

CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival 119.65	Apt Elev 1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. **RADAR required.** 2. **RNAV 1.** 3. **DME/DME/IRU or GPS required.** 4. This STAR applicable to Turbojet aircraft only. 5. Assigned by ATC only.

PECHY SEVEN RNAV ARRIVAL (PECHY.PECHY7)



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′.**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

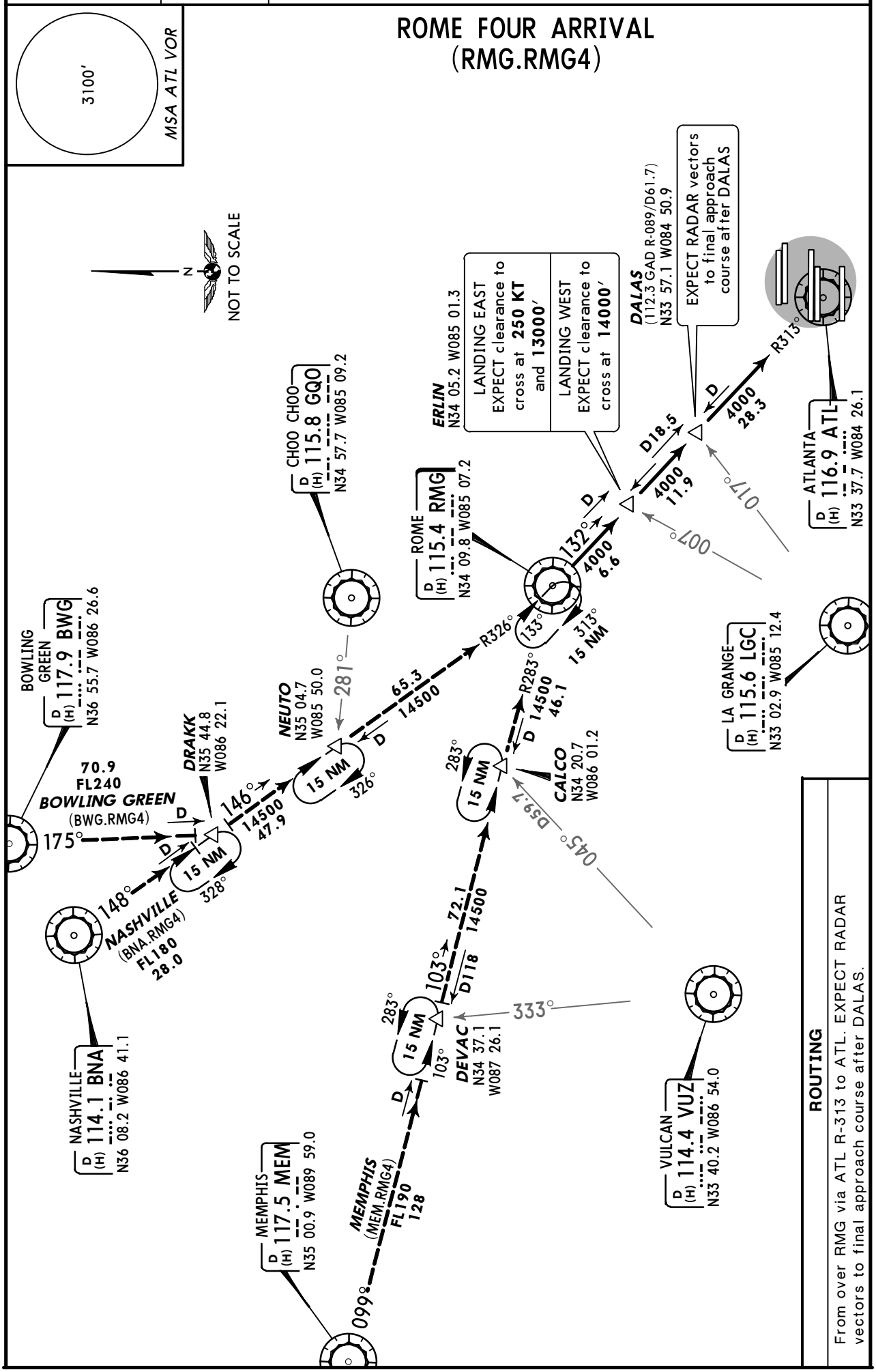
ROUTING	
From PECHY on track 217° to KEEEN, then on track 217° to STONN, then via assigned runway transition.	
LANDING	
EAST (RWYS 8L/R)	From over STONN on track 217° to DOEVR, then on track 272° to NOFIV, then on track 272° to NOTRE, then on track 272° to WOTBA, then on heading 272°. EXPECT RADAR vectors.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

CHANGES: Procedure renumbered, procedure text, notes.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	
119.65	1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

ROME FOUR ARRIVAL
(RMG.RMG4)

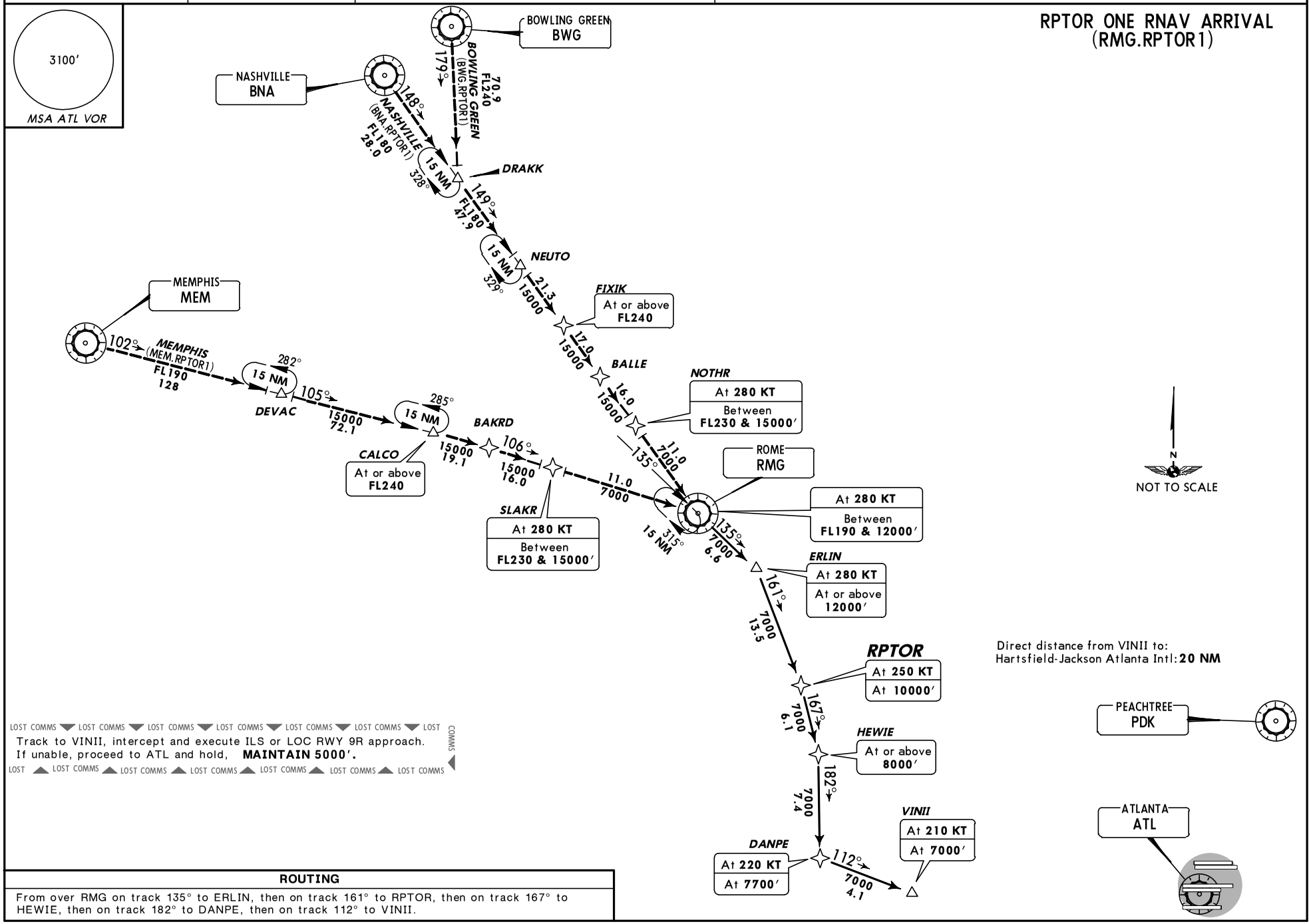


CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. Assigned by ATC only. 2. RADAR required for non-GPS equipped aircraft. **3. RNAV1.** **4. DME/DME/IRU OR GPS Required.** 5. This STAR applicable to Turbojet aircraft only. 6. Turbojet aircraft descend via MACH number until transition to 280 KT. MAINTAIN 280 KT until 10,000′.
119.65	1026′		

RPTOR ONE RNAV ARRIVAL (RMG.RPTOR1)



ROUTING

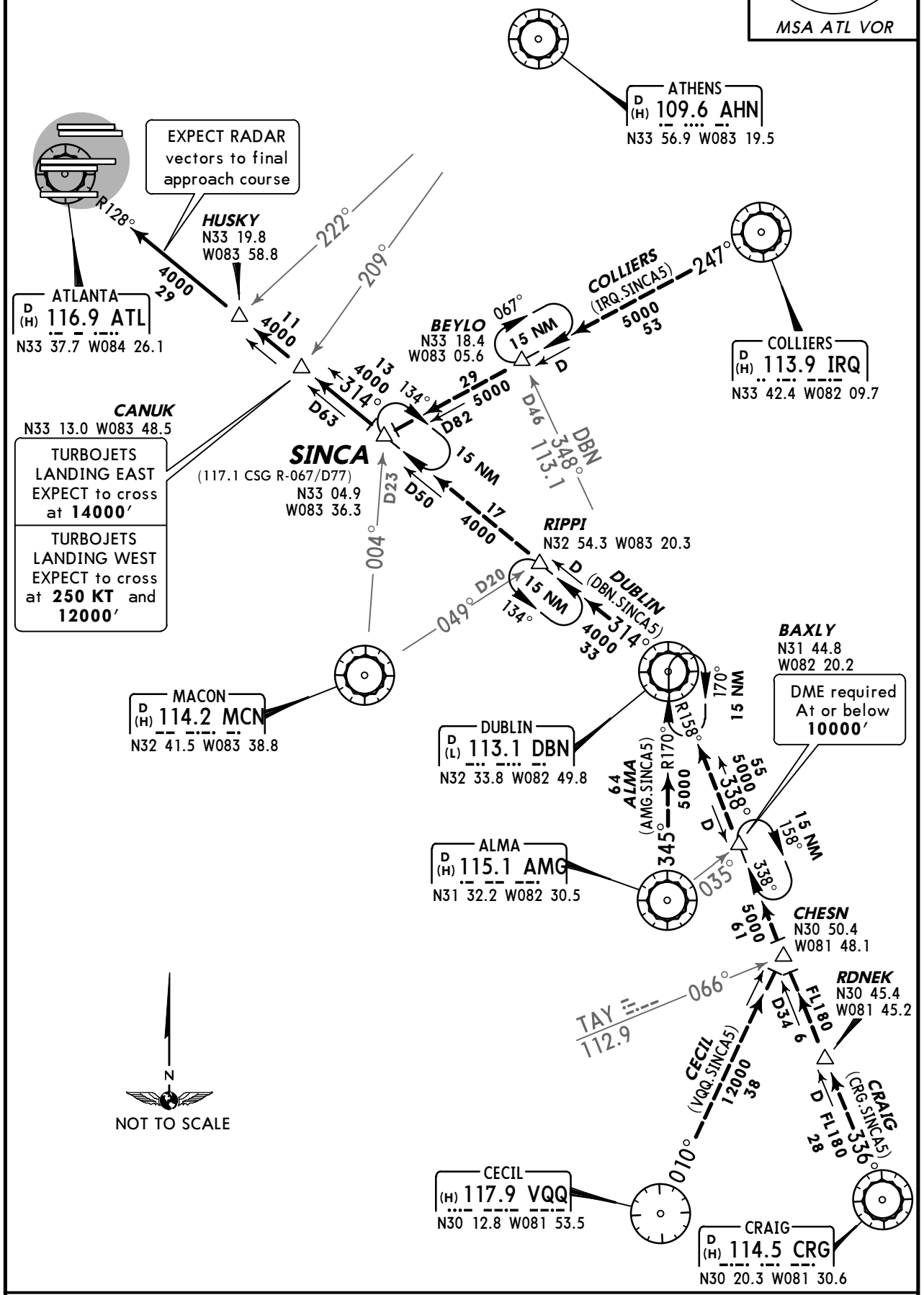
From over RMG on track 135° to ERLIN, then on track 161° to RPTOR, then on track 167° to HEWIE, then on track 182° to DANPE, then on track 112° to VINII.

CHANGES: New procedure at this airport.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	
119.65	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.

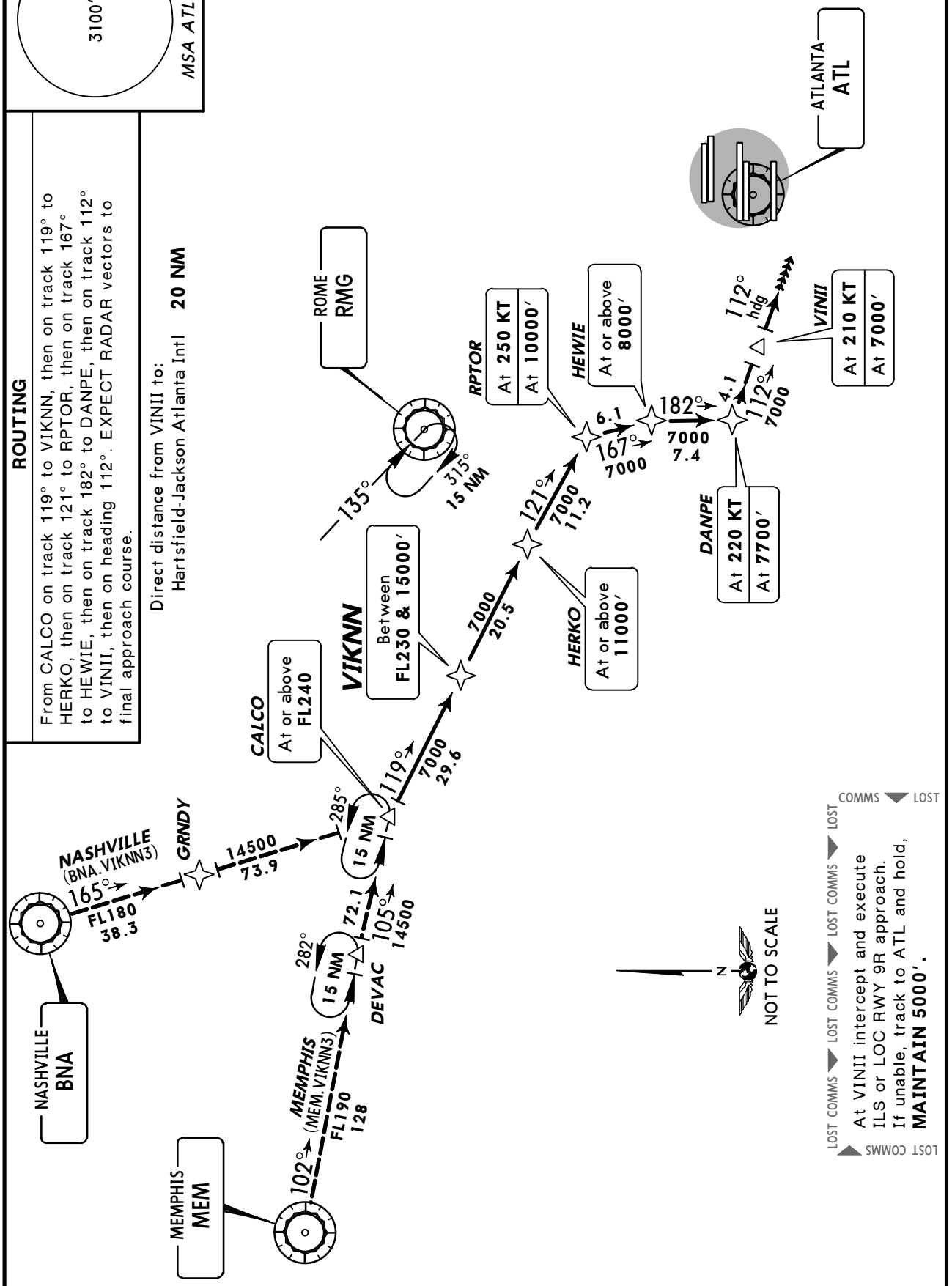
CHANGES: Procedure reindexed.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev
119.65	1026′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. Turbojet aircraft only. **2. RADAR required. 3. RNAV 1.**
4. DME/DME/IRU or GPS required.
5. Assigned by ATC only.

VIKNN THREE RNAV ARRIVAL
(VIKNN.VIKNN3)

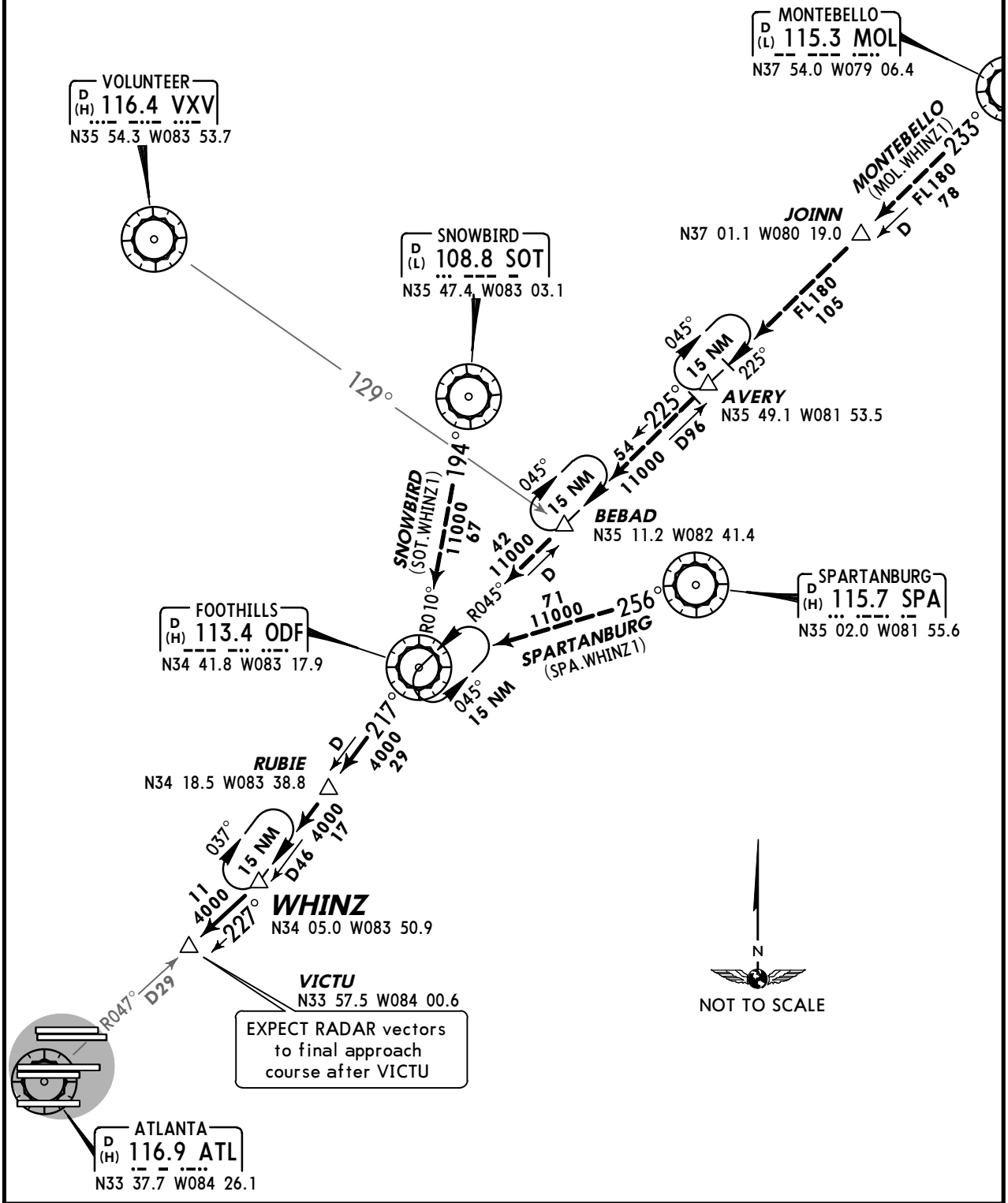


CHANGES: Procedure renumbered, revised, reindexed.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	
119.65	1026′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For turboprop and turbojet aircraft only. **2. DME required. 3. RADAR required.**

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)



ROUTING

From over ODF via ODF R-217 to RUBIE and ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. EXPECT RADAR vectors to final approach course after VICTU.

CHANGES: Chart reindexed.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

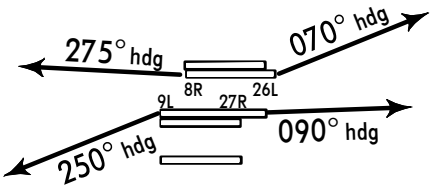
ATLANTA Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	1026′	1. Monitor Tower frequency when advised by Ground Control.
125.7	125.65	135.37		2. Use departure frequency depicted unless otherwise assigned.

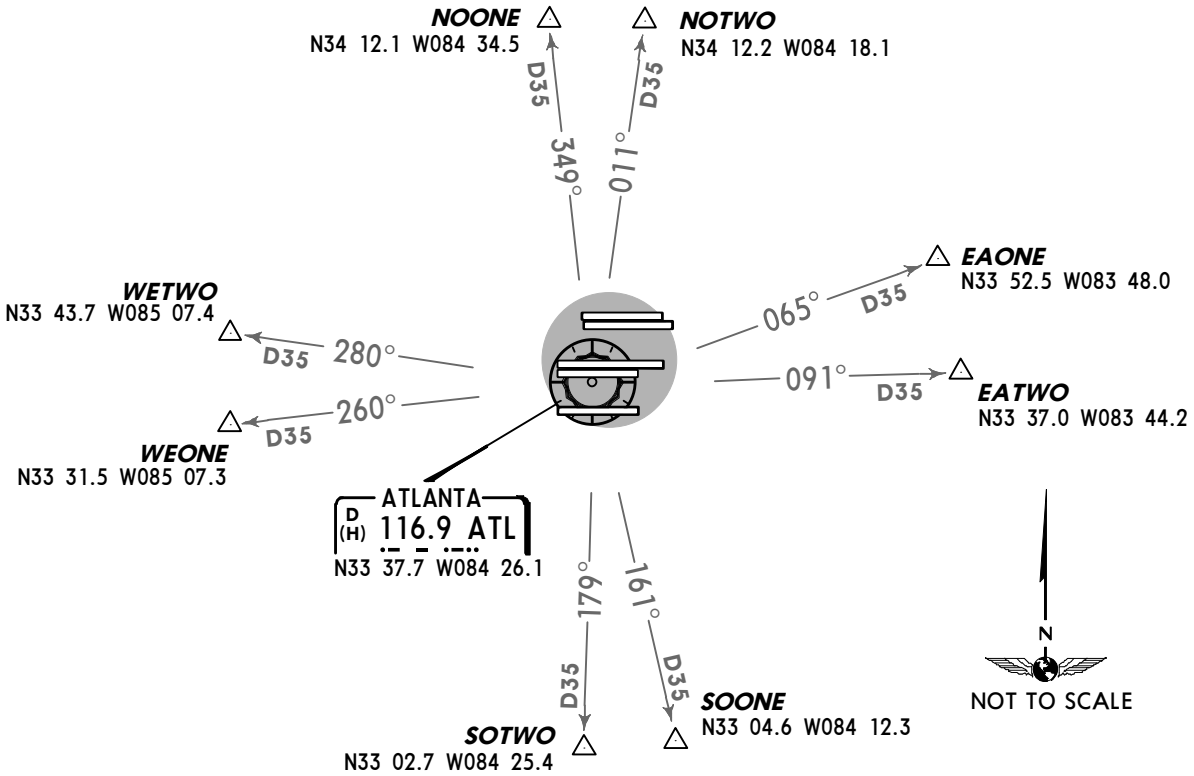
3100′
MSA ATL VOR

ATLANTA FIVE DEPARTURE (ATL5.ATL)

NOISE ABATEMENT DEPARTURE TRACKS (NADTs)

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.





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:

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

Upon receipt of ATC clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

INITIAL CLIMB	ALTITUDE
EXPECT further clearance to filed altitude 10 minutes after departure. **MAINTAIN** heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta Clearance Delivery.	TURBOJETS **MAINTAIN 10000′** (or requested altitude if lower), PROPS **MAINTAIN 4000′**

CHANGES: Initial climb text.

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

ATL RNAV SID ADVISORY NOTICE

Flight Crew Procedures for Simultaneous RNAV SIDs off Parallel Runways

1. 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.*

2. 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.*

3. 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.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

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.*

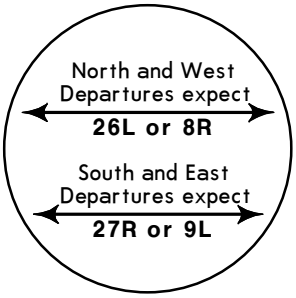
5. ATLANTA SPECIFIC INFORMATION: Atlanta will utilize RNAV Departures in both dual and triple runway operations between 0700 - 2300 local. Unless for operational necessity (such as weather), all aircraft should expect to fly an RNAV departure. Aircraft who are unable RNAV departures can expect the ATLANTA FIVE DEPARTURE (taxi 10/28). Runway assignment will be issued on initial contact with Atlanta Ground Control at the Ramp exit spot. Pilots may anticipate a runway assignment based upon the information below:

Atlanta Departure RNAV SIDs and Associated Departure Directions

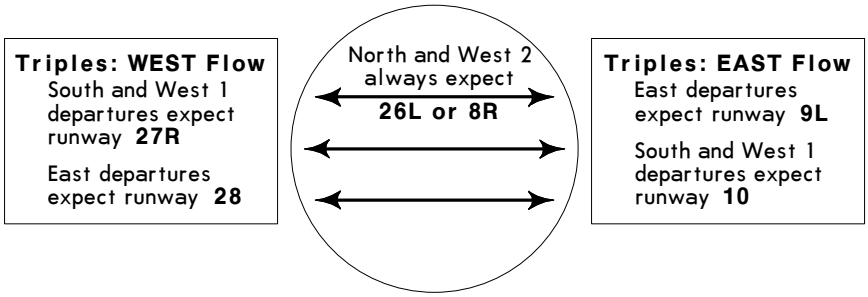
North	East	South	West
CADIT	DAWGS	BRAVS	JOGOR (West1)
COKEM	DOOLY	PNUTT	JCKTS (West 1)
SUMMT	MUNSN	THRSR	GEETK (West 2)
NUGGT	UGAAA	NOVSS	RMBLN (West 2)

Expected Runway Assignment for Dual or Triple Depature Operations

Dual Departures



Triple Departures

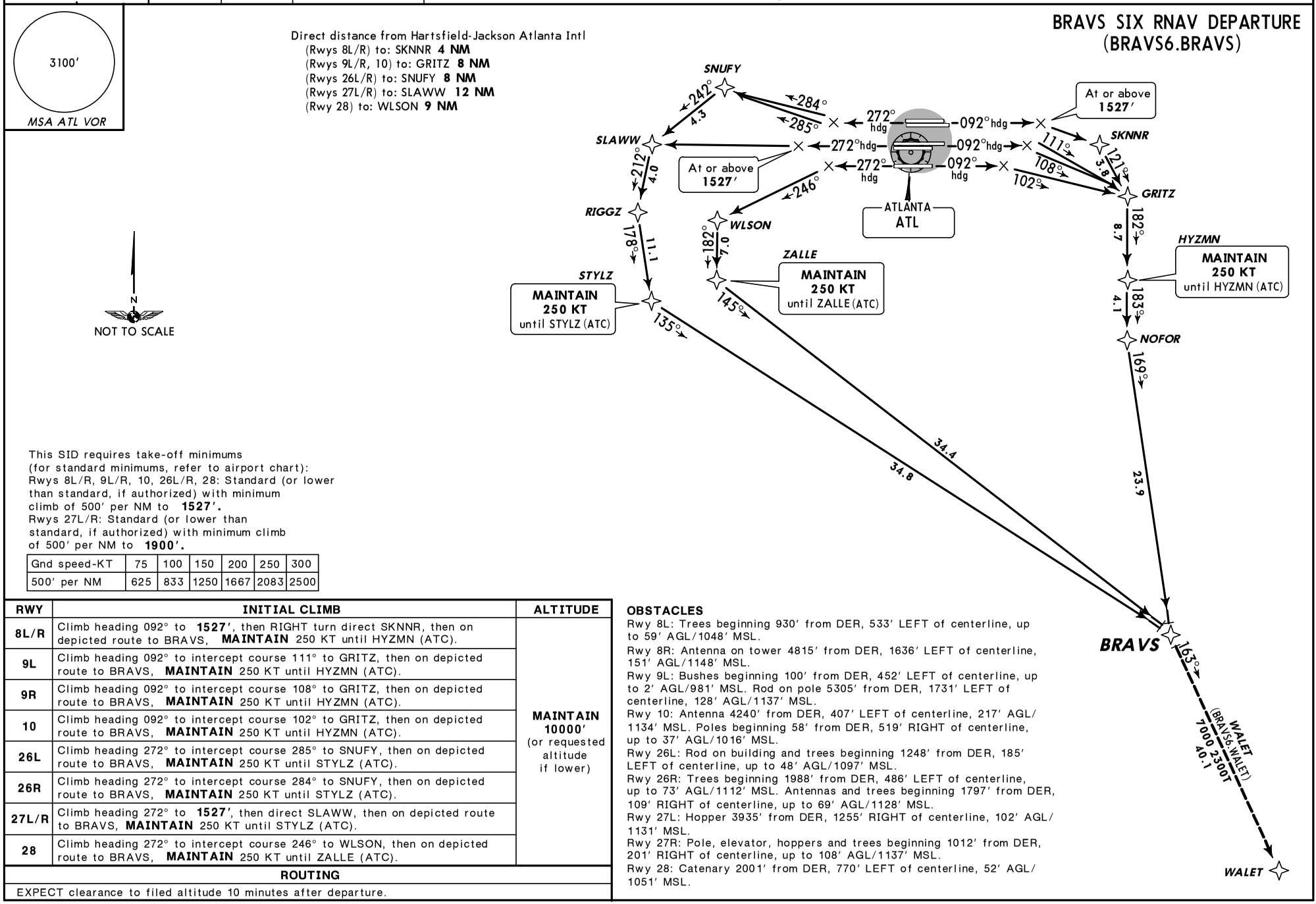


© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R) Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180 Trans alt: 18000′	
125.7	125.65	135.37	1026′		

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

BRAVS SIX RNAV DEPARTURE (BRAVS6.BRAVS)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9L/R, 10, 26L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**
Rwys 27L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1900′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R	Climb heading 092° to **1527′**, then RIGHT turn direct SKNNR, then on depicted route to BRAVS, **MAINTAIN** 250 KT until HYZMN (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to BRAVS, **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to BRAVS, **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to BRAVS, **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to BRAVS, **MAINTAIN** 250 KT until STYLZ (ATC).	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to BRAVS, **MAINTAIN** 250 KT until STYLZ (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to BRAVS, **MAINTAIN** 250 KT until STYLZ (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to BRAVS, **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

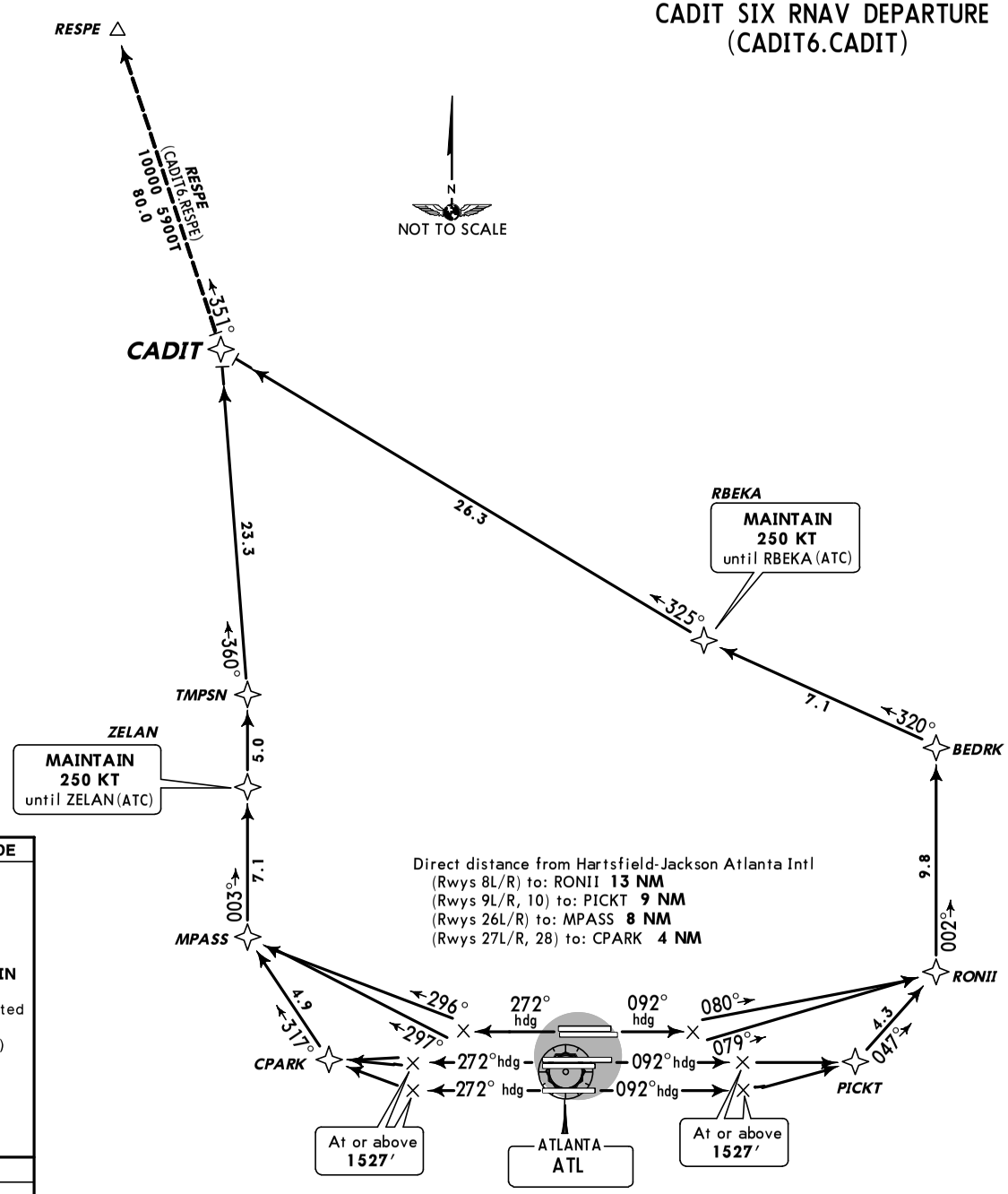
CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)					
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180	**1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.
125.7	125.65	135.37	1026′	Trans alt: 18000′	

3100′
MSA ATL VOR

CADIT SIX RNAV DEPARTURE
(CADIT6.CADIT)



OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to CADIT, **MAINTAIN** 250 KT until RBEKA (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to CADIT, **MAINTAIN** 250 KT until RBEKA (ATC).	
9L/R, 10	Climb heading 092° to **1527′**, then direct PICKT, then on depicted route CADIT, **MAINTAIN** 250 KT until RBEKA (ATC).	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to CADIT, **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to CADIT, **MAINTAIN** 250 KT until ZELAN (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct CPARK, then on depicted route to CADIT, **MAINTAIN** 250 KT until ZELAN (ATC).	
28	Climb heading 272° to **1527′**, then RIGHT turn direct CPARK, then on depicted route to CADIT, **MAINTAIN** 250 KT until ZELAN (ATC).	

ROUTING

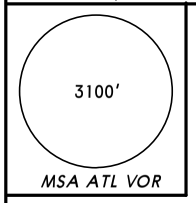
EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

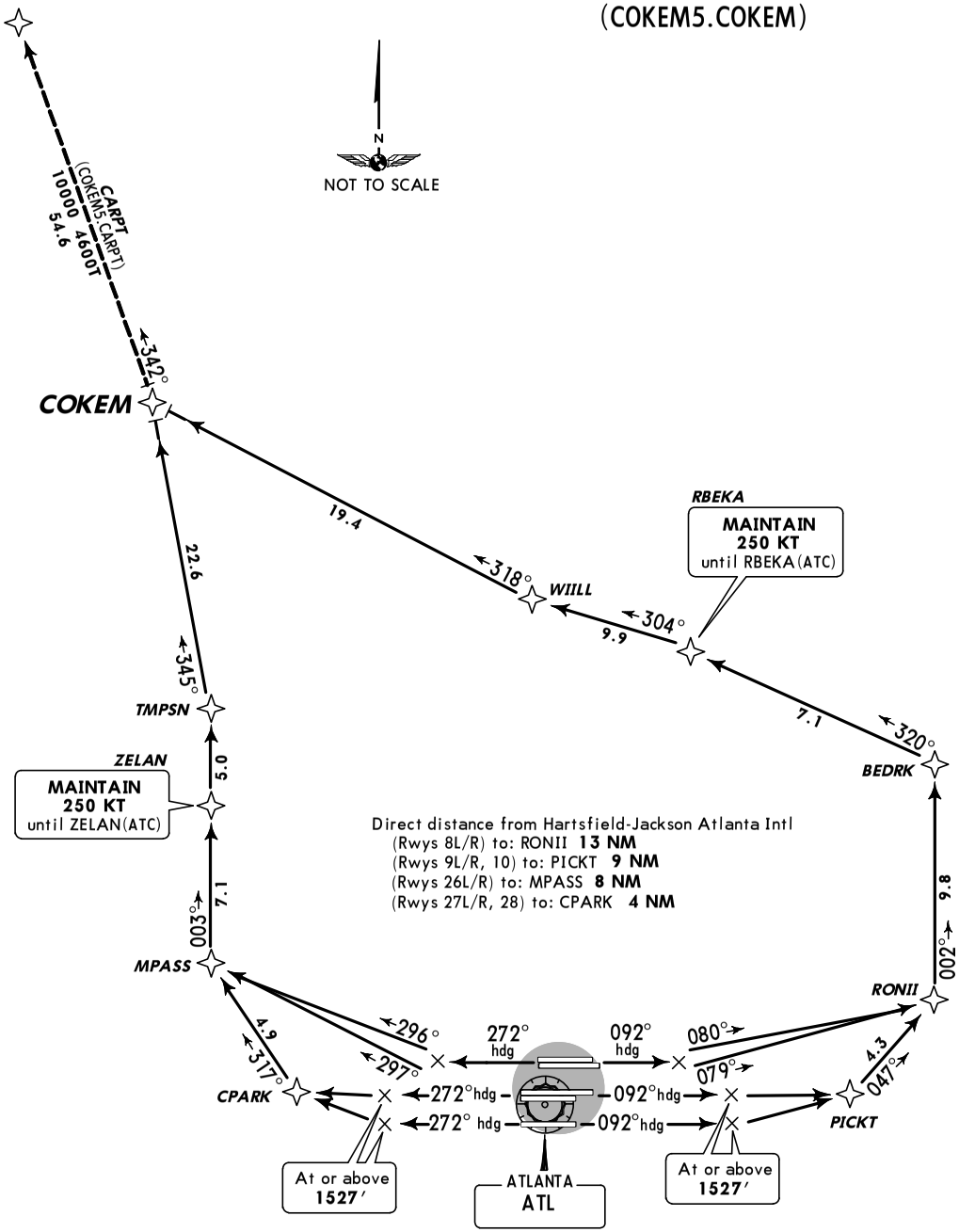
© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)			Apt Elev	Trans level: FL180
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′
125.7	125.65	135.37		

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.



COKEM FIVE RNAV DEPARTURE (COKEM5.COKEM)



OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to COKEM, **MAINTAIN** 250 KT until RBEKA (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to COKEM, **MAINTAIN** 250 KT until RBEKA (ATC).	
9L/R	Climb heading 092° to **1527′**, then direct PICKT, then on depicted route to COKEM, **MAINTAIN** 250 KT until RBEKA (ATC).	
10	Climb heading 092° to **1527′**, then direct PICKT, then on depicted route to COKEM, **MAINTAIN** 250 KT until RBEKA (ATC).	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to COKEM, **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to COKEM, **MAINTAIN** 250 KT until ZELAN (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct CPARK, then on depicted route to COKEM, **MAINTAIN** 250 KT until ZELAN (ATC).	
28	Climb heading 272° to **1527′**, then RIGHT turn direct CPARK, then on depicted route to COKEM, **MAINTAIN** 250 KT until ZELAN (ATC).	

ROUTING
EXPECT clearance to filed altitude 10 minutes after departure.

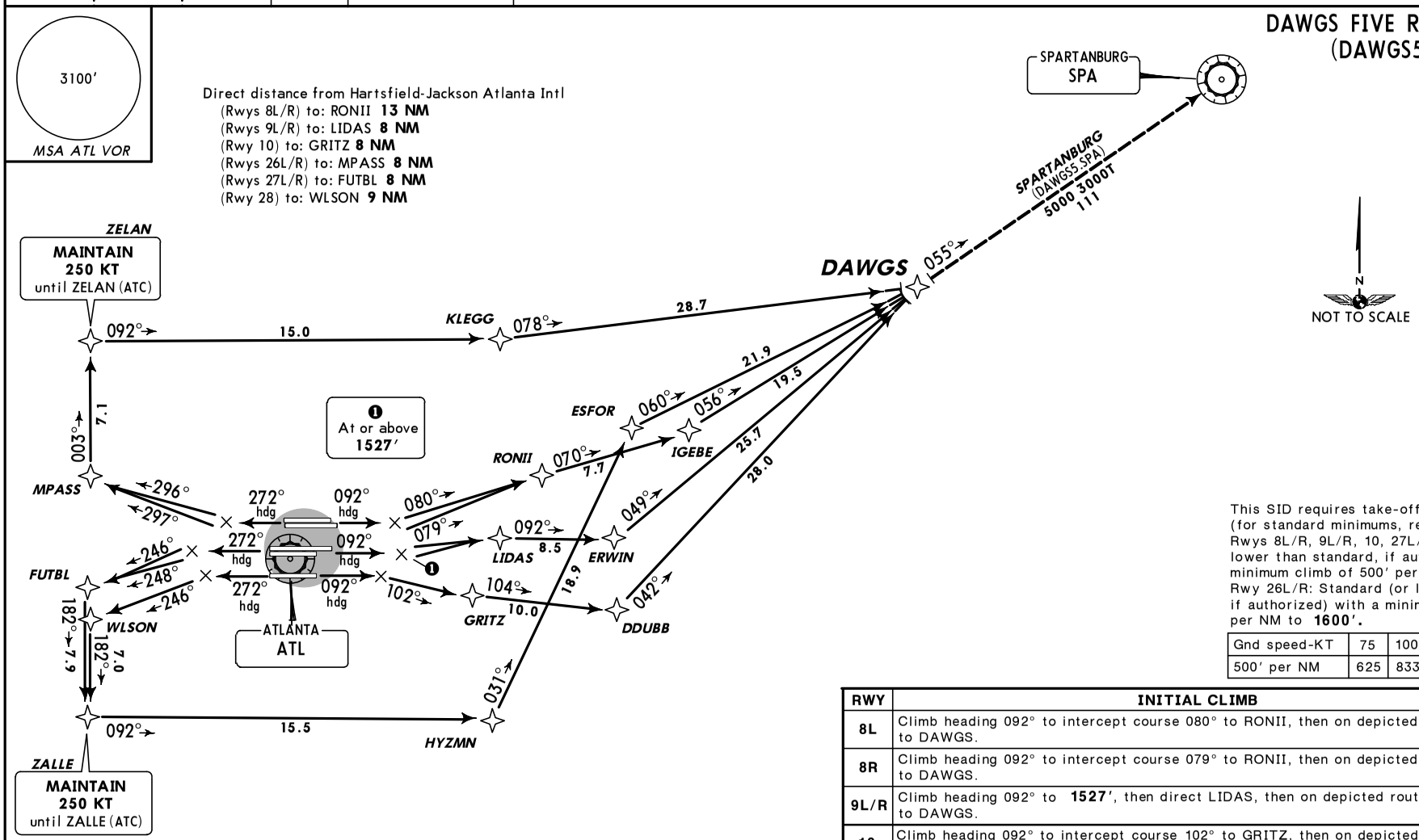
CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)				
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180
125.7	125.65	135.37	1026′	Trans alt: 18000′

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

DAWGS FIVE RNAV DEPARTURE (DAWGS5.DAWGS)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9L/R, 10, 27L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.** Rwy 26L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1600′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to DAWGS.	MAINTAIN 10000′ (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to DAWGS.	
9L/R	Climb heading 092° to **1527′**, then direct LIDAS, then on depicted route to DAWGS.	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to DAWGS.	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to DAWGS. **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to DAWGS. **MAINTAIN** 250 KT until ZELAN (ATC).	
27L	Climb heading 272° to intercept course 248° to FUTBL, then on depicted route to DAWGS. **MAINTAIN** 250 KT until ZALLE (ATC).	
27R	Climb heading 272° to intercept course 246° to FUTBL, then on depicted route to DAWGS. **MAINTAIN** 250 KT until ZALLE (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to DAWGS. **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

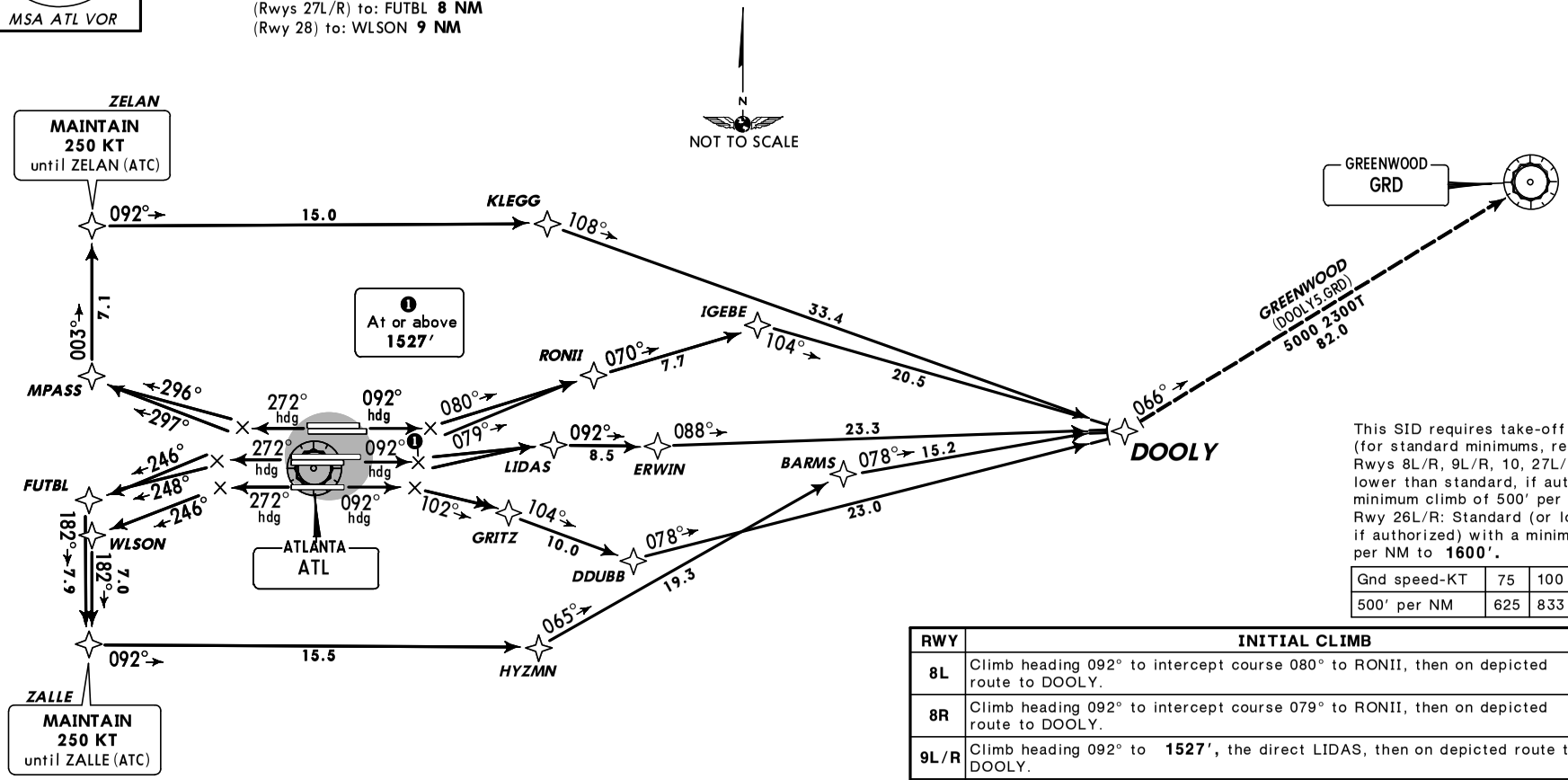
ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: RONII **13 NM**
(Rwys 9L/R) to: LIDAS **8 NM**
(Rwy 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: MPASS **8 NM**
(Rwys 27L/R) to: FUTBL **8 NM**
(Rwy 28) to: WLSON **9 NM**

DOOLY FIVE RNAV DEPARTURE (DOOLY5.DOOLY)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9L/R, 10, 27L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.** Rwy 26L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1600′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to DOOLY.	MAINTAIN 10000′ (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to DOOLY.	
9L/R	Climb heading 092° to **1527′,** the direct LIDAS, then on depicted route to DOOLY.	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to DOOLY.	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to DOOLY. **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to DOOLY. **MAINTAIN** 250 KT until ZELAN (ATC).	
27L	Climb heading 272° to intercept course 248° to FUTBL, then on depicted route to DOOLY. **MAINTAIN** 250 KT until ZALLE (ATC).	
27R	Climb heading 272° to intercept course 246° to FUTBL, then on depicted route to DOOLY. **MAINTAIN** 250 KT until ZALLE (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to DOOLY. **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

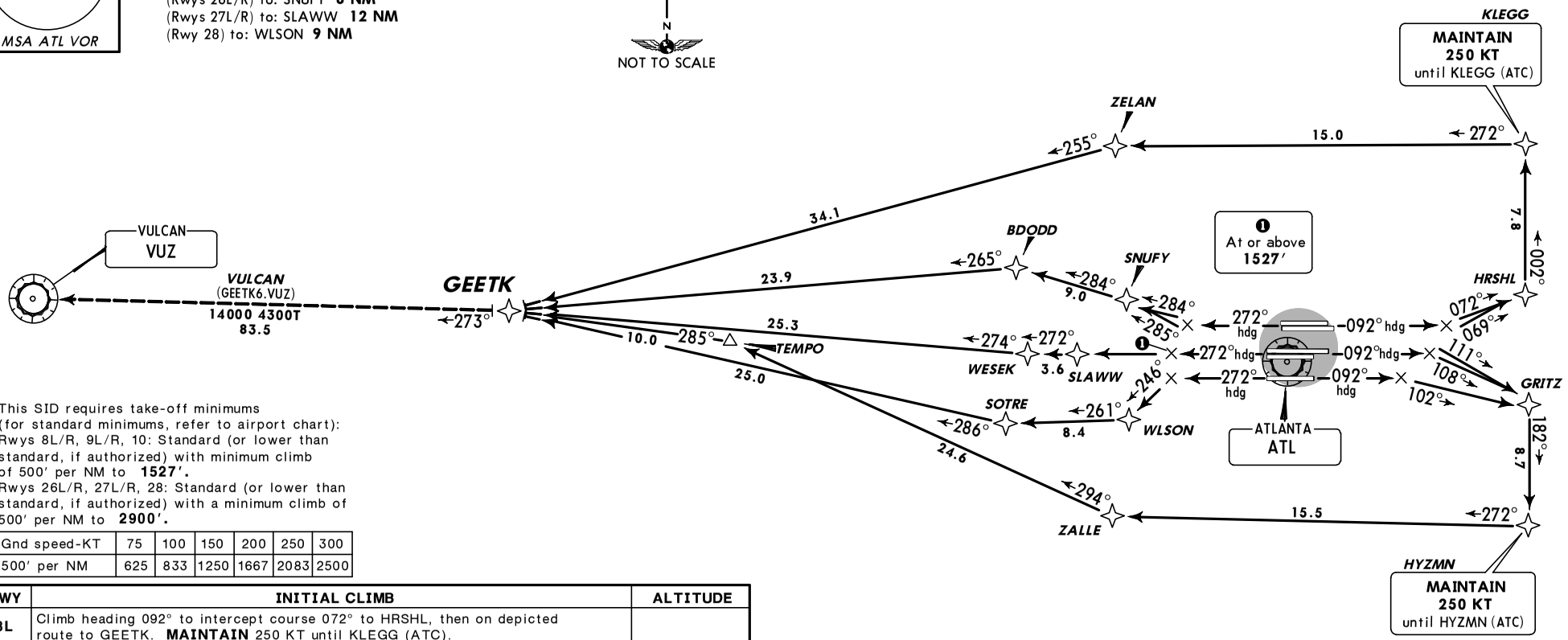
ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: HRSHL **8 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

GEETK SIX RNAV DEPARTURE
(GEETK6.GEETK)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9L/R, 10: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**
Rwys 26L/R, 27L/R, 28: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **2900′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 072° to HRSHL, then on depicted route to GEETK. **MAINTAIN** 250 KT until KLEGG (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 069° to HRSHL, then on depicted route to GEETK. **MAINTAIN** 250 KT until KLEGG (ATC).	
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to GEETK. **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to GEETK. **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to GEETK. **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to GEETK.	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to GEETK.	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to GEETK.	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to GEETK.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

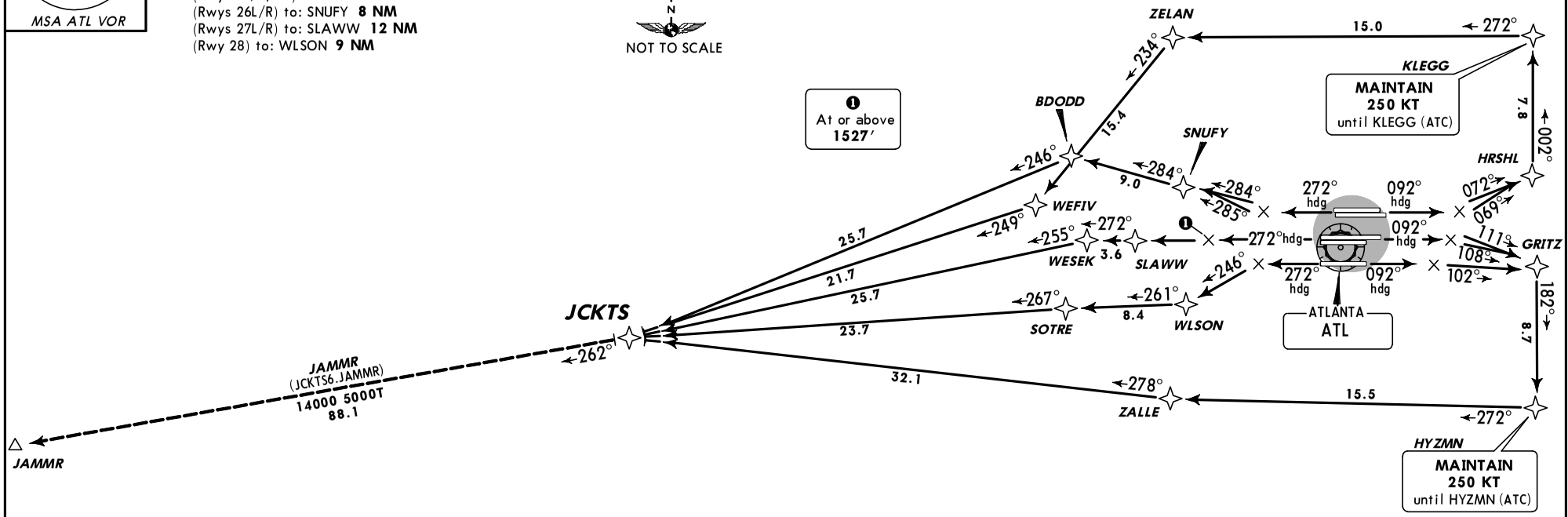
1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: HRSHL **8 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

N
NOT TO SCALE

JCKTS SIX RNAV DEPARTURE
(JCKTS6.JCKTS)



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 072° to HRSHL, then on depicted route to JCKTS. **MAINTAIN** 250 KT until KLEGG (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 069° to HRSHL, then on depicted route to JCKTS. **MAINTAIN** 250 KT until KLEGG (ATC).	
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to JCKTS. **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to JCKTS. **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to JCKTS. **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to JCKTS.	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to JCKTS.	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to JCKTS.	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to JCKTS.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL.
Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

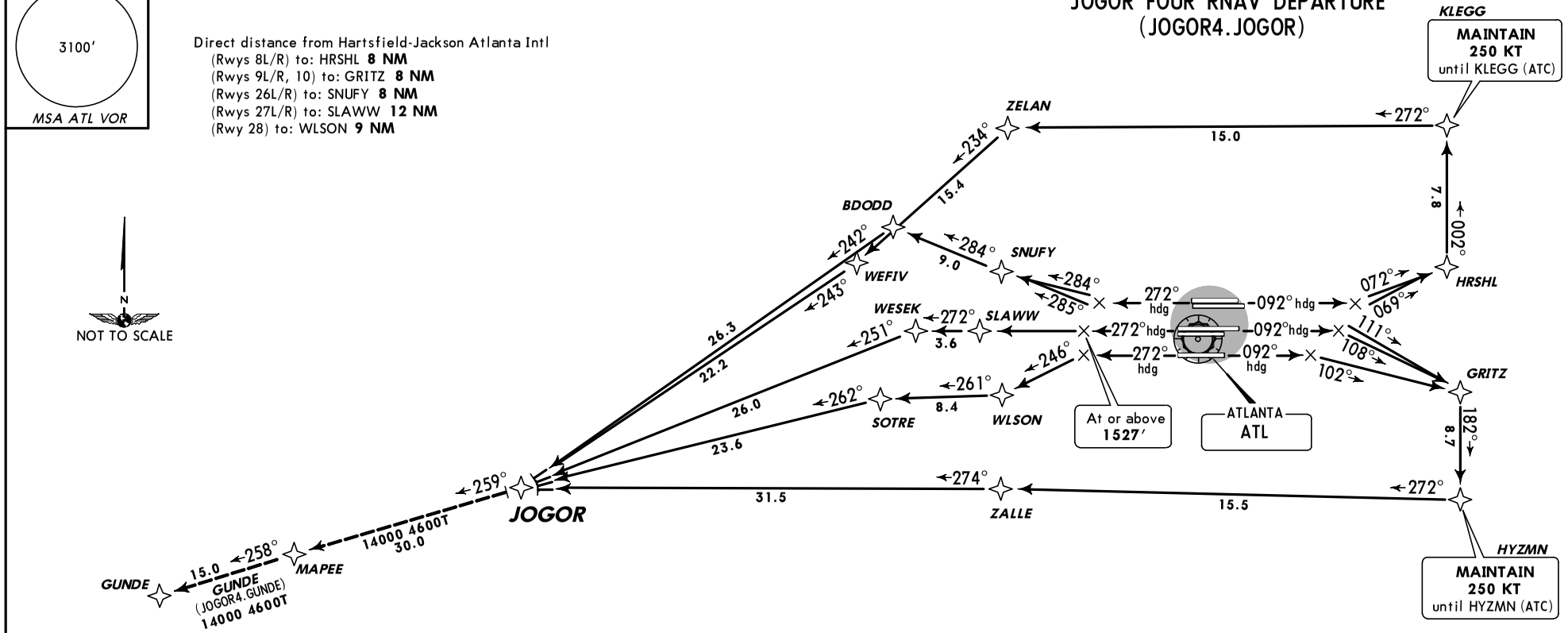
ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: HRSHL **8 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

JOGOR FOUR RNAV DEPARTURE
(JOGOR4.JOGOR)



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 072° to HRSHL, then on depicted route to JOGOR. **MAINTAIN** 250 KT until KLEGG (ATC).	MAINTAIN 10000′ (or requested altitude if lower)
8R	Climb heading 092° to intercept course 069° to HRSHL, then on depicted route to JOGOR. **MAINTAIN** 250 KT until KLEGG (ATC).	
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to JOGOR. **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to JOGOR. **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to JOGOR. **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to JOGOR.	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to JOGOR.	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to JOGOR.	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to JOGOR.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

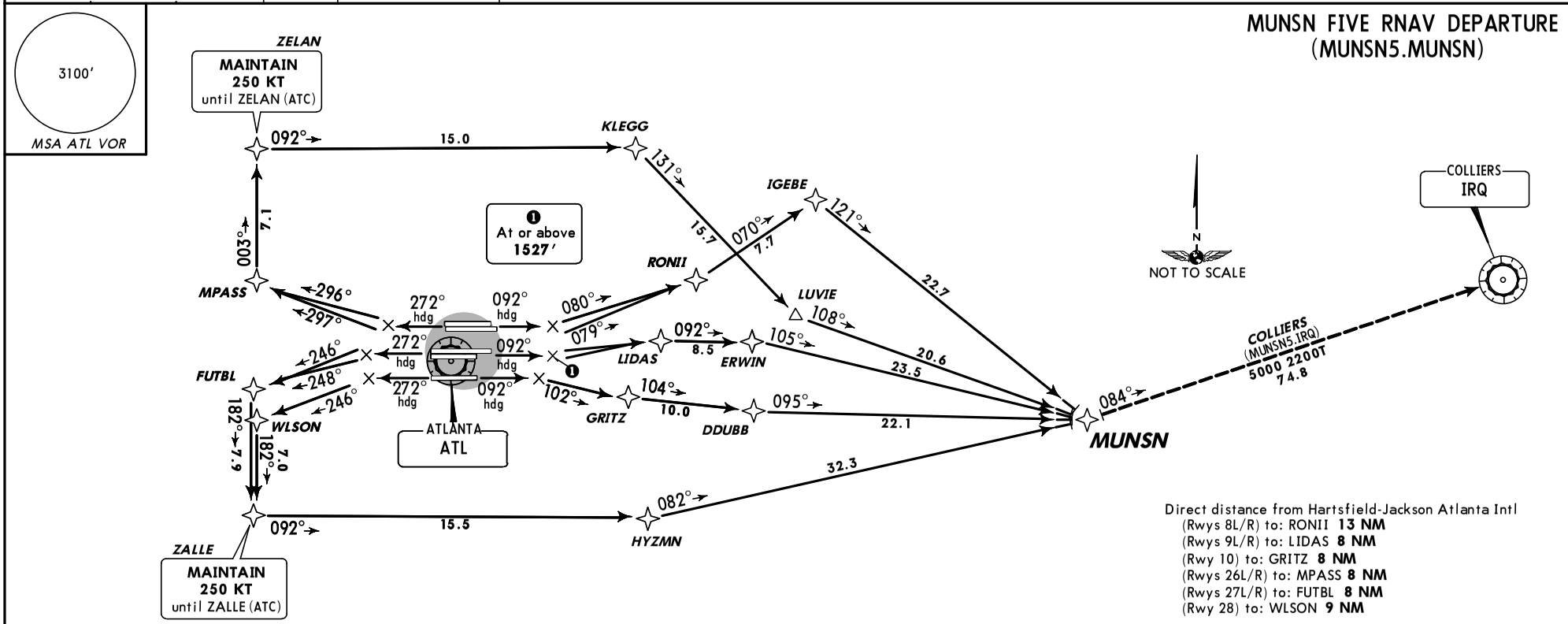
CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)					
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180	
125.7	125.65	135.37	1026′	Trans alt: 18000′	

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

MUNSN FIVE RNAV DEPARTURE (MUNSN5.MUNSN)



Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: RONII **13 NM**
(Rwys 9L/R) to: LIDAS **8 NM**
(Rwy 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: MPASS **8 NM**
(Rwys 27L/R) to: FUTBL **8 NM**
(Rwy 28) to: WLSON **9 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9L/R, 10, 27L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.** Rwy 26L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1600′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to MUNSN.	MAINTAIN 10000′ (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to MUNSN.	
9L/R	Climb heading 092° to **1527′**, then direct LIDAS, then on depicted route to MUNSN.	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to MUNSN.	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to MUNSN. **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to MUNSN. **MAINTAIN** 250 KT until ZELAN (ATC).	
27L	Climb heading 272° to intercept course 248° to FUTBL, then on depicted route to MUNSN. **MAINTAIN** 250 KT until ZALLE (ATC).	
27R	Climb heading 272° to intercept course 246° to FUTBL, then on depicted route to MUNSN. **MAINTAIN** 250 KT until ZALLE (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to MUNSN. **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING
EXPECT clearance to filed altitude 10 minutes after departure.

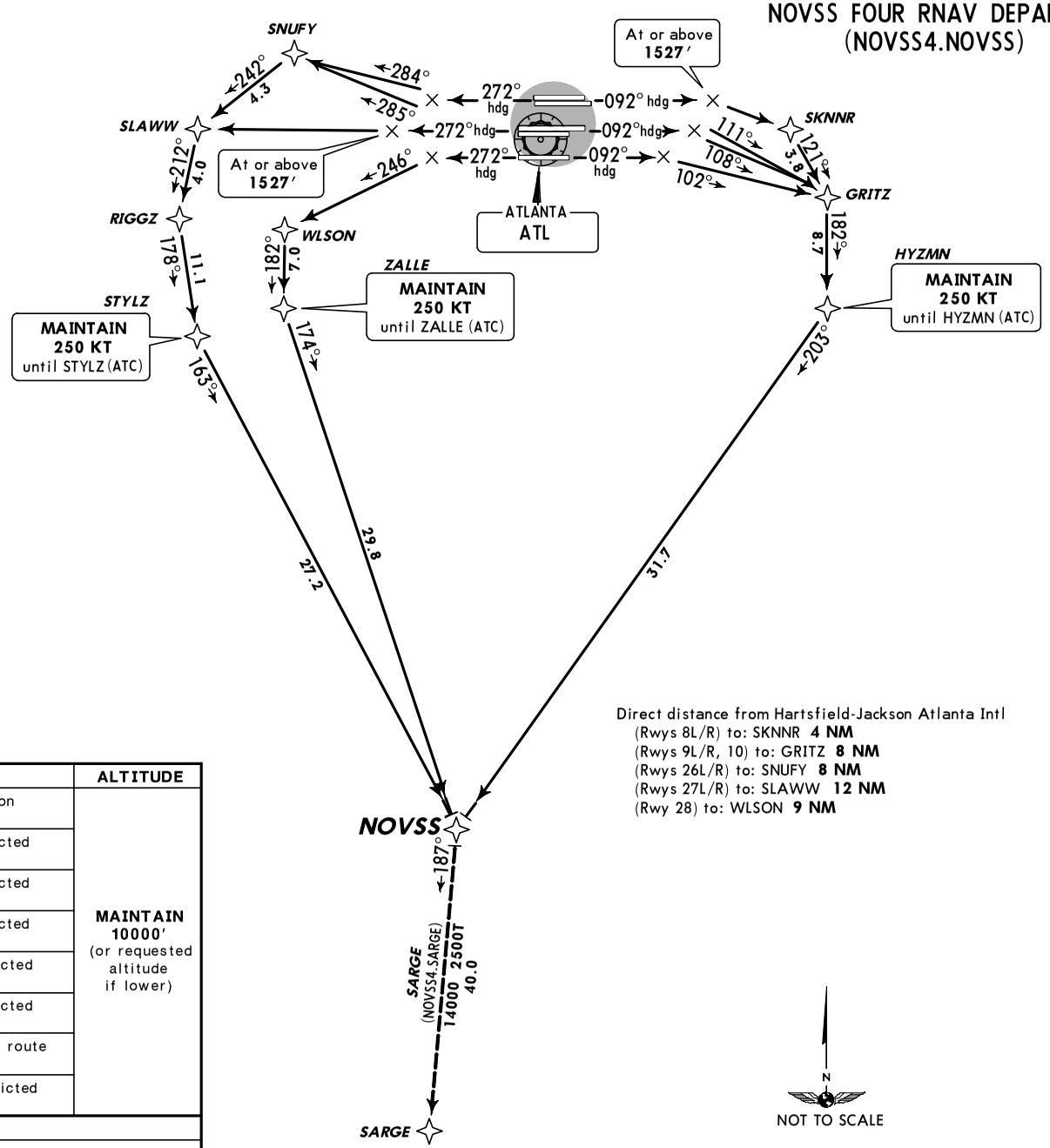
CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)					
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180	**1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.
125.7	125.65	135.37	1026′	Trans alt: 18000′	

3100′
MSA ATL VOR

NOVSS FOUR RNAV DEPARTURE (NOVSS4.NOVSS)



Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: SKNNR **4 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9L/R, 10, 26L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**
Rwys 27L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1900′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R	Climb heading 092° to **1527′**, then RIGHT turn direct SKNNR, then on depicted route to NOVSS, **MAINTAIN** 250 KT until HYZMN (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to NOVSS, **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to NOVSS, **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to NOVSS, **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to NOVSS, **MAINTAIN** 250 KT until STYLZ (ATC).	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to NOVSS, **MAINTAIN** 250 KT until STYLZ (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to NOVSS, **MAINTAIN** 250 KT until STYLZ (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to NOVSS, **MAINTAIN** 250 KT until ZALLE (ATC).	

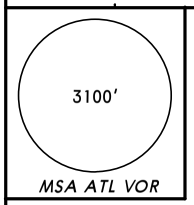
ROUTING
EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Rwy 10 initial climb text.

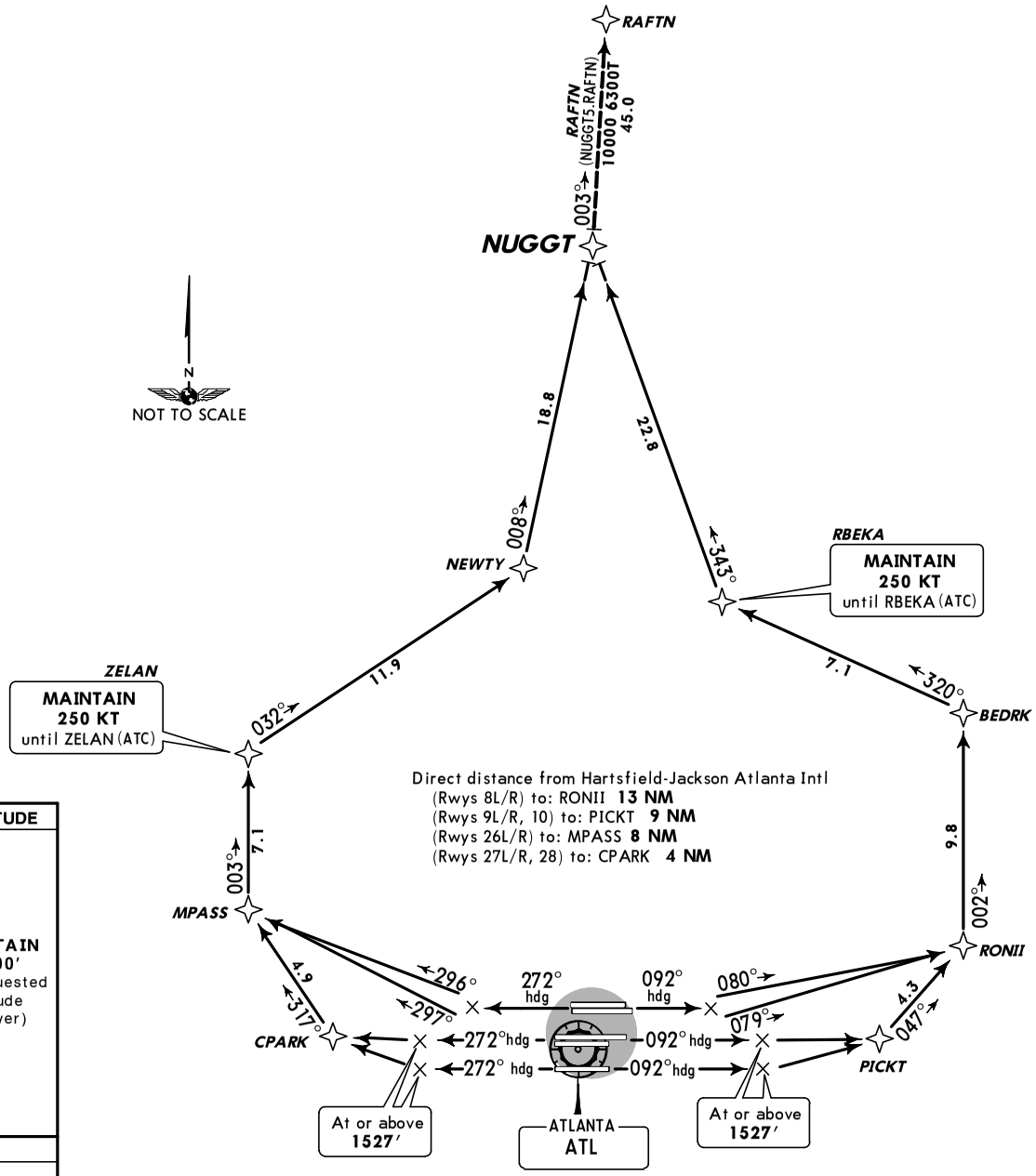
© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.



NUGGT FIVE RNAV DEPARTURE (NUGGT5.NUGGT)



OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to NUGGT, **MAINTAIN** 250 KT until RBEKA (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to NUGGT, **MAINTAIN** 250 KT until RBEKA (ATC).	
9L/R, 10	Climb heading 092° to **1527′**, then direct PICKT, then on depicted route to NUGGT, **MAINTAIN** 250 KT until RBEKA (ATC).	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to NUGGT, **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to NUGGT, **MAINTAIN** 250 KT until ZELAN (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct CPARK, then on depicted route to NUGGT, **MAINTAIN** 250 KT until ZELAN (ATC).	
28	Climb heading 272° to **1527′**, then RIGHT turn direct to CPARK, then on depicted route to NUGGT, **MAINTAIN** 250 KT until ZELAN (ATC).	

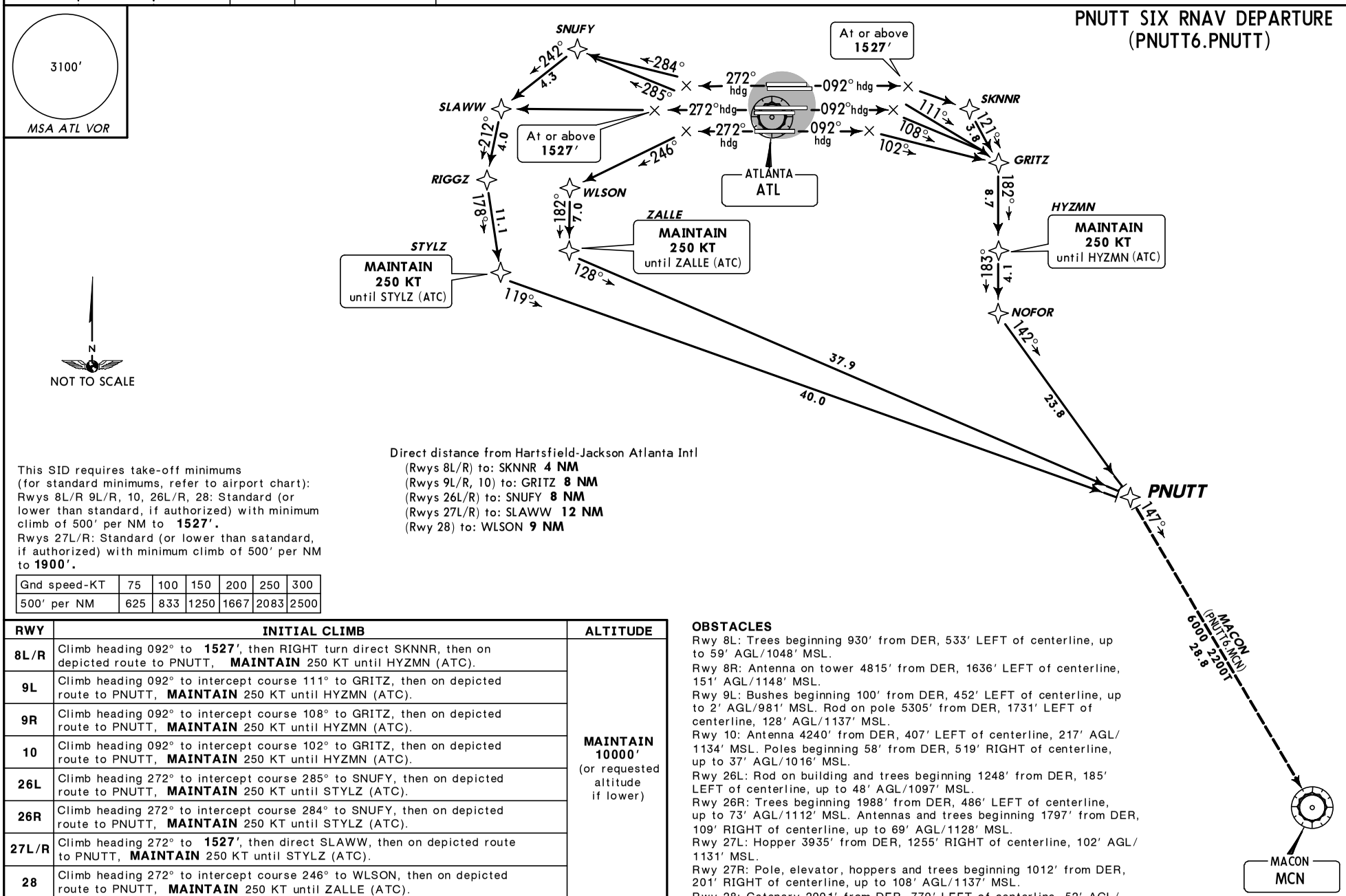
ROUTING
EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

© JEPPESEN,, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)					
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180	**1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.
125.7	125.65	135.37	1026′	Trans alt: 18000′	

PNUTT SIX RNAV DEPARTURE (PNUTT6.PNUTT)



Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: SKNNR **4 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R 9L/R, 10, 26L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**
Rwys 27L/R: Standard (or lower than satandard, if authorized) with minimum climb of 500′ per NM to **1900′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R	Climb heading 092° to **1527′**, then RIGHT turn direct SKNNR, then on depicted route to PNUTT, **MAINTAIN** 250 KT until HYZMN (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to PNUTT, **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to PNUTT, **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to PNUTT, **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to PNUTT, **MAINTAIN** 250 KT until STYLZ (ATC).	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to PNUTT, **MAINTAIN** 250 KT until STYLZ (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to PNUTT, **MAINTAIN** 250 KT until STYLZ (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to PNUTT, **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

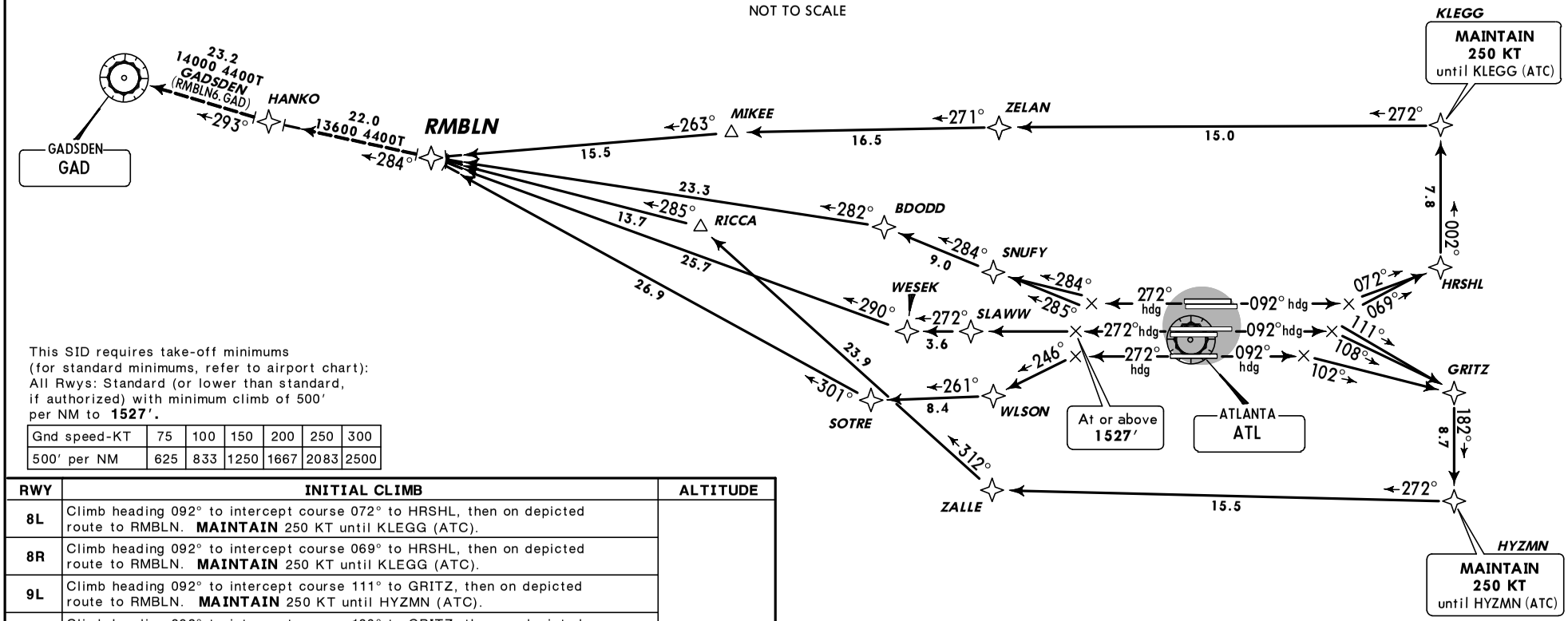
ATLANTA Departure (R)			Apt Elev	Trans level: FL180	
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	1026′	Trans alt: 18000′	
125.7	125.65	135.37			

1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact.
7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: HRSHL **8 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

RMBLN SIX RNAV DEPARTURE (RMBLN6.RMBLN)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 072° to HRSHL, then on depicted route to RMBLN. **MAINTAIN** 250 KT until KLEGG (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 069° to HRSHL, then on depicted route to RMBLN. **MAINTAIN** 250 KT until KLEGG (ATC).	
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to RMBLN. **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to RMBLN. **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to RMBLN. **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to RMBLN.	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to RMBLN.	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to RMBLN.	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to RMBLN.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

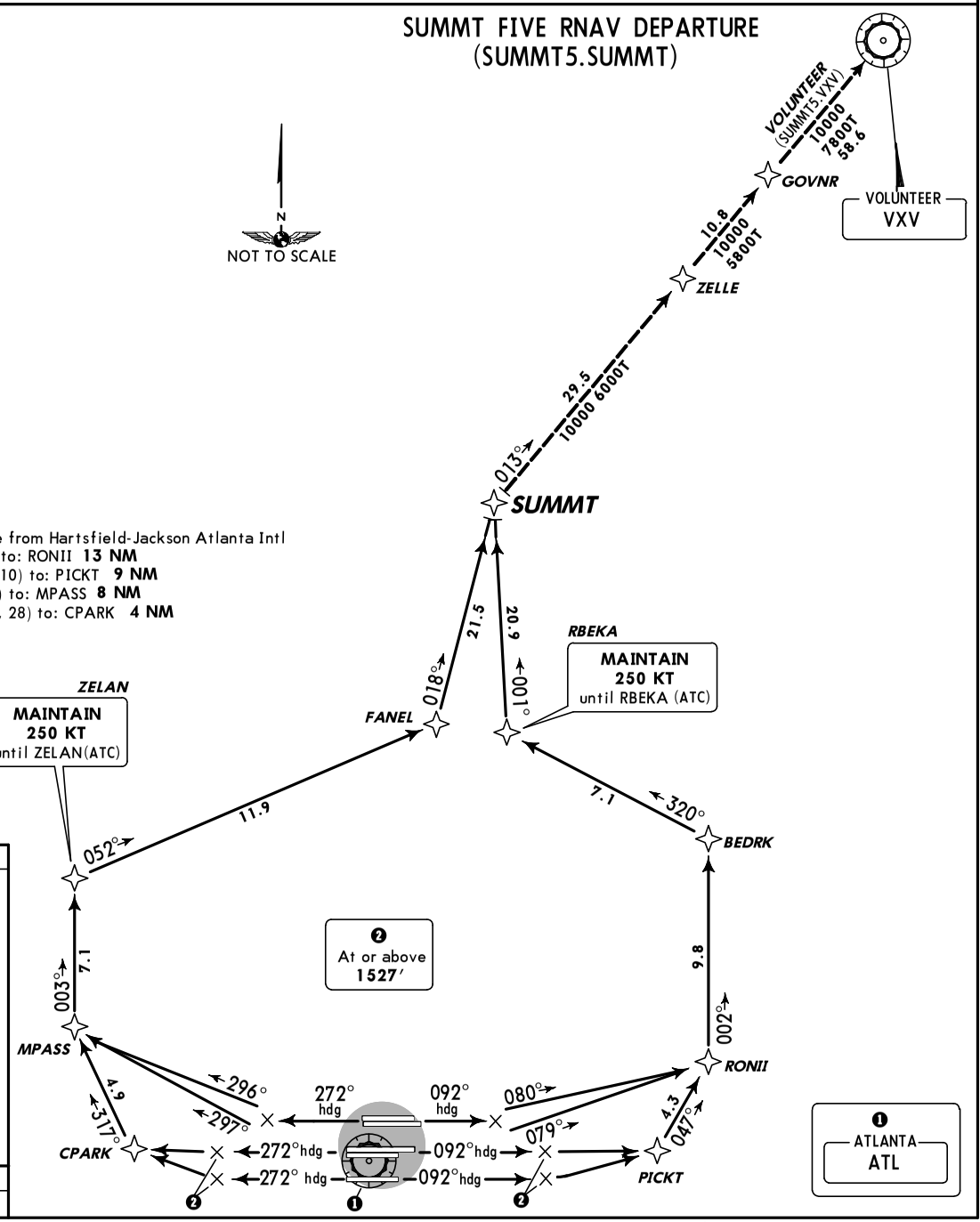
CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)					
Rwys 8L/R-26L/R	Rwys 9L/R-27L/R	Rwys 10-28	Apt Elev	Trans level: FL180	**1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery) readback only your call sign and transponder code, unless you have a question.
125.7	125.65	135.37	1026′	Trans alt: 18000′	

3100′
MSA ATL VOR

SUMMT FIVE RNAV DEPARTURE
(SUMMT5.SUMMT)



OBSTACLES
Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: RONII **13 NM**
(Rwys 9L/R, 10) to: PICKT **9 NM**
(Rwys 26L/R) to: MPASS **8 NM**
(Rwys 27L/R, 28) to: CPARK **4 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than satandard, if authorized) with minimum climb of 500′ per NM to **1527′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to SUMMT, **MAINTAIN** 250 KT until RBEKA (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to SUMMT, **MAINTAIN** 250 KT until RBEKA (ATC).	
9L/R, 10	Climb heading 092° to **1527′**, then direct PICKT, then on depicted route to SUMMT, **MAINTAIN** 250 KT until RBEKA (ATC).	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to SUMMT, **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to SUMMT, **MAINTAIN** 250 KT until ZELAN (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct CPARK, then on depicted route to SUMMT, **MAINTAIN** 250 KT until ZELAN (ATC).	
28	Climb heading 272° to **1527′**, then RIGHT turn direct CPARK, then on depicted route to SUMMT, **MAINTAIN** 250 KT until ZELAN (ATC).	

ROUTING
EXPECT clearance to filed altitude 10 minutes after departure.

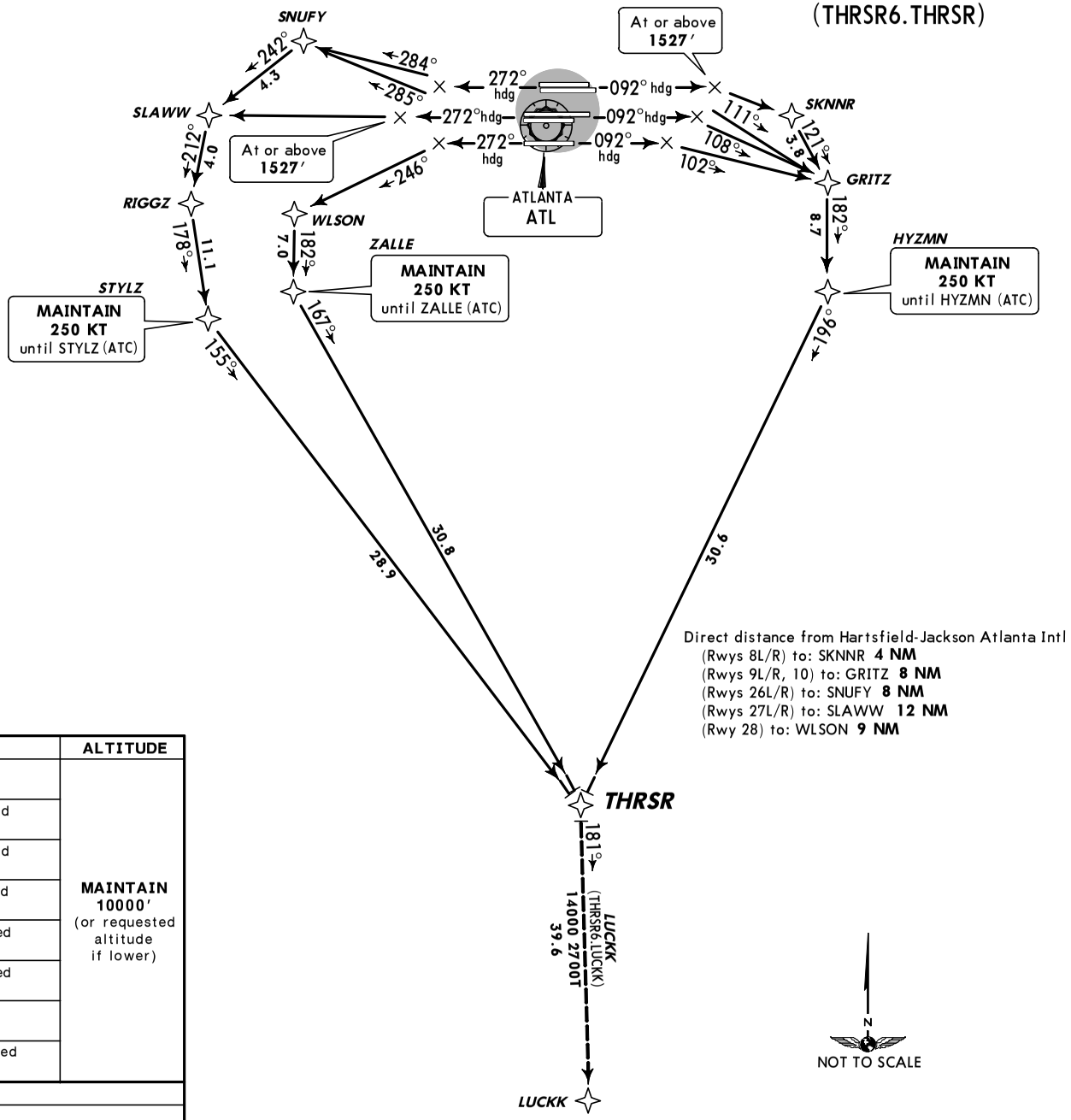
CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)			Apt Elev	Trans level: FL180	**1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. 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	125.65	135.37	1026′	Trans alt: 18000′	

3100′
MSA ATL VOR

THRSR SIX RNAV DEPARTURE (THRSR6.THRSR)



OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9L/R, 10, 26L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.**
Rwys 27L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1900′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R	Climb heading 092° to **1527′**, then RIGHT turn direct SKNNR, then on depicted route to THRSR, **MAINTAIN** 250 KT until HYZMN (ATC).	**MAINTAIN 10000′** (or requested altitude if lower)
9L	Climb heading 092° to intercept course 111° to GRITZ, then on depicted route to THRSR, **MAINTAIN** 250 KT until HYZMN (ATC).	
9R	Climb heading 092° to intercept course 108° to GRITZ, then on depicted route to THRSR, **MAINTAIN** 250 KT until HYZMN (ATC).	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to THRSR, **MAINTAIN** 250 KT until HYZMN (ATC).	
26L	Climb heading 272° to intercept course 285° to SNUFY, then on depicted route to THRSR, **MAINTAIN** 250 KT until STYLZ (ATC).	
26R	Climb heading 272° to intercept course 284° to SNUFY, then on depicted route to THRSR, **MAINTAIN** 250 KT until STYLZ (ATC).	
27L/R	Climb heading 272° to **1527′**, then direct SLAWW, then on depicted route to THRSR, **MAINTAIN** 250 KT until STYLZ (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to THRSR, **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: SKNNR **4 NM**
(Rwys 9L/R, 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: SNUFY **8 NM**
(Rwys 27L/R) to: SLAWW **12 NM**
(Rwy 28) to: WLSON **9 NM**

CHANGES: Procedure renumbered, revised.

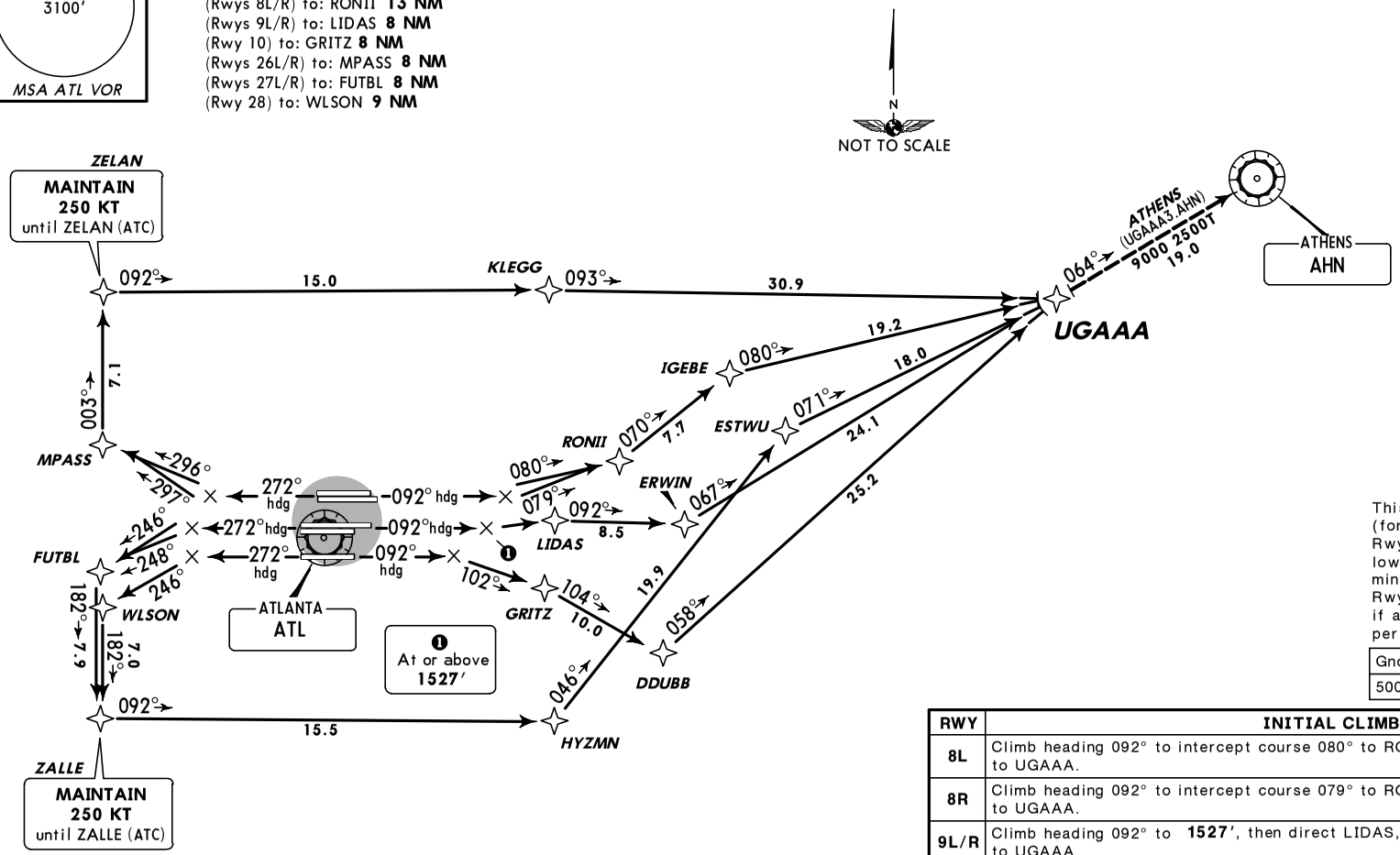
© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATLANTA Departure (R)			Apt Elev	Trans level: FL180	1. RADAR required for non-GPS equipped aircraft. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. For Turbojets only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rate, advise ATC on initial contact. 7. Use departure frequency depicted unless otherwise assigned. 8. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 9. Midfield aircraft at ramps 1, 2, 3, 4, 5 & 6 will advise ramp towers of departure SID prior to pushback. 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	125.65	135.37	1026′	Trans alt: 18000′	

3100′
MSA ATL VOR

Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: RONII **13 NM**
(Rwys 9L/R) to: LIDAS **8 NM**
(Rwy 10) to: GRITZ **8 NM**
(Rwys 26L/R) to: MPASS **8 NM**
(Rwys 27L/R) to: FUTBL **8 NM**
(Rwy 28) to: WLSON **9 NM**

UGAAA THREE RNAV DEPARTURE (UGAAA3.UGAAA)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9L/R, 10, 27L/R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1527′.** Rwy 26L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1800′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to intercept course 080° to RONII, then on depicted route to UGAAA.	MAINTAIN 10000′ (or requested altitude if lower)
8R	Climb heading 092° to intercept course 079° to RONII, then on depicted route to UGAAA.	
9L/R	Climb heading 092° to **1527′**, then direct LIDAS, then on depicted route to UGAAA.	
10	Climb heading 092° to intercept course 102° to GRITZ, then on depicted route to UGAAA.	
26L	Climb heading 272° to intercept course 297° to MPASS, then on depicted route to UGAAA. **MAINTAIN** 250 KT until ZELAN (ATC).	
26R	Climb heading 272° to intercept course 296° to MPASS, then on depicted route to UGAAA. **MAINTAIN** 250 KT until ZELAN (ATC).	
27L	Climb heading 272° to intercept course 248° to FUTBL, then on depicted route to UGAAA. **MAINTAIN** 250 KT until ZALLE (ATC).	
27R	Climb heading 272° to intercept course 246° to FUTBL, then on depicted route to UGAAA. **MAINTAIN** 250 KT until ZALLE (ATC).	
28	Climb heading 272° to intercept course 246° to WLSON, then on depicted route to UGAAA. **MAINTAIN** 250 KT until ZALLE (ATC).	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 8L: Trees beginning 930′ from DER, 533′ LEFT of centerline, up to 59′ AGL/1048′ MSL.
Rwy 8R: Antenna on tower 4815′ from DER, 1636′ LEFT of centerline, 151′ AGL/1148′ MSL.
Rwy 9L: Bushes beginning 100′ from DER, 452′ LEFT of centerline, up to 2′ AGL/981′ MSL. Rod on pole 5305′ from DER, 1731′ LEFT of centerline, 128′ AGL/1137′ MSL.
Rwy 10: Antenna 4240′ from DER, 407′ LEFT of centerline, 217′ AGL/1134′ MSL. Poles beginning 58′ from DER, 519′ RIGHT of centerline, up to 37′ AGL/1016′ MSL.
Rwy 26L: Rod on building and trees beginning 1248′ from DER, 185′ LEFT of centerline, up to 48′ AGL/1097′ MSL.
Rwy 26R: Trees beginning 1988′ from DER, 486′ LEFT of centerline, up to 73′ AGL/1112′ MSL. Antennas and trees beginning 1797′ from DER, 109′ RIGHT of centerline, up to 69′ AGL/1128′ MSL.
Rwy 27L: Hopper 3935′ from DER, 1255′ RIGHT of centerline, 102′ AGL/1131′ MSL.
Rwy 27R: Pole, elevator, hoppers and trees beginning 1012′ from DER, 201′ RIGHT of centerline, up to 108′ AGL/1137′ MSL.
Rwy 28: Catenary 2001′ from DER, 770′ LEFT of centerline, 52′ AGL/1051′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

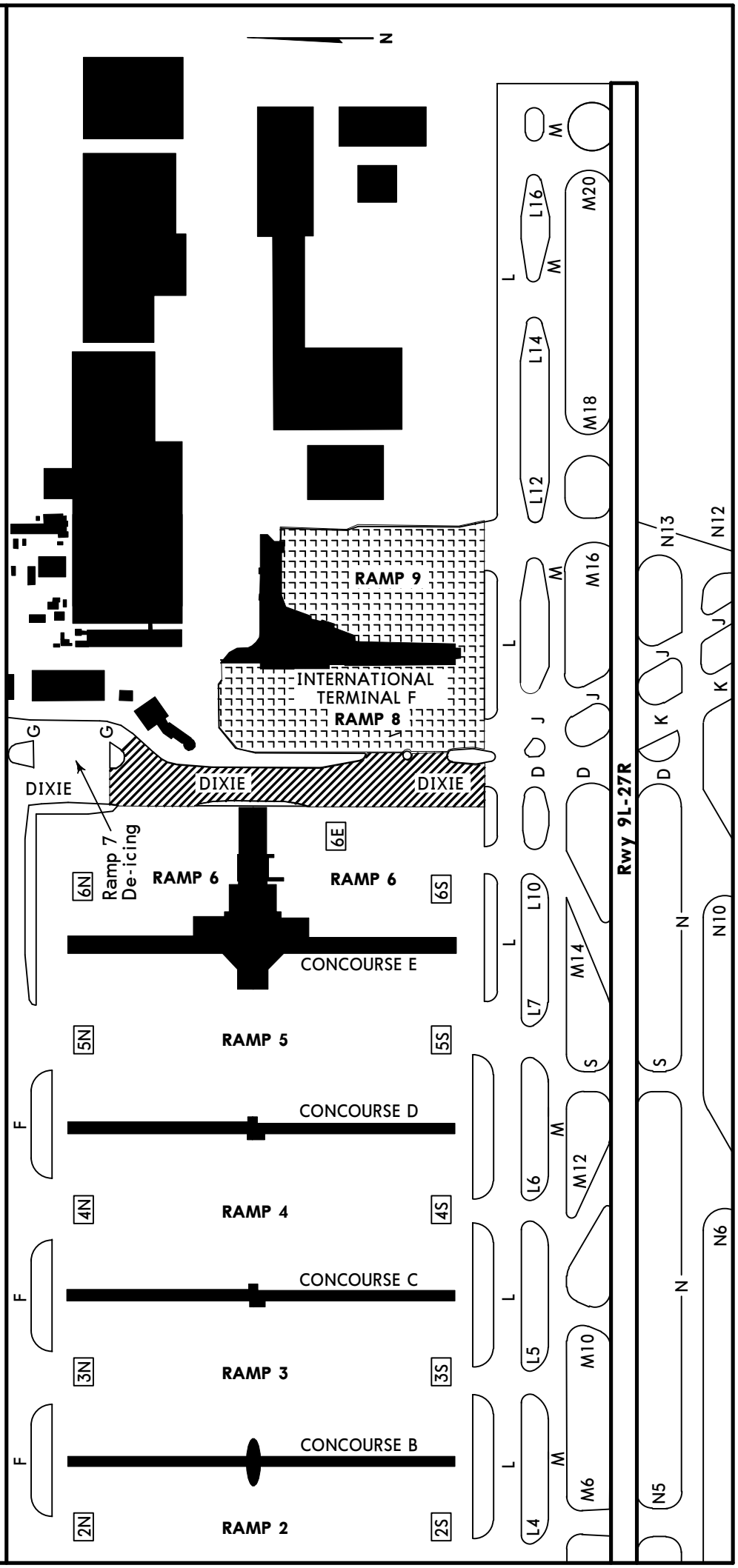
HARTSFIELD-JACKSON ATLANTA INTL CONSTRUCTION

Check NOTAMs for specific information on closures, dates/times

All construction dates are approximate

Ramps 8 & 9 and International Terminal F (Spring 2012)

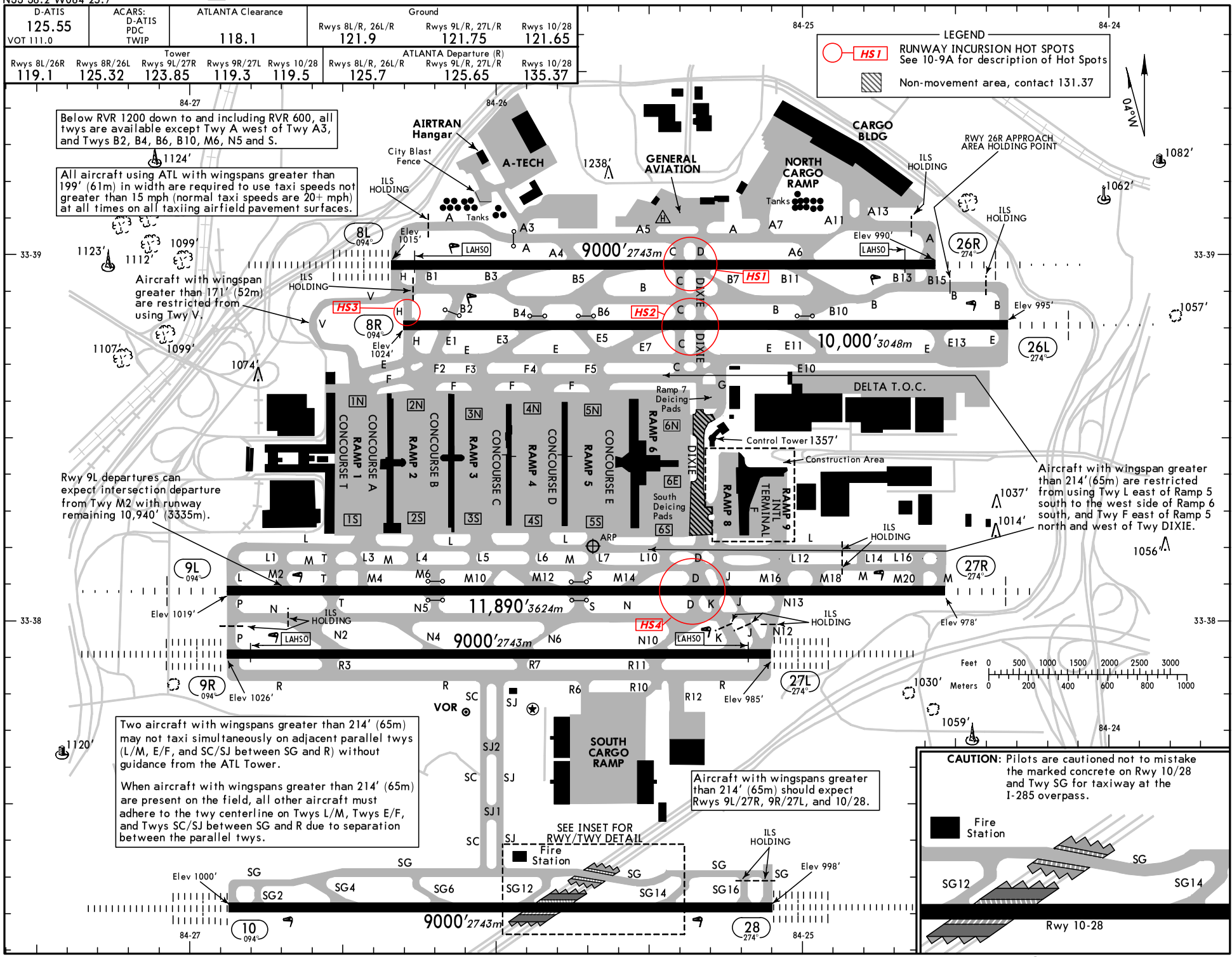
Twy DIXIE between Twy G and L is a non-movement area. Contact 131.37.



© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

D-ATIS	ACARS: D-ATIS PDC TWIP	ATLANTA Clearance	Ground		
125.55 VOT 111.0		118.1	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65

Tower					ATLANTA Departure (R)		
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
119.1	125.32	123.85	119.3	119.5	125.7	125.65	135.37



CHANGES: Construction and non-movement area added, ramp DIXIE revised.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

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 Rwys 8R/26L, 9L/27R for departures; Rwys 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 — LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8R	HIRL CL ❶PAPI-L grooved RVR		8751′ 2667m			150′ 46m
26L	HIRL CL MALSR PAPI-L grooved RVR		8900′ 2713m			
❶ Angle 3.0°.						
8L	HIRL CL ALSF-II TDZ ❷PAPI-L grooved RVR	❸8800′2682m	7600′ 2316m	Twy B13 8490′2588m		150′ 46m
26R	HIRL CL MALSR TDZ PAPI-L grooved RVR		7651′ 2332m	Twy H 8600′2621m		
❷ Angle 3.0°. ❸ Last 200′ (61m) is unavailable for landing distance computations.						
9R	HIRL CL ALSF-II TDZ ❹PAPI-L grooved RVR		7848′ 2392m	Twy J 8620′2627m		150′ 46m
27L	HIRL CL ALSF-II TDZ ❹PAPI-R grooved RVR	❺8865′2702m	7789′ 2374m	Twy P 8600′2621m		
❹ Angle 3.0°. ❺ Last 135′ (41m) is unavailable for landing distance computations.						
9L	HIRL CL MALSR ❼PAPI-R grooved RVR	❽11,730′3575m	10,630′3240m			150′ 46m
❻27R	HIRL CL MALS ❼PAPI-R grooved RVR	❾11,690′3563m	10,670′3252m			
❻ Tree 4424′ (1348m) from departure end of runway, 1006′ (307m) right of centerline. ❼ Angle 3.0°. ❽ Last 160′ (49m) is unavailable for landing distance computations. ❾ Last 200′ (61m) is unavailable for landing distance computations.						
10 28	HIRL CL ALSF-II TDZ grooved RVR		7850′ 2393m			150′ 46m
			7900′ 2408m			

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Intersections of Twys C and DIXIE at Rwy 8L/26R. Hold short line is only 250 feet after exiting the FBO ramp. Rwy hold bar is canted which peaks towards the taxiway.

HS2 Intersections of Twys C and DIXIE at Rwy 8R/26L. Caution transitioning between the parallel rwys. Rwy hold bar is canted which peaks towards the taxiway. Rwy hold short line is only 380 ft away after exiting Rwy 8L/26R and 70 feet south of the Twy B centerline.

HS3 Intersection of Twy H at Rwy 8R/26L. Aircraft traveling westbound for the Twy V end-around, mistakenly turn southbound on Twy H and enter Rwy 8R/26L.

HS4 Intersection of Twy DIXIE at Rwy 9L/27R. Aircraft southbound on Twy DIXIE fail to turn on Twy L/M and enter Rwy 9L/27R. Aircraft crossing Rwy 9L/27R at Twy DIXIE southbound to Twy K must turn 45 degrees left immediately after crossing the Rwy hold bar.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8R

❶ With Mim climb of 247′/NM to 1200′

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other CEIL-VIS
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- RVR 50 or 1

❶ 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

❷ With Mim climb of 234′/NM to 1200′

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other CEIL-VIS
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- RVR 60 or 1 1/4

❷ 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

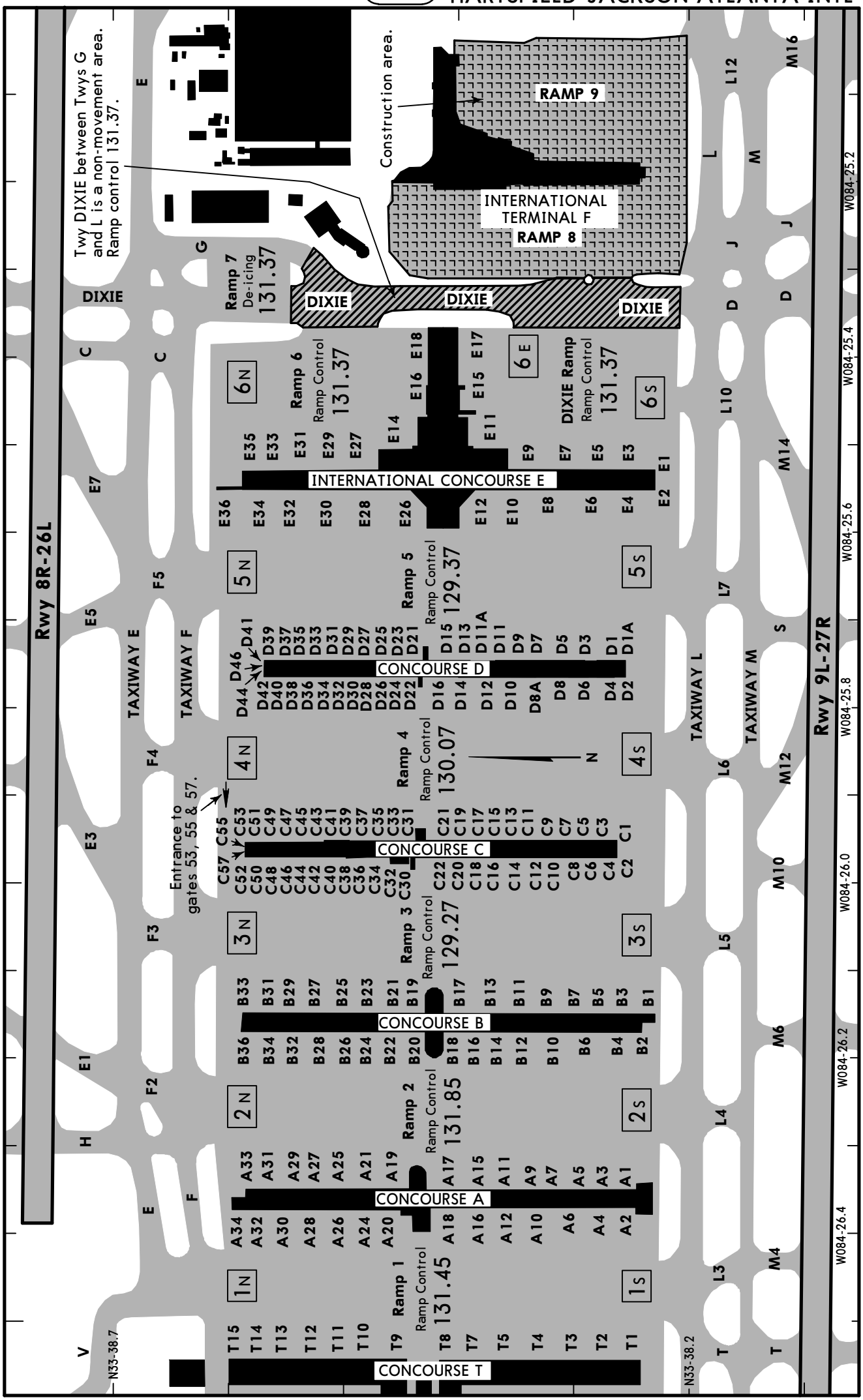
Rwy 8R - Climb heading 092° to 1500′ before turning right.
Rwy 9L - Climb heading 092° to 1400′ before turning left.

FOR FILING AS ALTERNATE

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

AMEND 4

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.



CHANGES: Chart revised.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

PARKING GATE COORDINATES

GATE No.	COORDINATES
CONCOURSE A	
A1 thru A7	N33 38.3 W084 26.3
A9, A10	N33 38.3 W084 26.3
A11, A12	N33 38.4 W084 26.3
A15 thru A19	N33 38.4 W084 26.3
A20, A21	N33 38.5 W084 26.3
A24 thru A29	N33 38.5 W084 26.3
A30 thru A34	N33 38.6 W084 26.3
CONCOURSE B	
B1, B2	N33 38.2 W084 26.1
B3 thru B7	N33 38.3 W084 26.1
B9, B10	N33 38.3 W084 26.1
B11 thru B14	N33 38.4 W084 26.1
B16, B17, B18	N33 38.4 W084 26.1
B19 thru B29	N33 38.5 W084 26.1
B31 thru B34	N33 38.6 W084 26.1
B36	N33 38.6 W084 26.1
CONCOURSE C	
C1, C2	N33 38.2 W084 25.9
C3 thru C14	N33 38.3 W084 25.9
C15 thru C22	N33 38.4 W084 25.9
C30 thru C45	N33 38.5 W084 25.9
C46 thru C53	N33 38.6 W084 25.9
C55, C57	N33 38.6 W084 25.9
CONCOURSE D	
D1	N33 38.3 W084 25.7
D1A	N33 38.2 W084 25.7
D2	N33 38.2 W084 25.8
D3	N33 38.3 W084 25.7
D4	N33 38.3 W084 25.8
D5	N33 38.3 W084 25.7
D6	N33 38.3 W084 25.8
D7	N33 38.3 W084 25.7
D8, D8A	N33 38.3 W084 25.8
D9	N33 38.3 W084 25.7
D10	N33 38.4 W084 25.8
D11, D11A	N33 38.4 W084 25.7
D12	N33 38.4 W084 25.8
D13	N33 38.4 W084 25.7
D14	N33 38.4 W084 25.8
D15	N33 38.4 W084 25.7
D16	N33 38.4 W084 25.8
D21	N33 38.4 W084 25.7
D22	N33 38.4 W084 25.8
D23	N33 38.5 W084 25.7
CONCOURSE D (Cont'd)	
D24	N33 38.5 W084 25.8
D25	N33 38.5 W084 25.7
D26	N33 38.5 W084 25.8
D27	N33 38.5 W084 25.7
D28	N33 38.5 W084 25.8
D29	N33 38.5 W084 25.7
D30	N33 38.5 W084 25.8
D31	N33 38.5 W084 25.7
D32	N33 38.5 W084 25.8
D33	N33 38.5 W084 25.7
D34	N33 38.5 W084 25.8
D35	N33 38.6 W084 25.7
D36	N33 38.5 W084 25.8
D37	N33 38.6 W084 25.7
D38	N33 38.6 W084 25.8
D39	N33 38.6 W084 25.7
D40	N33 38.6 W084 25.8
D41	N33 38.6 W084 25.7
D42	N33 38.6 W084 25.8
D44	N33 38.6 W084 25.8
D46	N33 38.6 W084 25.8
INTERNATIONAL CONCOURSE E	
E1, E2	N33 38.2 W084 25.5
E3 thru E9	N33 38.3 W084 25.5
E10, E11, E12	N33 38.4 W084 25.5
E14	N33 38.4 W084 25.5
E15 thru E18	N33 38.4 W084 25.4
E26	N33 38.5 W084 25.6
E27	N33 38.5 W084 25.5
E28	N33 38.5 W084 25.6
E29	N33 38.5 W084 25.5
E30	N33 38.5 W084 25.6
E31	N33 38.5 W084 25.5
E32	N33 38.6 W084 25.6
E33	N33 38.6 W084 25.5
E34	N33 38.6 W084 25.5
E35	N33 38.6 W084 25.5
E36	N33 38.6 W084 25.6
CONCOURSE T	
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: A13, B8, B15, and B30 removed.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

KATL/ATL

JEPPESEN

SMGCS

HARTSFIELD-JACKSON ATLANTA INTL (10-9D) 30 APR 10

ATLANTA, GA

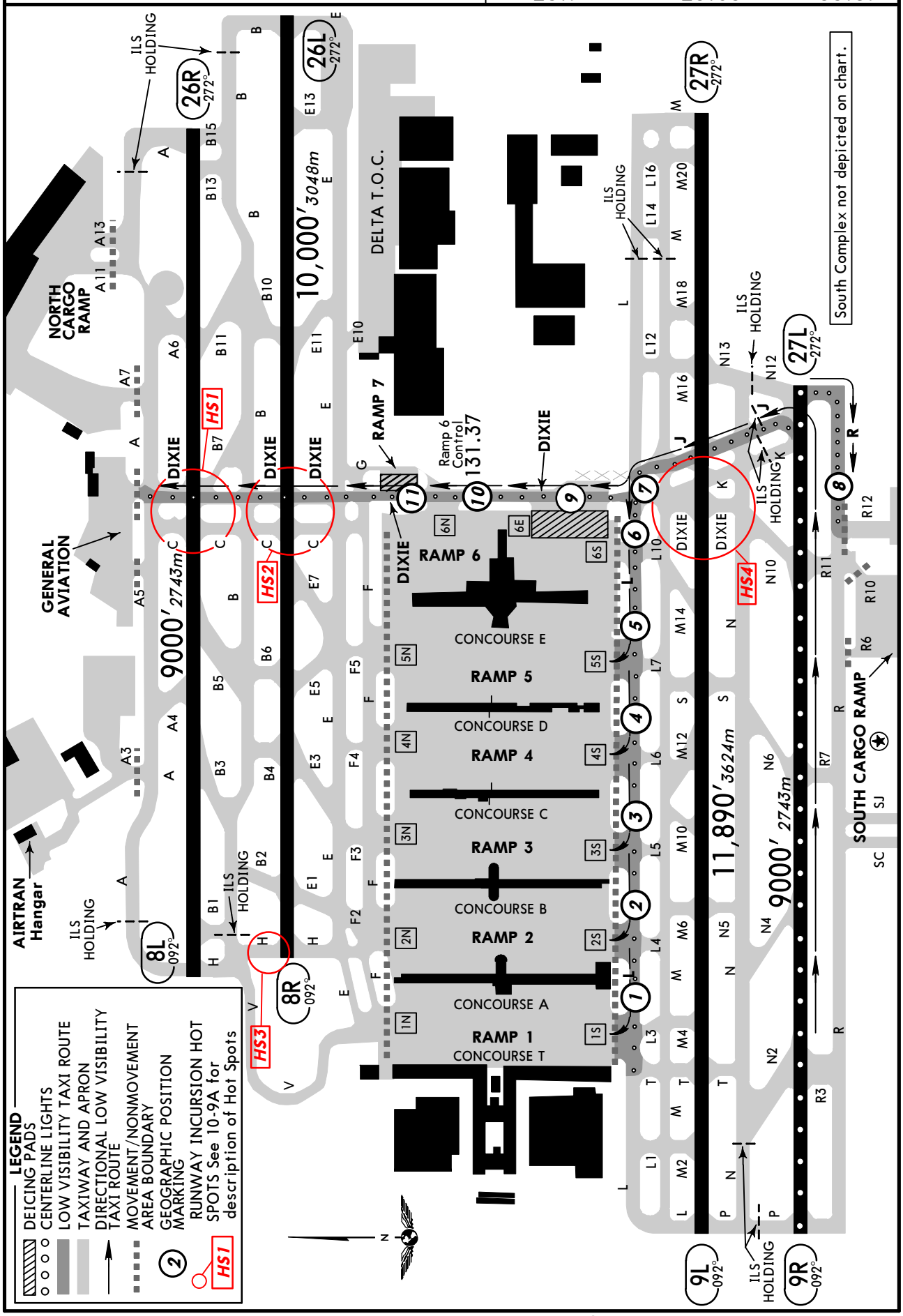
LESS THAN RVR 600

LOW VISIBILITY TAXI ROUTES

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

D-ATIS	ACARS:	ATLANTA Clearance	Ground (North) Rwys 8L/R, 26L/R	Ground (South) Rwys 9L/R, 27L/R	Ground Rwys 10/28
125.55 VOT 111.0	D-ATIS PDC TWIP	118.1	121.9	121.75	121.65

Tower Rwys 8L/26R	Tower Rwys 8R/26L	Tower Rwys 9L/27R	Tower Rwys 9R/27L	Tower Rwys 10/28	ATLANTA Departure (R) Rwys 8L/R, 26L/R	ATLANTA Departure (R) Rwys 9L/R, 27L/R	ATLANTA Departure (R) Rwys 10/28
119.1	125.32	123.85	119.3	119.5	125.7	125.65	135.37



CHANGES: Communications, Hot Spots added.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

KATL/ATL

HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

10-9E 30 APR 10

SMGCS

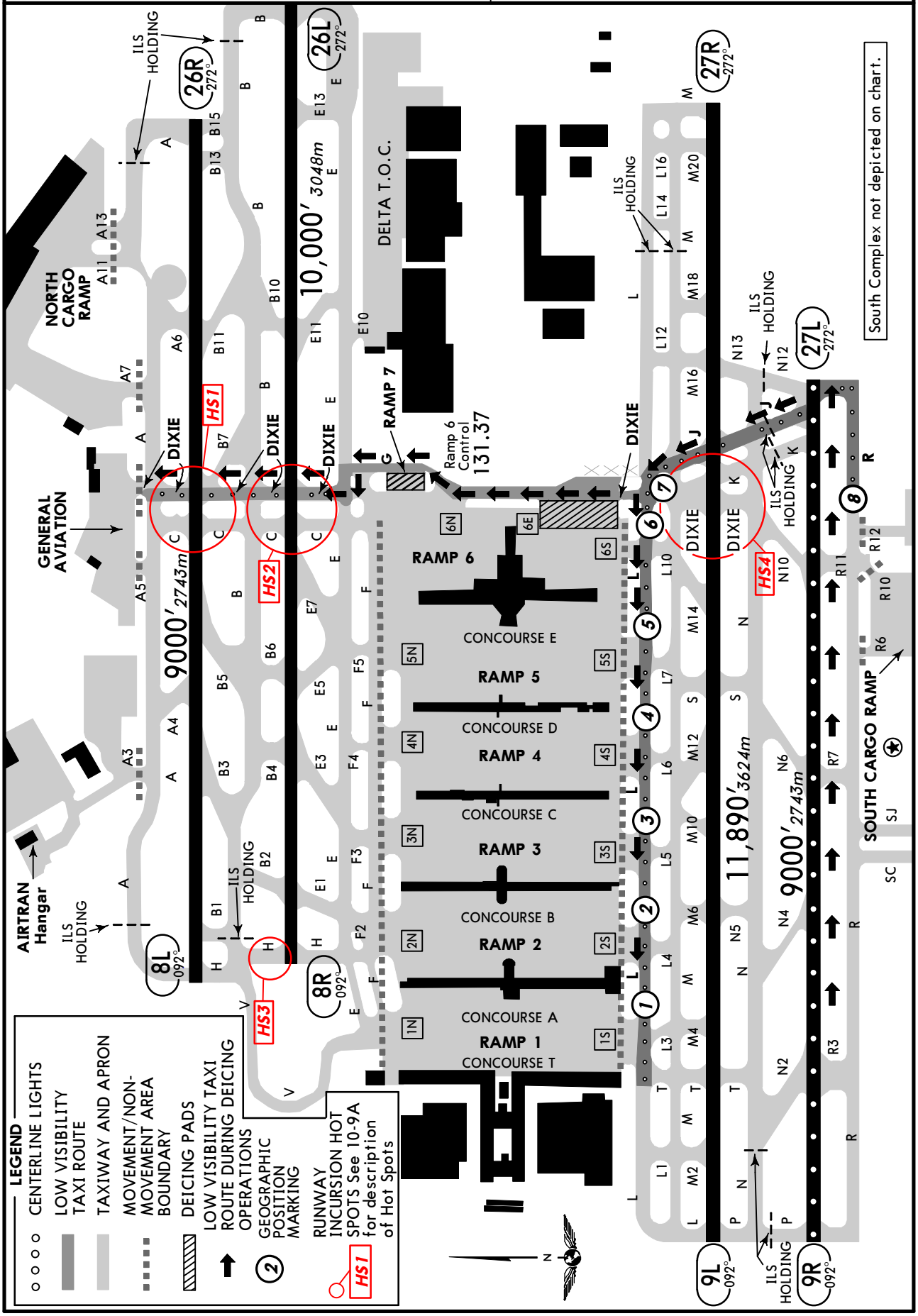
ATLANTA, GA

LESS THAN RVR 600 DURING DEICING OPS

LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS:	ATLANTA Clearance	Ground (North)	Ground (South)	
125.55	D-ATIS PDC TWIP	118.1	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
VOT 111.0					

Tower					ATLANTA Departure (R)		
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
119.1	125.32	123.85	119.3	119.5	125.7	125.65	135.37



CHANGES: Communications, Hot Spots added.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

KATL/ATL

JEPPESEN

SMGCS

HARTSFIELD-JACKSON ATLANTA INTL (10-9F) 30 APR 10

ATLANTA, GA

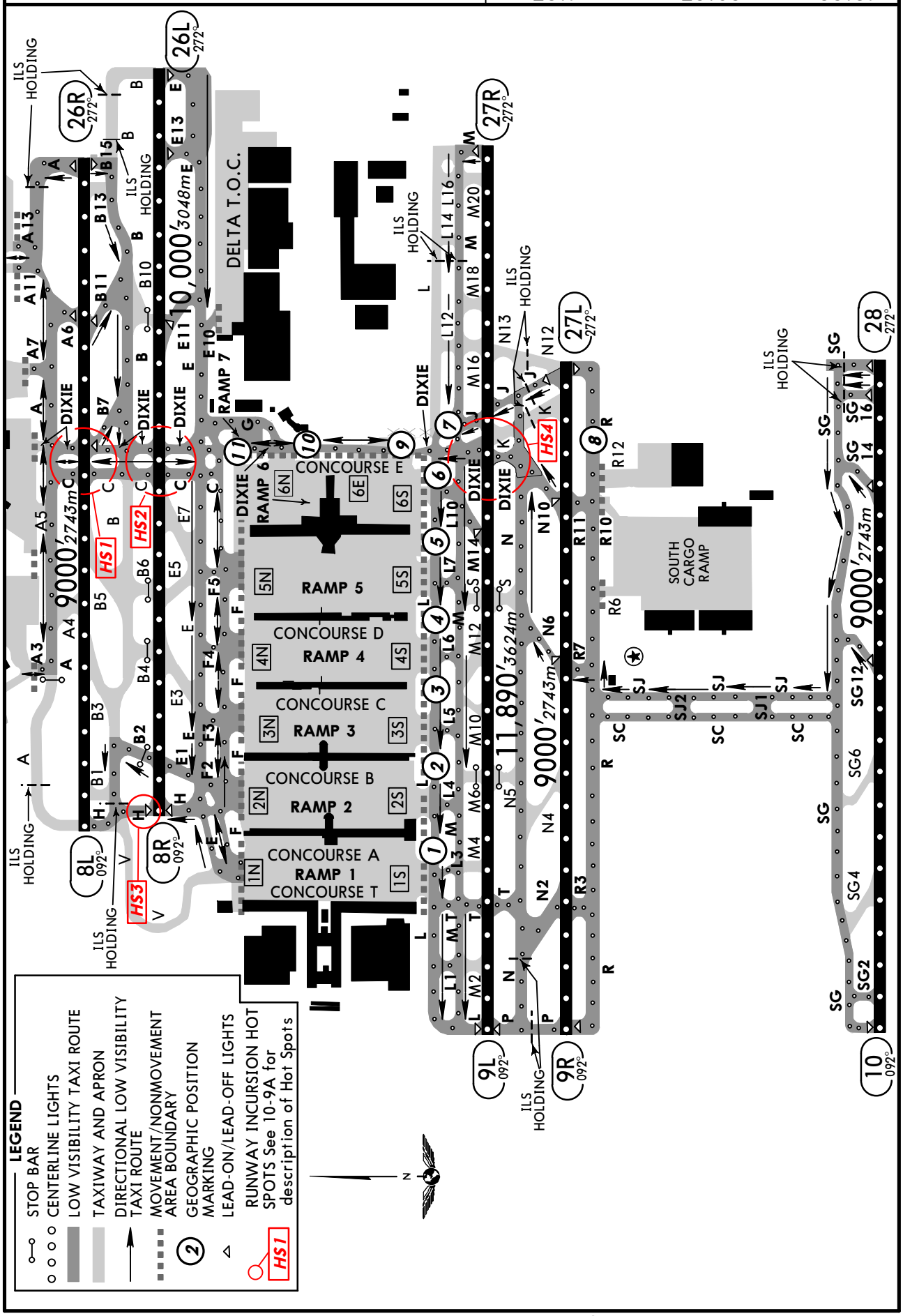
RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES

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

D-ATIS	ACARS:	ATLANTA Clearance	Ground (North)	Ground (South)	
125.55	D-ATIS PDC TWIP	118.1	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
VOT 111.0					

Tower					ATLANTA Departure (R)		
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
119.1	125.32	123.85	119.3	119.5	125.7	125.65	135.37



CHANGES: Communications, Hot Spots added.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

KATL/ATL

JEPPESEN

SMGCS

HARTSFIELD-JACKSON ATLANTA INTL (10-9G) 30 APR 10

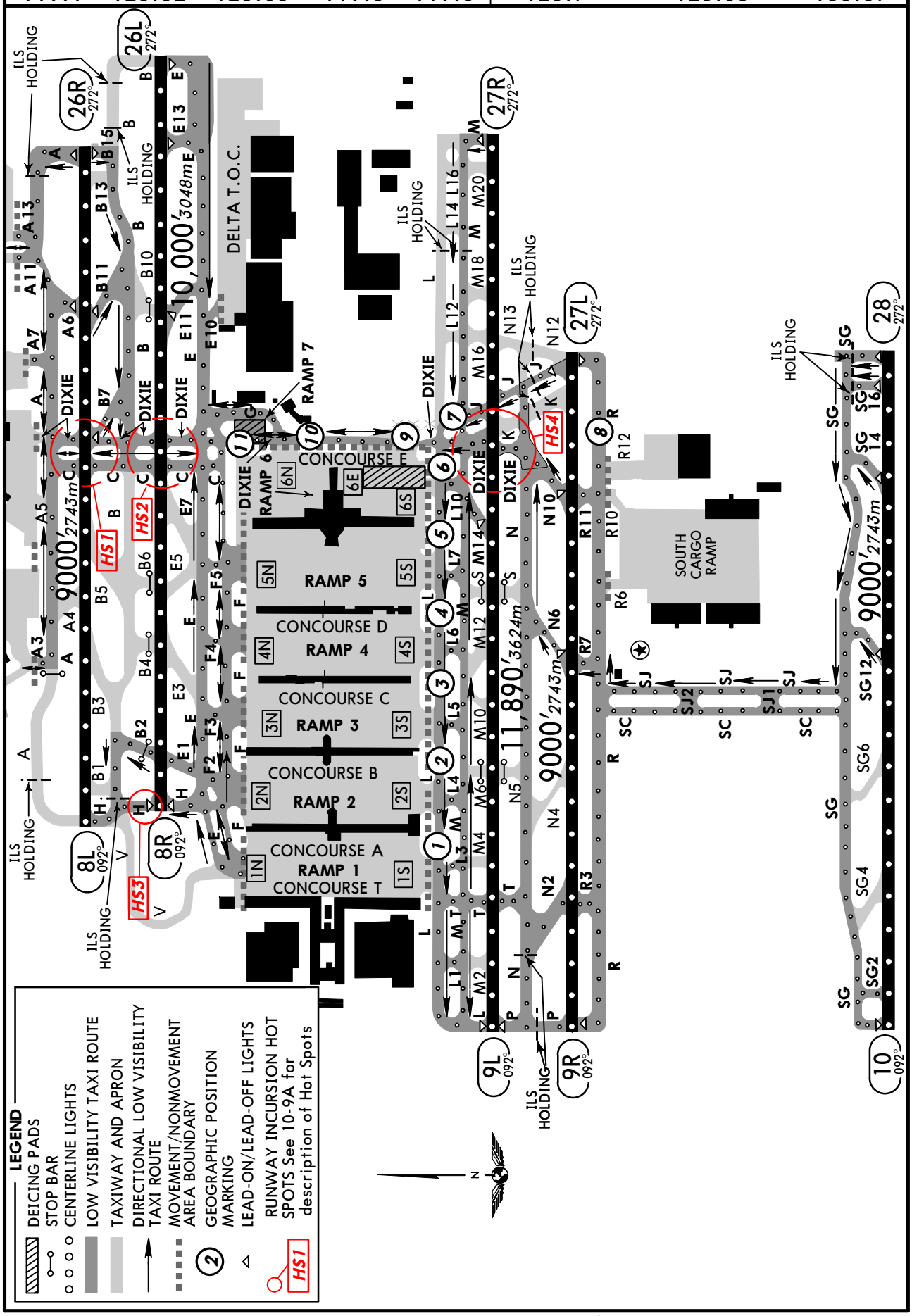
ATLANTA, GA

RVR 1200 to 600
DURING DEICING OPS

LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS:	ATLANTA Clearance	Ground (North) Rwys 8L/R, 26L/R	Ground (South) Rwys 9L/R, 27L/R	Rwys 10/28
125.55 VOT 111.0	D-ATIS PDC TWIP	118.1	121.9	121.75	121.65

Tower Rwys 8L/26R	Tower Rwys 8R/26L	Tower Rwys 9L/27R	Tower Rwys 9R/27L	Tower Rwys 10/28	ATLANTA Departure (R) Rwys 8L/R, 26L/R	ATLANTA Departure (R) Rwys 9L/R, 27L/R	ATLANTA Departure (R) Rwys 10/28
119.1	125.32	123.85	119.3	119.5	125.7	125.65	135.37



CHANGES: Communications, Hot Spots added.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

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 will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

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:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **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.

   (a) 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.

   (b) 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.

CHANGES: Initial paragraph.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10 (11-1) Eff 18 Nov

ATLANTA, GA
ILS or LOC Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

BRIEFING STRIP ™

LOC IHFW	Final Apch Crs	GS SCHEL	ILS DA(H)	Apt Elev 1026′
109.3	094°	2900′ (1885′)	1215′ (200′)	TDZE 8L 1015′

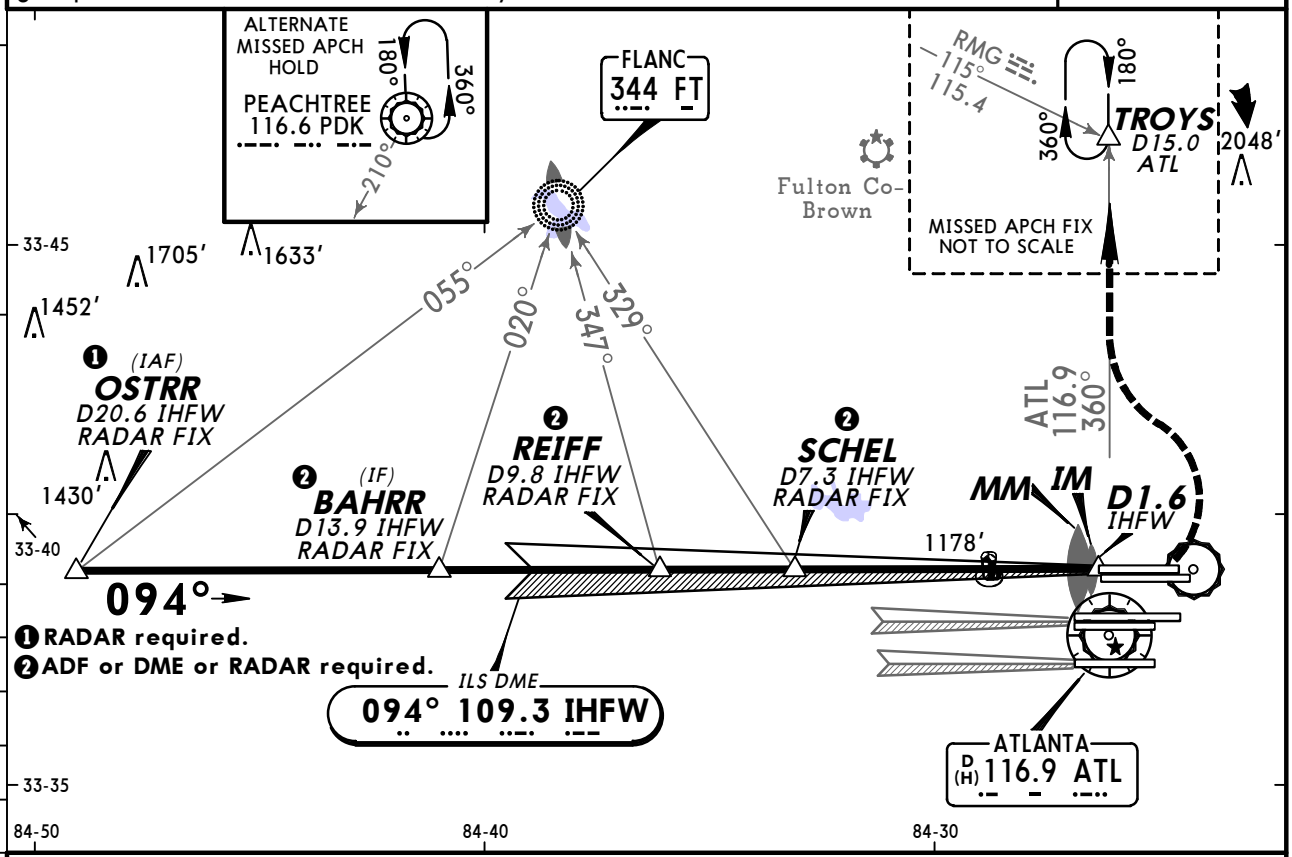
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold, or as assigned by ATC.

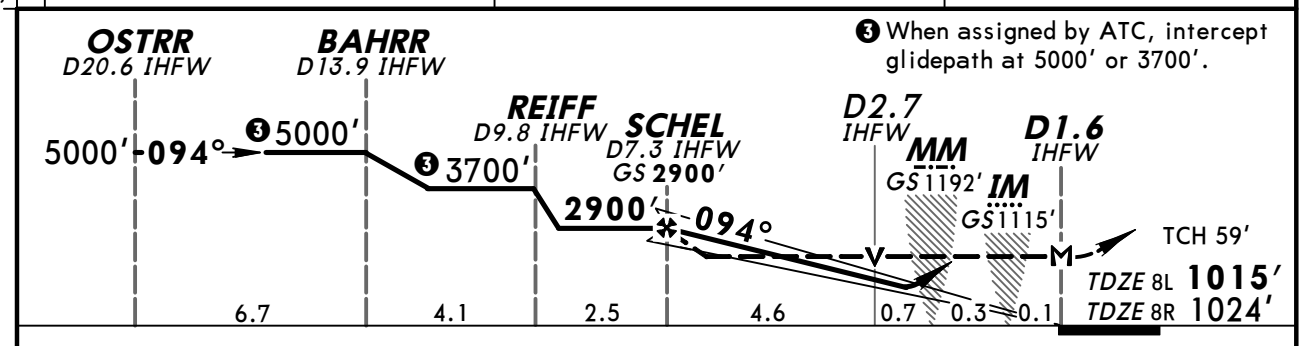
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. LOC procedure not authorized during simultaneous operations. 2. Simultaneous approach authorized with Rwys 9L or 9R or 10, or Rwys 9L and 10. 3. VGSI and ILS glidepath not coincident. 4. PAPI-L on Rwy 8R.

3100′

MSA ATL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 IHFW or SCHEL to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

ALSF-II PAPI | 1500′ ↑ | 3500′ LT ↰ | ATL via 116.9 R-360 | TROYS

STRAIGHT-IN LANDING RWY 8L	ILS DA(H) 1215′ (200′)			LOC (GS out) MDA(H) 1440′ (425′)		SIDESTEP LANDING RWY 8R MDA(H) 1440′ (416′)
	FULL	TDZ or CL out	ALS out		ALS out	
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1
B						
C				RVR 40 or ¾	RVR 60 or 1¼	1½
D						2

TERPS AMEND 3B 18 NOV 2010

CHANGES: Final approach course, procedure altitudes, notes.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10
Eff 18 Nov
(11-1A)

ATLANTA, GA
ILS Rwy 8L CAT II & III

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

BRIEFING STRIP ™

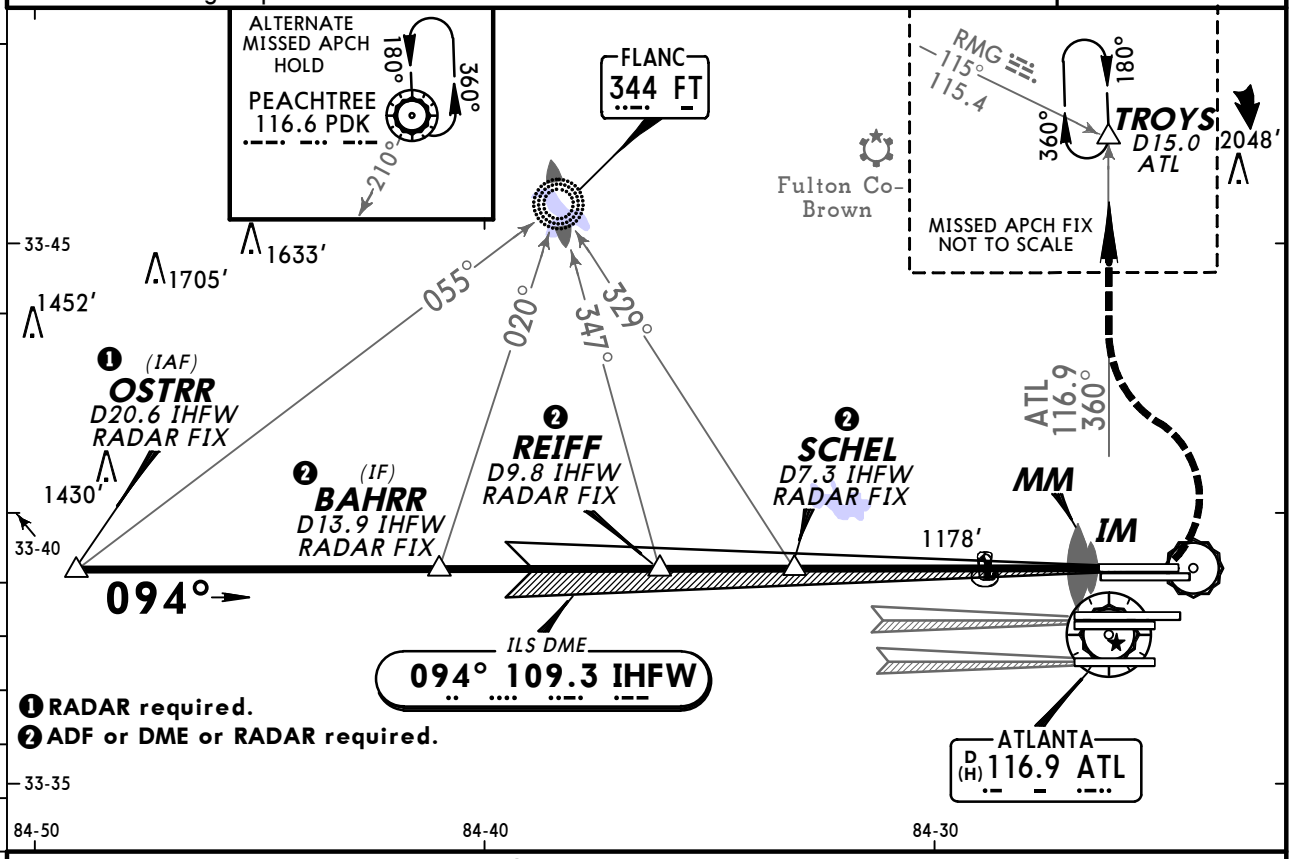
LOC IHFW	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
109.3	094°	SCHEL 2900′ (1885′)	NA	Refer to Minimums		RA 106′ DA(H) 1115′ (100′)	1026′ TDZE 1015′

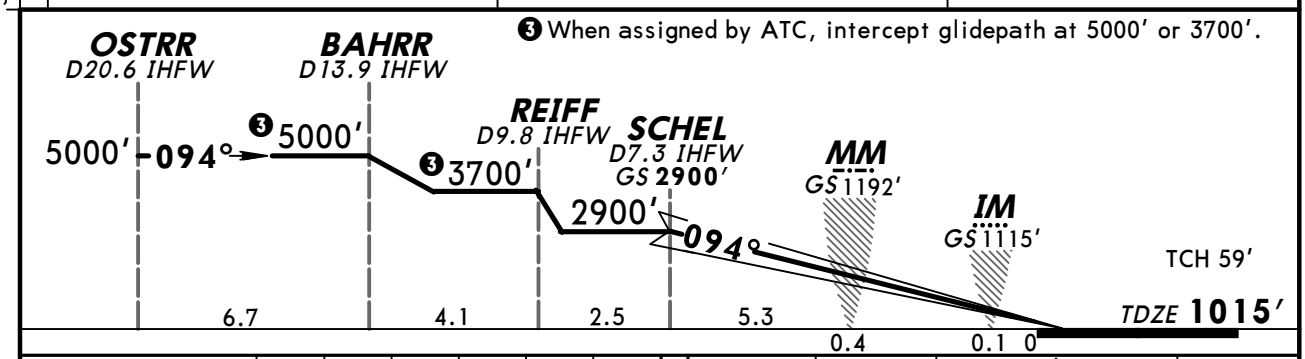
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold, or as assigned by ATC.

3100′
MSA ATL VOR

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.
3. VGSI and ILS glidepath not coincident.





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

ALSF-II
PAPI

1500′

3500′ LT

ATL via 116.9 R-360

TROYS

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

TERPS AMEND 3B 18 NOV 2010

CHANGES: Final approach course, procedure altitudes, notes.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10 (11-2) Eff 18 Nov

ATLANTA, GA
ILS PRM Rwy 8L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

Monitor Frequency 126.9

LOC IHFW	Final Apch Crs	GS SCHEL	ILS DA(H)	Apt Elev 1026′
109.3	094°	2900′ (1885′)	1215′ (200′)	TDZE 1015′

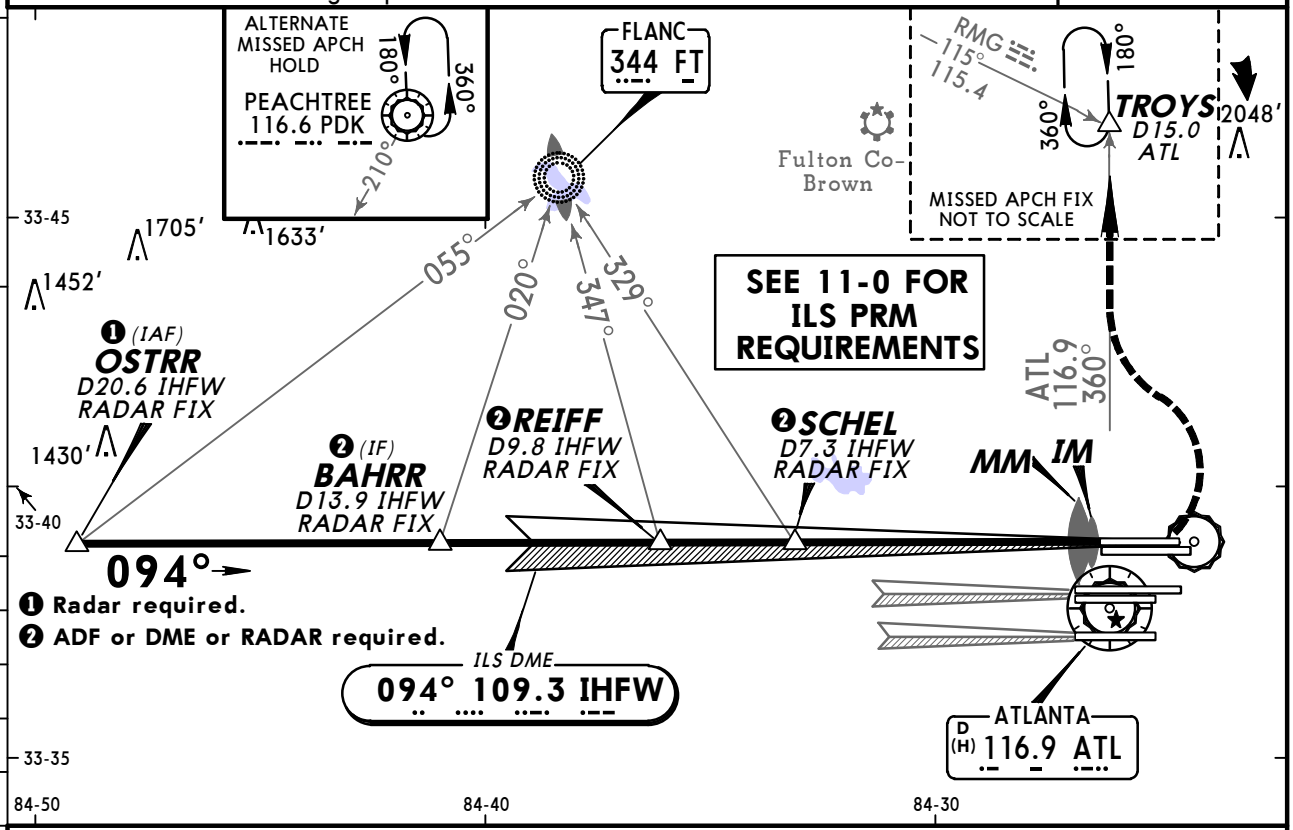
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold, or as assigned by ATC.

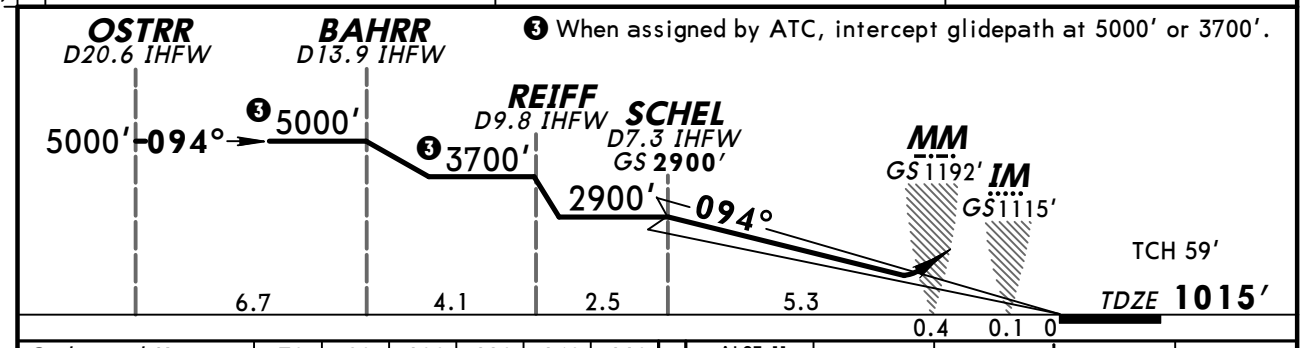
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 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. 6. VGSI and ILS glidepath not coincident.

3100′

MSA ATL VOR





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

ALSF-II PAPI | 1500′ ↑ | 3500′ LT ↰ | ATL via 116.9 R-360 | TROYS

STRAIGHT-IN LANDING RWY 8L
ILS
DA(H) 1215′ (200′)

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

TERPS AMEND 0B 18 NOV 2010

CHANGES: Final approach course, procedure altitudes, notes.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10
Eff 18 Nov

(11-2A)

ATLANTA, GA
ILS PRM Rwy 8L CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

Monitor Frequency 126.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IHFW 109.3	094°	SCHEL 2900′ (1885′)	NA	Refer to Minimums		RA 106′ DA(H) 1115′ (100′)	1026′ TDZE 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, or as assigned by ATC.

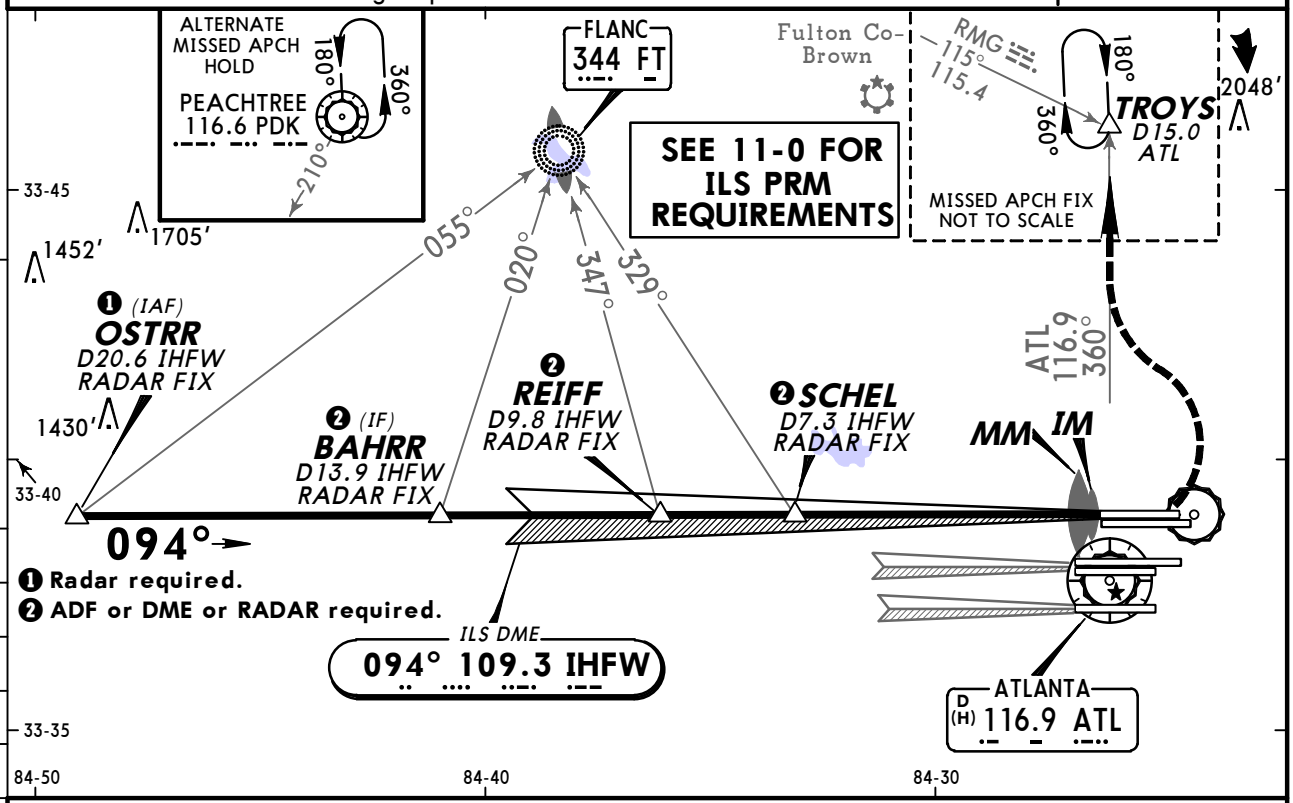
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

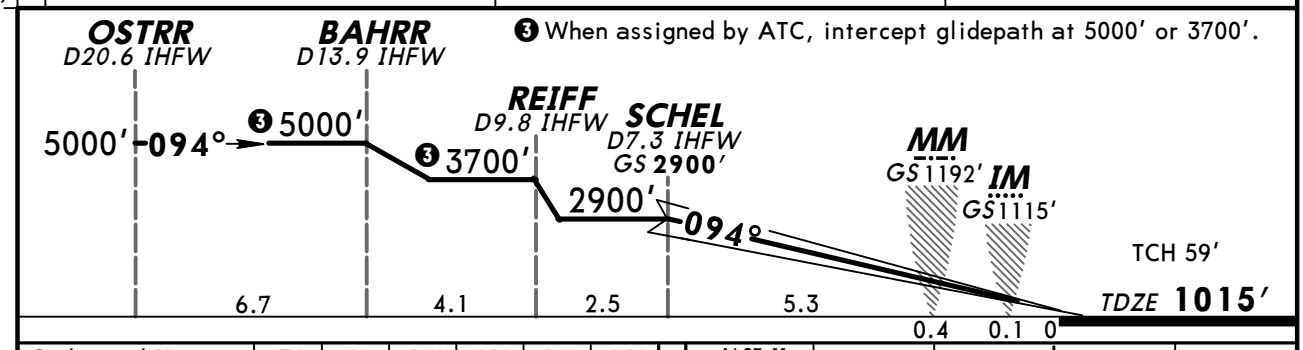
1. Special Aircrew and Aircraft Certification Required.

2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM 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. 6. VGSI and ILS glidepath not coincident.

3100′

MSA ATL VOR





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

ALSF-II
PAPI

1500′

3500′ LT

via ATL 116.9 R-360

TROYS

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

TERPS AMEND 0B 18 NOV 2010

CHANGES: Final approach course, procedure altitudes, notes.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10 (11-3) Eff 18 Nov

ATLANTA, GA
ILS or LOC Rwy 8R

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

LOC IATL	Final Apch Crs	GS BBURG	ILS DA(H)	Apt Elev 1026′
109.9	092°	2800′ (1776′)	1281′ (257′)	TDZE 1024′

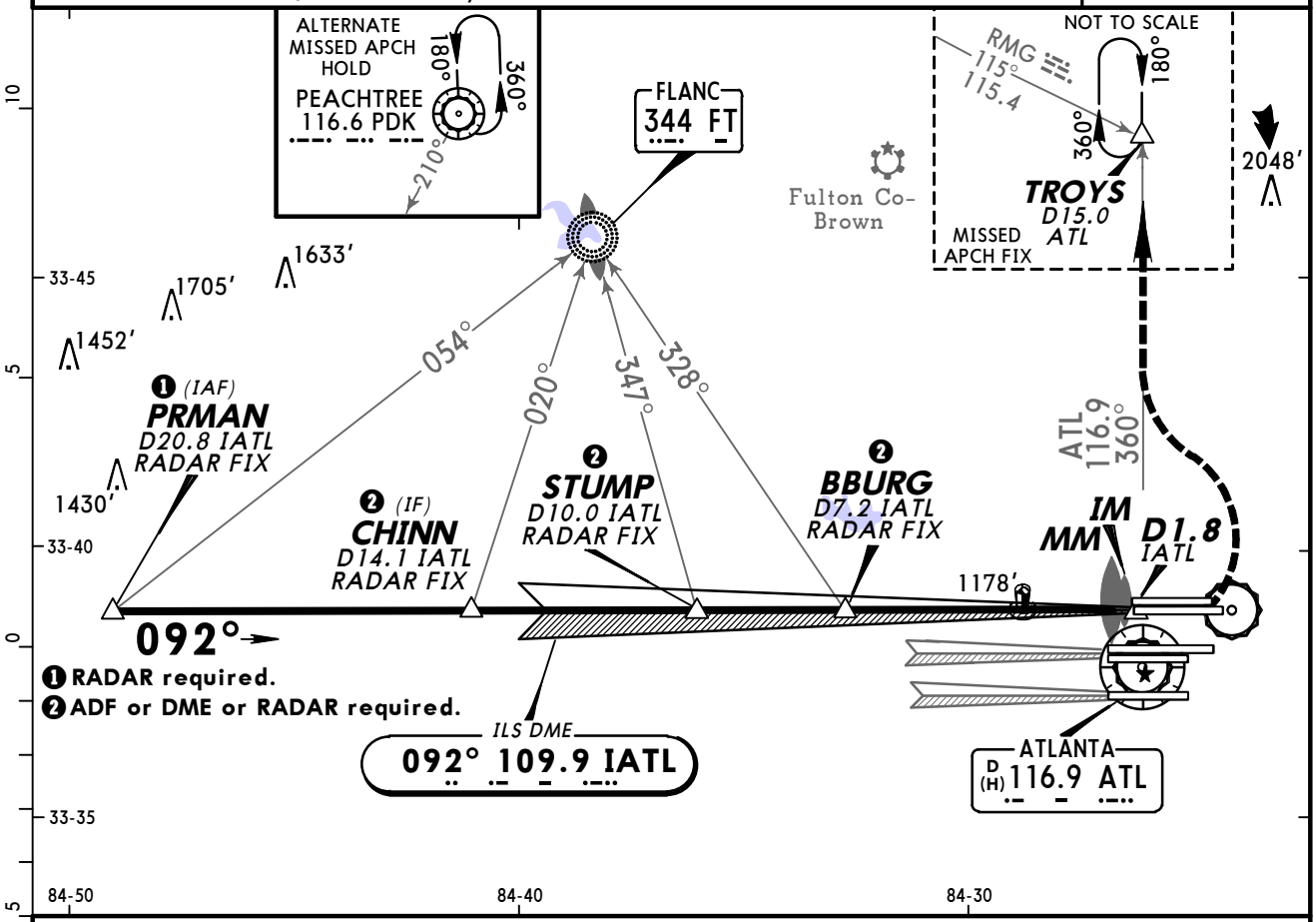
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold, or as assigned by ATC.

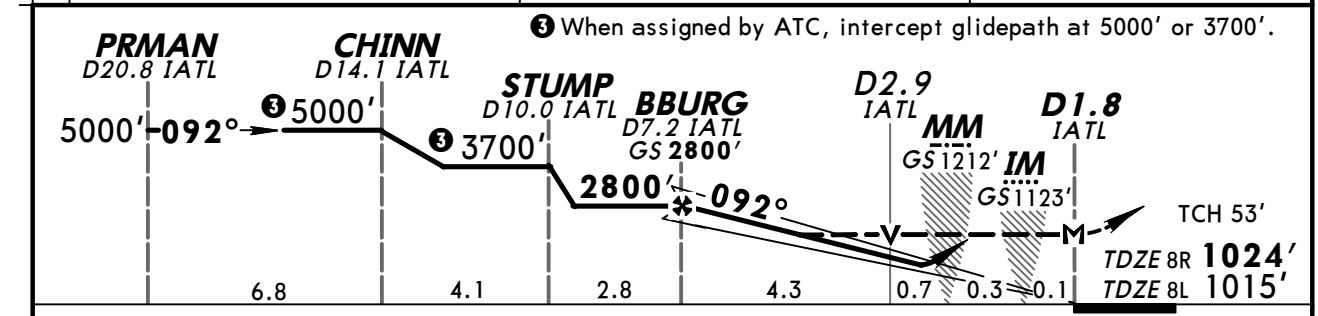
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. LOC procedure not authorized during simultaneous operations. 2. Simultaneous approach authorized with Rwys 9L or 9R or 10. 3. VGSI and ILS glidepath not coincident. 4. ALSF-II, PAPI-L on Rwy 8L.

3100′

MSA ATL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IATL or BBURG to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI-L	1500′	3500′ LT	ATL via 116.9 R-360	TROYS

	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 40 or ¾	RVR 50 or 1	RVR 50 or 1	
B				
C		RVR 60 or 1¼	RVR 50 or 1	1½
D			1½	2

TERPS AMEND 59B 18 NOV 2010

CHANGES: Procedure altitudes, notes.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 NOV 10 (11-4) Eff 18 Nov

ATLANTA, GA
ILS PRM Rwy 8R
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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 BBURG	ILS DA(H)	Apt Elev 1026′
109.9	092°	2800′ (1776′)	1281′ (257′)	TDZE 1024′

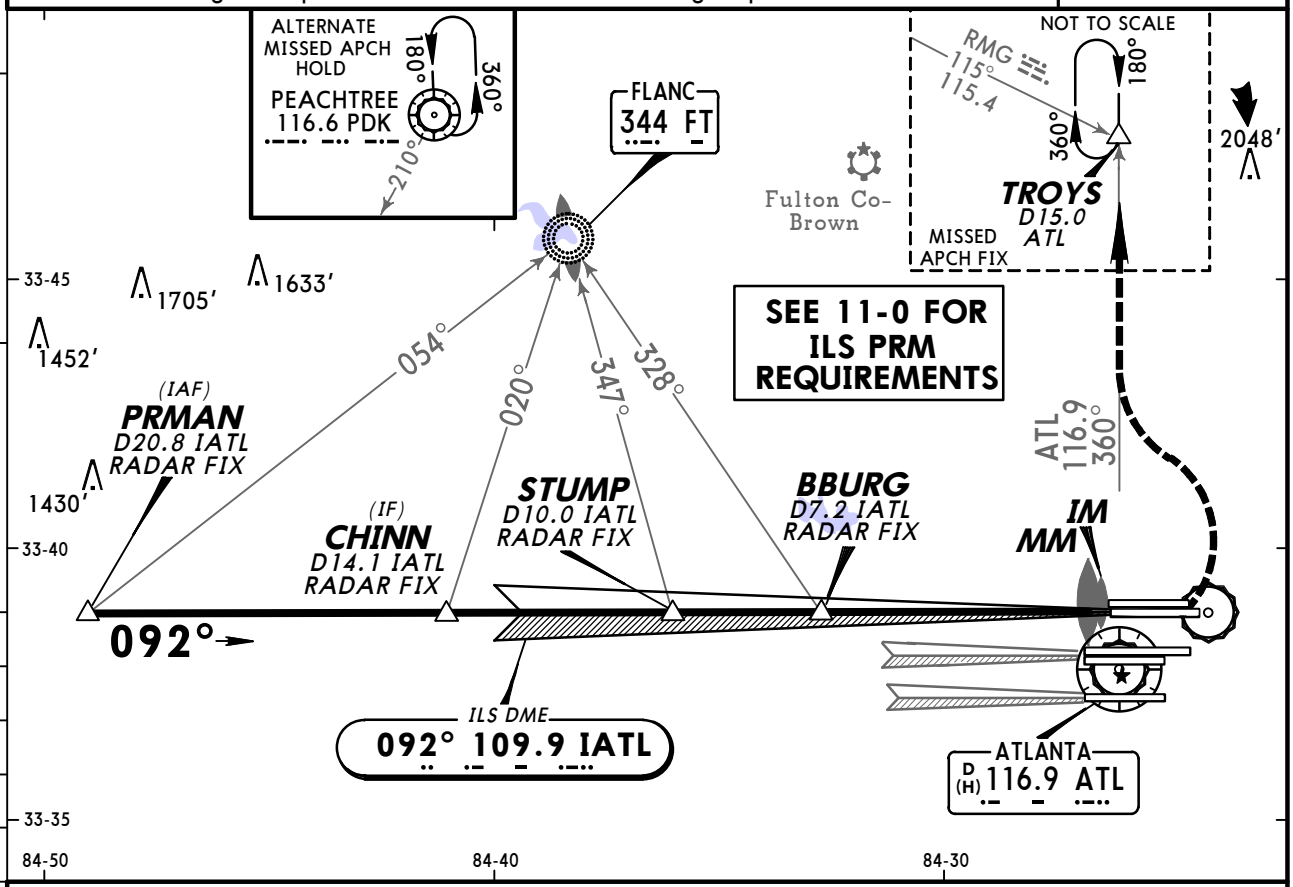
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold, or as assigned by ATC.

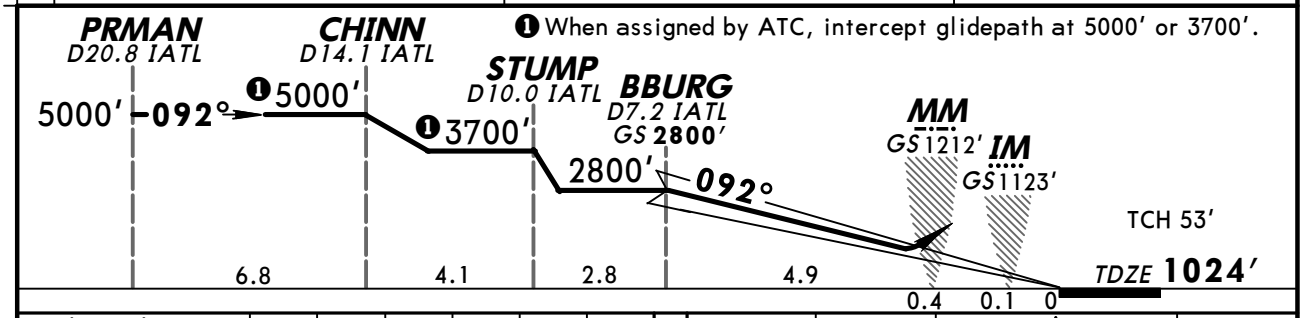
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. 6. VGSI and ILS glidepath not coincident.

3100′

MSA ATL VOR





❶ When assigned by ATC, intercept glidepath at 5000′ or 3700′.

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

PAPI-L	1500′	3500′	ATL via 116.9 R-360	TROYS
	↑	LT ↰		

STRAIGHT-IN LANDING RWY 8R

ILS

DA(H) 1281′ (257′)

A	
B	
C	RVR 40 or ¾
D	

BRIEFING STRIP ™

TERPS AMEND 0A 18 NOV 2010

CHANGES: Pocedure altitudes, notes.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

8 AUG 08 (11-5)

ATLANTA, GA
ILS or LOC Rwy 9L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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

LOC IHZK	Final Apch Crs	GS KIMMS	ILS DA(H)	Apt Elev 1026′
110.5	092°	2700′ (1681′)	1219′ (200′)	TDZE 9L 1019′

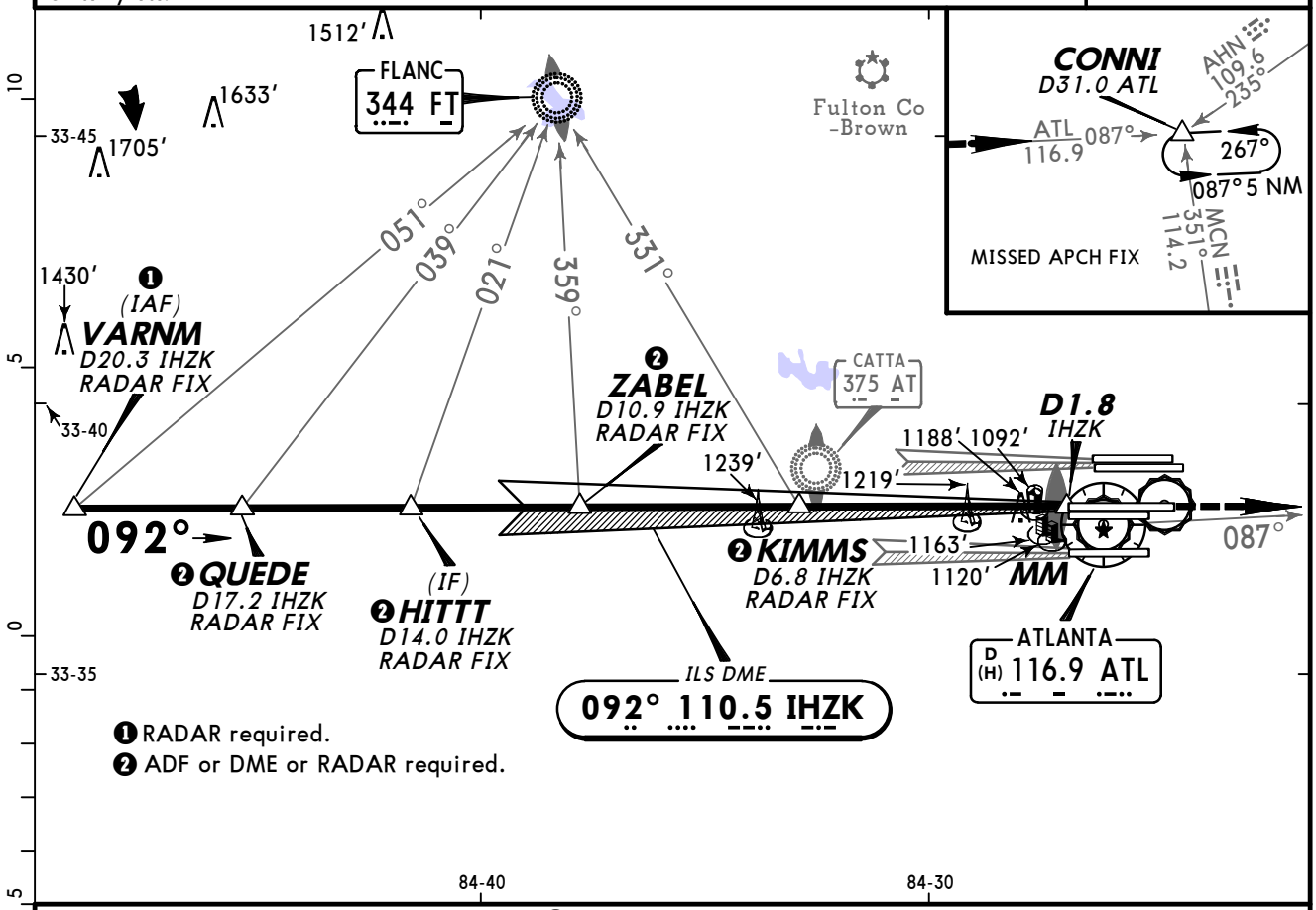
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

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

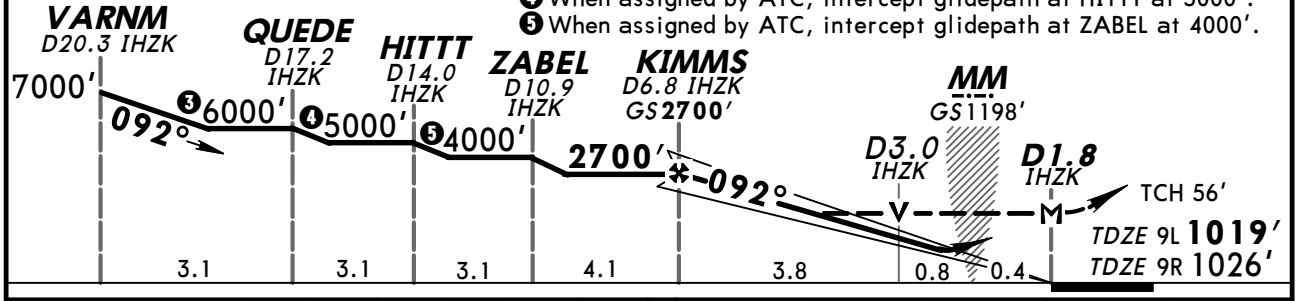
1. LOC procedure not authorized during simultaneous operations. 2. Simultaneous approach authorized with Rwys 8L or 8R or 10, or Rwys 8L and 10. 3. ALSF-II, PAPI-L on Rwy 9R.

3100′

MSA ATL VOR



❸ When assigned by ATC, intercept glidepath at QUEDE at 6000′.
❹ When assigned by ATC, intercept glidepath at HITTT at 5000′.
❺ When assigned by ATC, intercept glidepath at ZABEL at 4000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 IHZK or KIMMS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR — PAPI | 1500′ | 4000′ LT | ATL via 116.9 R-087 | CONNI

TERPS AMEND 8B

	STRAIGHT-IN LANDING RWY 9L ILS ❶ DA(H) 1219′ (200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 1480′ (461′)	RAIL out	ALS out	SIDESTEP LANDING RWY 9R MDA(H) 1480′ (454′)	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	
B							
C			RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½
D			RVR 50 or 1	1½		1½	2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: ILS minimums.

© JEPPESEN, 1998, 2008. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

8 AUG 08 (11-6)

ATLANTA, GA
ILS PRM Rwy 9L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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 132.55

LOC IHZK	Final Apch Crs	GS KIMMS	ILS DA(H)	Apt Elev 1026′
110.5	092°	2700′ (1681′)	1219′ (200′)	TDZE 1019′

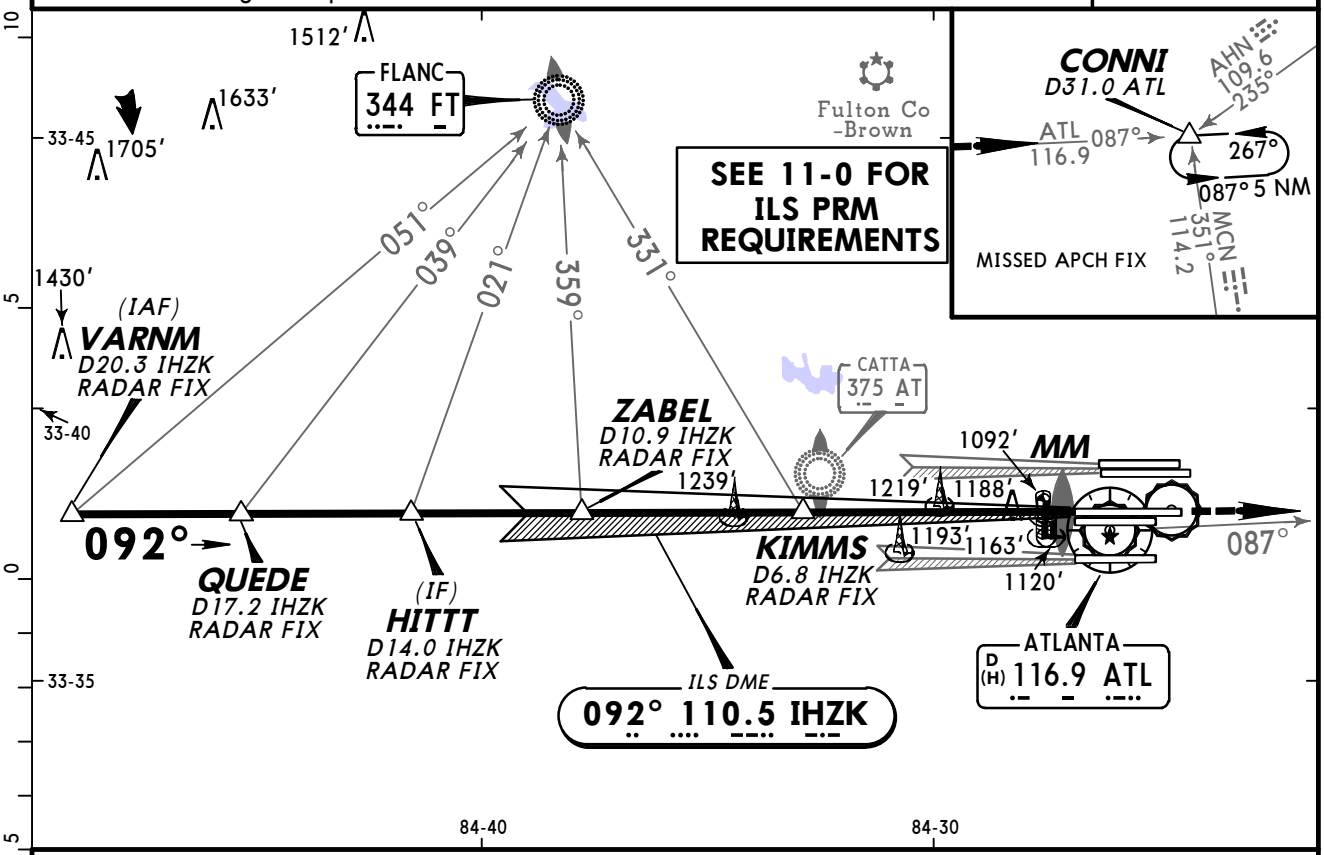
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

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

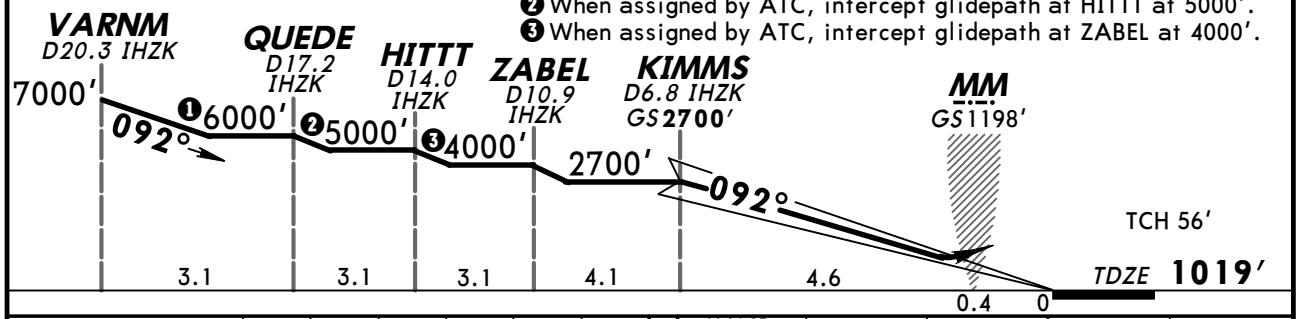
1. RADAR required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.

3100′

MSA ATL VOR



❶ When assigned by ATC, intercept glidepath at QUEDE at 6000′.
❷ When assigned by ATC, intercept glidepath at HITTT at 5000′.
❸ When assigned by ATC, intercept glidepath at ZABEL at 4000′.



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

MALSR PAPI | 1500′ | 4000′ LT | ATL via 116.9 R-087 | CONNI

STRAIGHT-IN LANDING RWY 9L

ILS

❶ DA(H) 1219′ (200′)

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

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

3 APR 09 (11-7)

ATLANTA, GA
ILS or LOC Rwy 9R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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 IFUN	Final Apch Crs	GS BURNY	ILS DA(H)	Apt Elev 1026′
108.9	092°	2700′ (1674′)	1226′ (200′)	TDZE 1026′

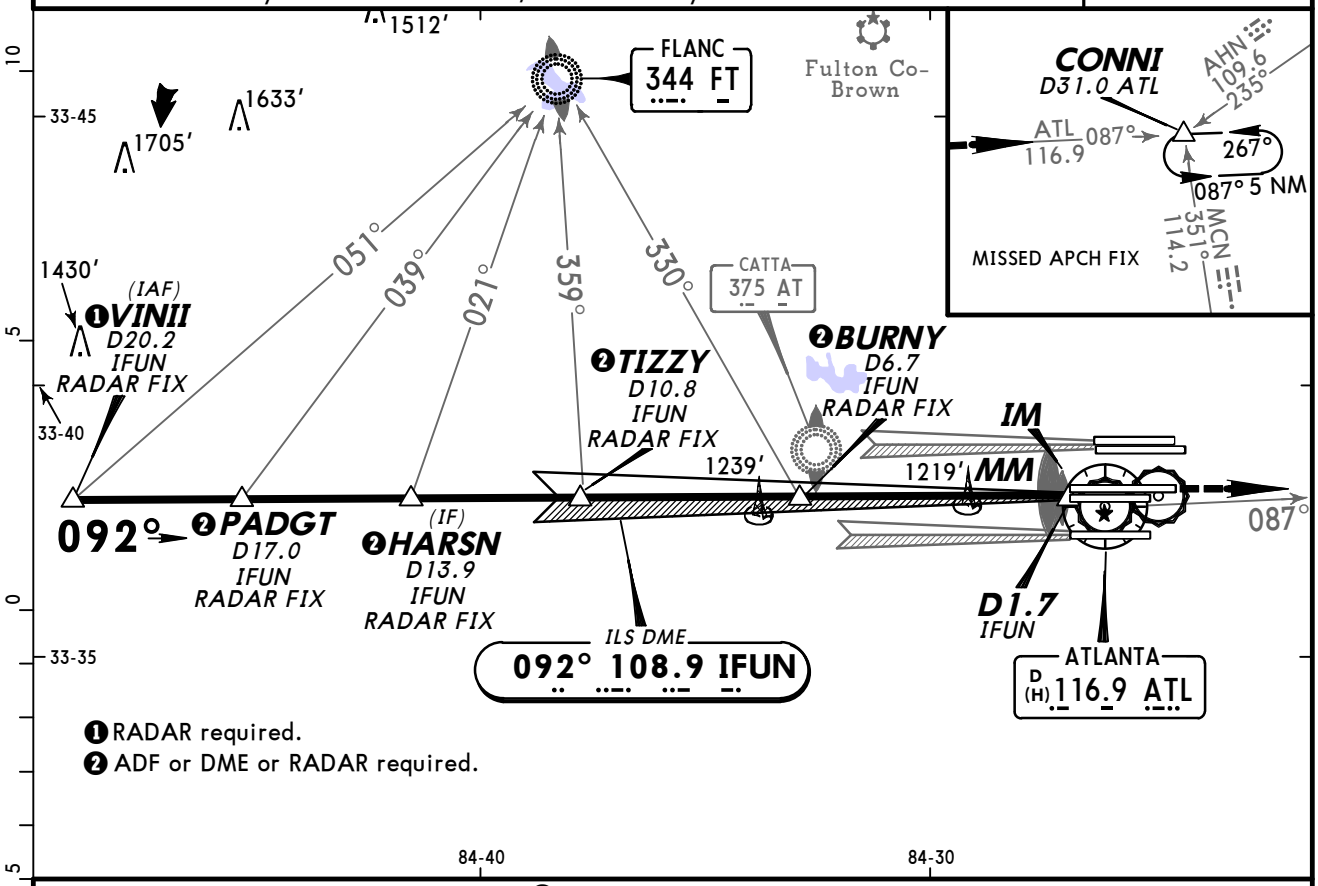
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

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

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

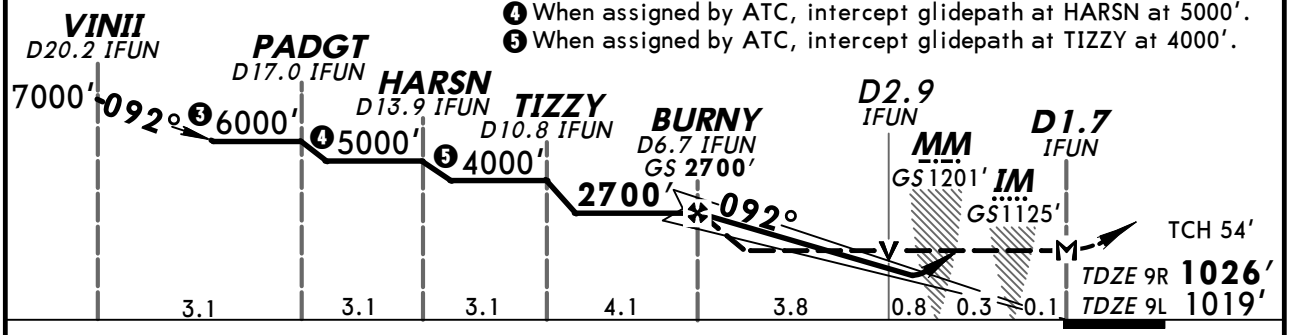
3100′

MSA ATL VOR



❶ RADAR required.
❷ ADF or DME or RADAR required.

❸ When assigned by ATC, intercept glidepath at PADGT at 6000′.
❹ When assigned by ATC, intercept glidepath at HARSN at 5000′.
❺ When assigned by ATC, intercept glidepath at TIZZY at 4000′.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.7 IFUN or BURNY to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II PAPI 1500′ 4000′ LT ATL via 116.9 R-087 CONNI

STRAIGHT-IN LANDING RWY 9R ILS DA(H) 1226′ (200′)				LOC (GS out) MDA(H) 1480′ (454′)		SIDESTEP LANDING RWY 9L MDA(H) 1480′ (461′)	
	FULL	TDZ or CL out	ALS out		ALS out		RAIL or ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	
B							
C				RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1 ½
D				RVR 50 or 1	1 ½	1 ½	2

AMEND 17B TERPS

CHANGES: None.

© JEPPESEN, 1998, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

3 APR 09

11-7A

ATLANTA, GA
ILS Rwy 9R CAT II & III

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IFUN 108.9	092°	BURNY 2700′ (1674′)	NA	Refer to Minimums		RA 114′ DA(H) 1126′ (100′)	1026′ TDZE 1026′

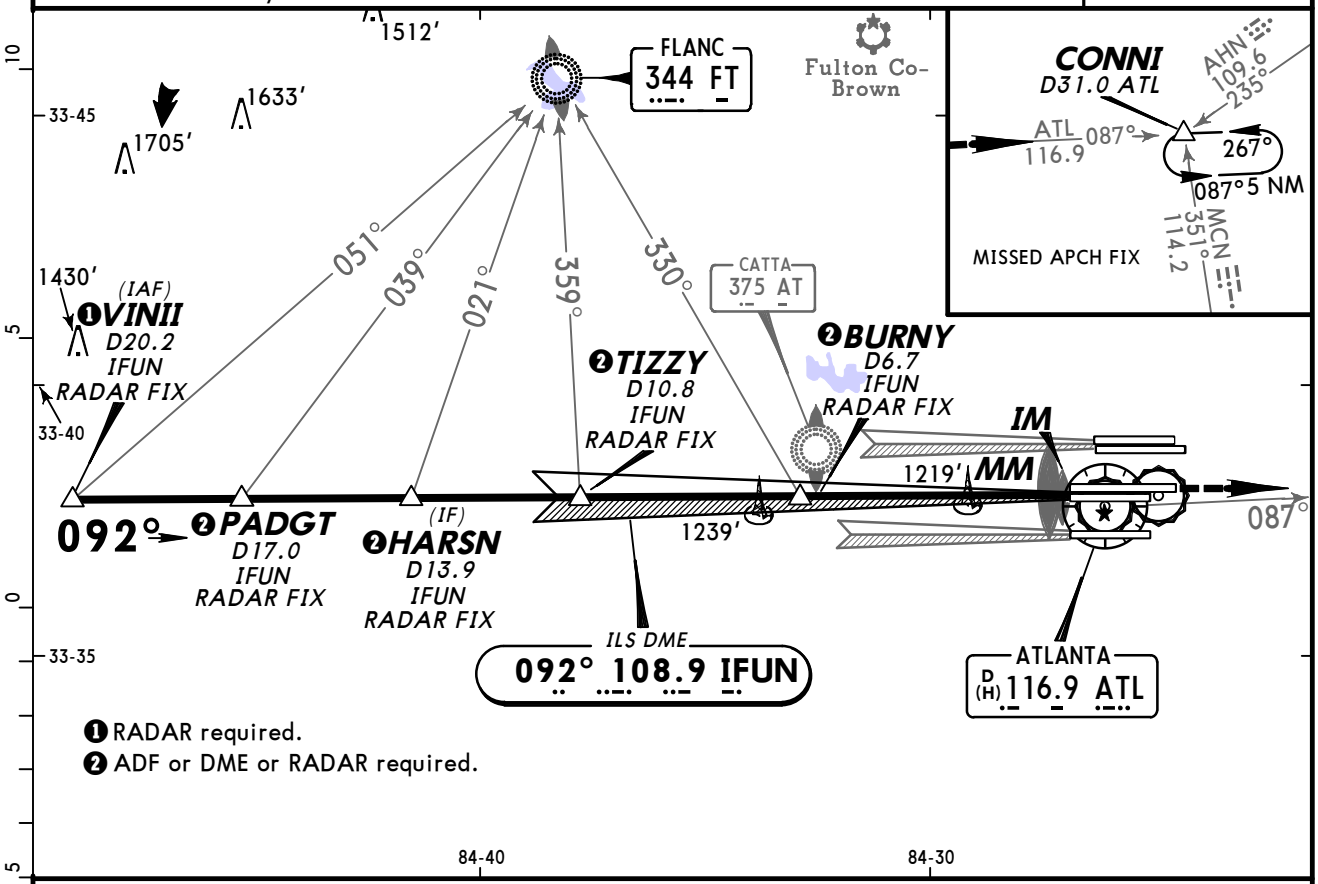
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

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

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

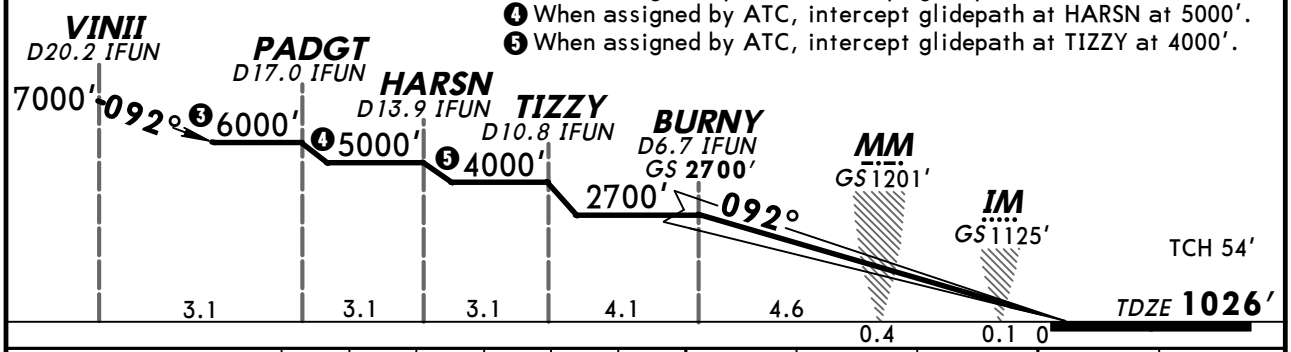
3100′

MSA ATL VOR



❶ RADAR required.
❷ ADF or DME or RADAR required.

❸ When assigned by ATC, intercept glidepath at PADGT at 6000′.
❹ When assigned by ATC, intercept glidepath at HARSN at 5000′.
❺ When assigned by ATC, intercept glidepath at TIZZY at 4000′.



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

ALSF-II PAPI 1500′ 4000′ LT via ATL 116.9 R-087 CONNI

STRAIGHT-IN LANDING RWY9R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 114′ DA(H) 1126′ (100′)
NA	RVR 3	RVR 7	RVR 12

TERPS AMEND 17B

CHANGES: Minimums.

© JEPPESEN, 1998, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

6 APR 07 (11-8) **Eff 12 Apr**

ATLANTA, GA
ILS PRM Rwy 9R
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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

Monitor Frequency 132.55

LOC IFUN	Final Apch Crs	GS BURNY	ILS DA(H)	Apt Elev 1026′
108.9	092°	2700′ (1674′)	1226′ (200′)	TDZE 1026′

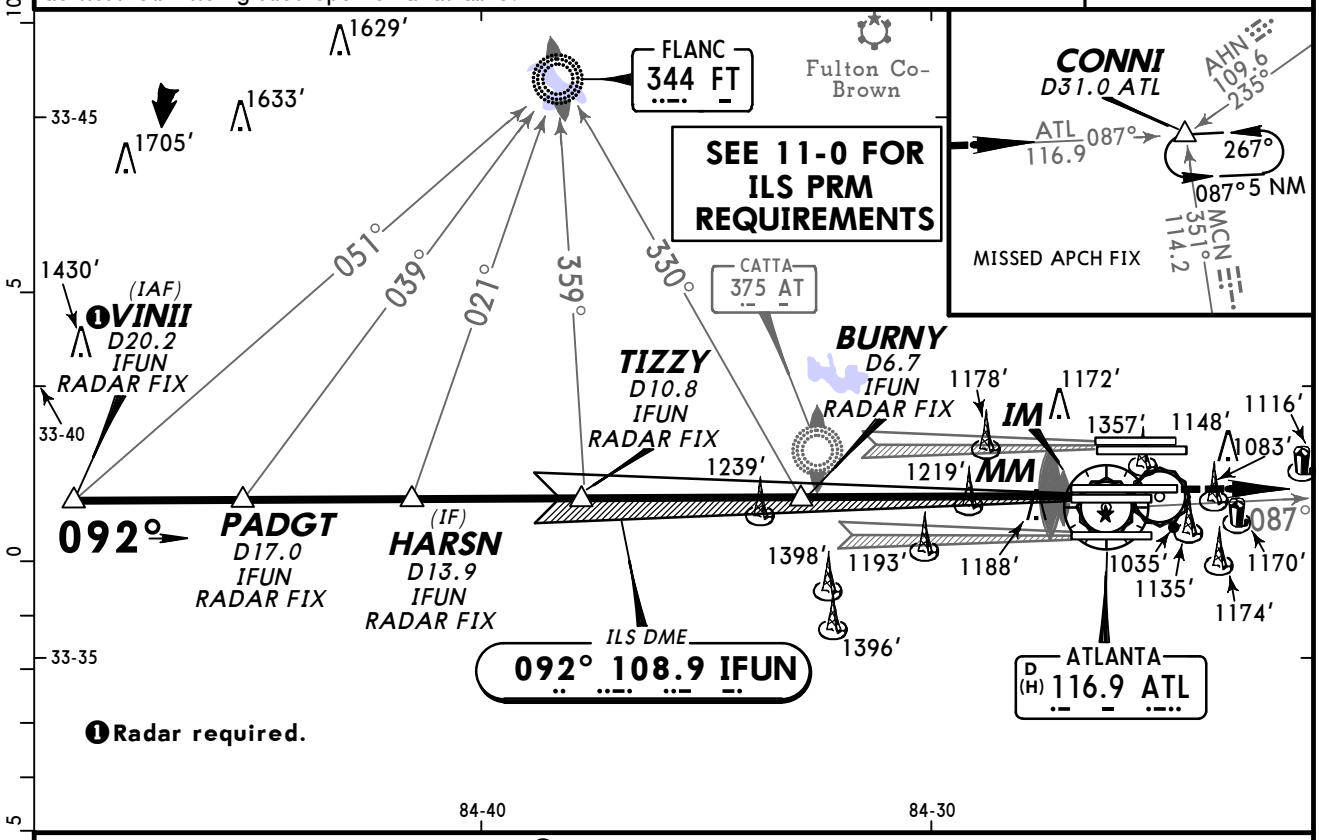
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

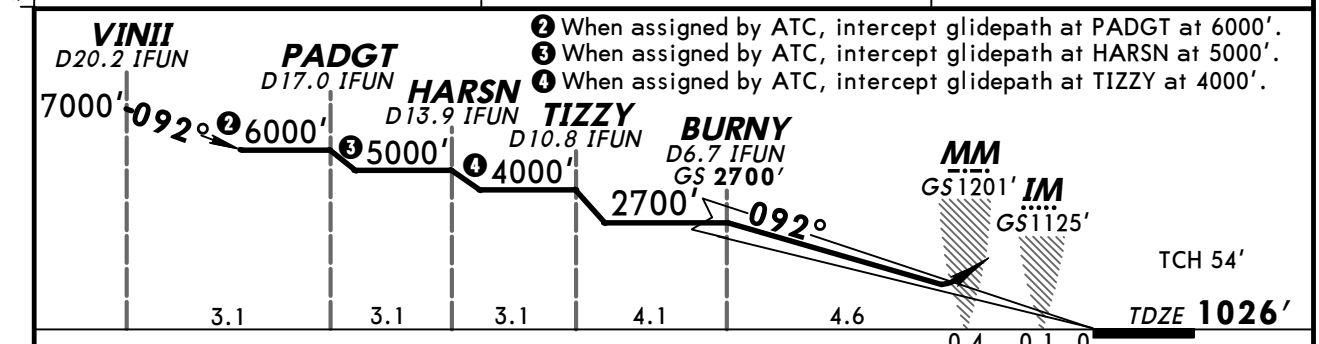
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwys 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.

3100′

MSA ATL VOR





❷ When assigned by ATC, intercept glidepath at PADGT at 6000′.
❸ When assigned by ATC, intercept glidepath at HARSN at 5000′.
❹ When assigned by ATC, intercept glidepath at TIZZY at 4000′.

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

ALSF-II / PAPI | 1500′ | 4000′ LT | ATL via 116.9 R-087 | CONNI

STRAIGHT-IN LANDING RWY 9R
ILS
DA(H) 1226′ (200′)

AMEND OA	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4

TERPS

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

6 APR 07 (11-8A)
Eff 12 Apr

ATLANTA, GA
ILS PRM Rwy 9R CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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

Monitor Frequency 132.55

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
IFUN 108.9	092°	BURNY 2700′ (1674′)	NA	Refer to Minimums	RA 114′ DA(H) 1126′ (100′)	1026′ TDZE 1026′

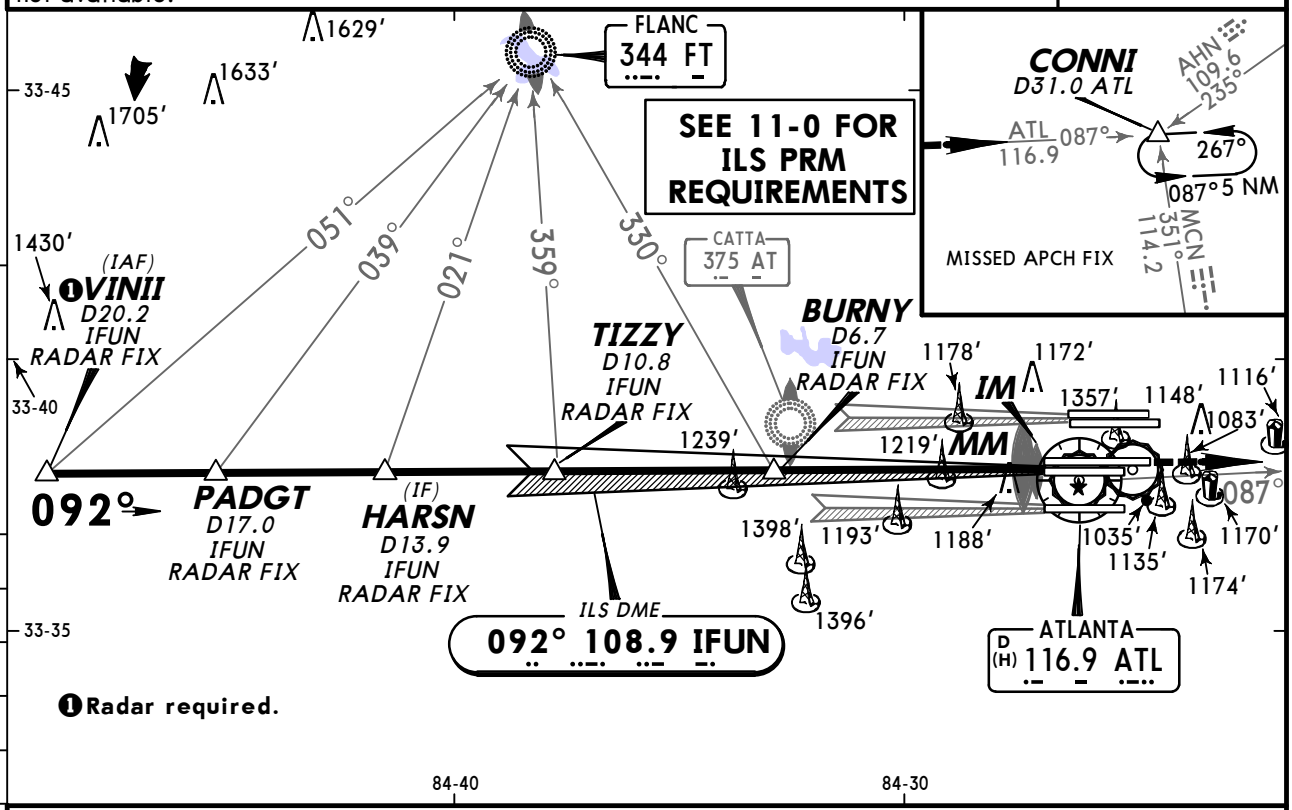
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 4000′ outbound via ATL VOR R-087 to CONNI INT/D31.0 ATL and hold.

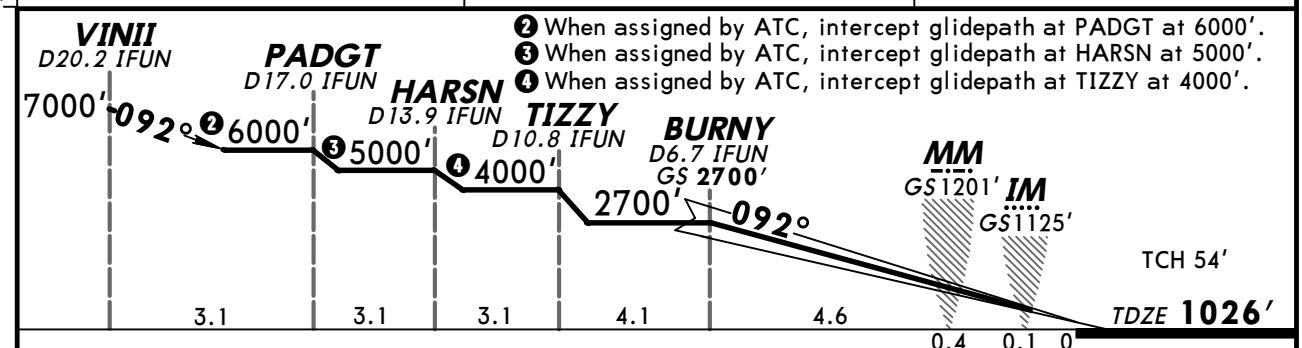
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. Radar required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with ILS PRM Rwys 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.

3100′

MSA ATL VOR





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

ALSF-II / PAPI | 1500′ | 4000′ LT | ATL via 116.9 R-087 | CONNI

STRAIGHT-IN LANDING RWY9R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 114′ DA(H) 1126′ (100′)
NA	RVR 3	RVR 7	RVR 12

TERPS AMEND 0A

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (11-9) Eff 5 May

ATLANTA, GA
ILS PRM Rwy 10
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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	ILS DA(H)	Apt Elev 1026′
111.55	094°	2700′ (1700′)	1200′ (200′)	Rwy 10 1000′

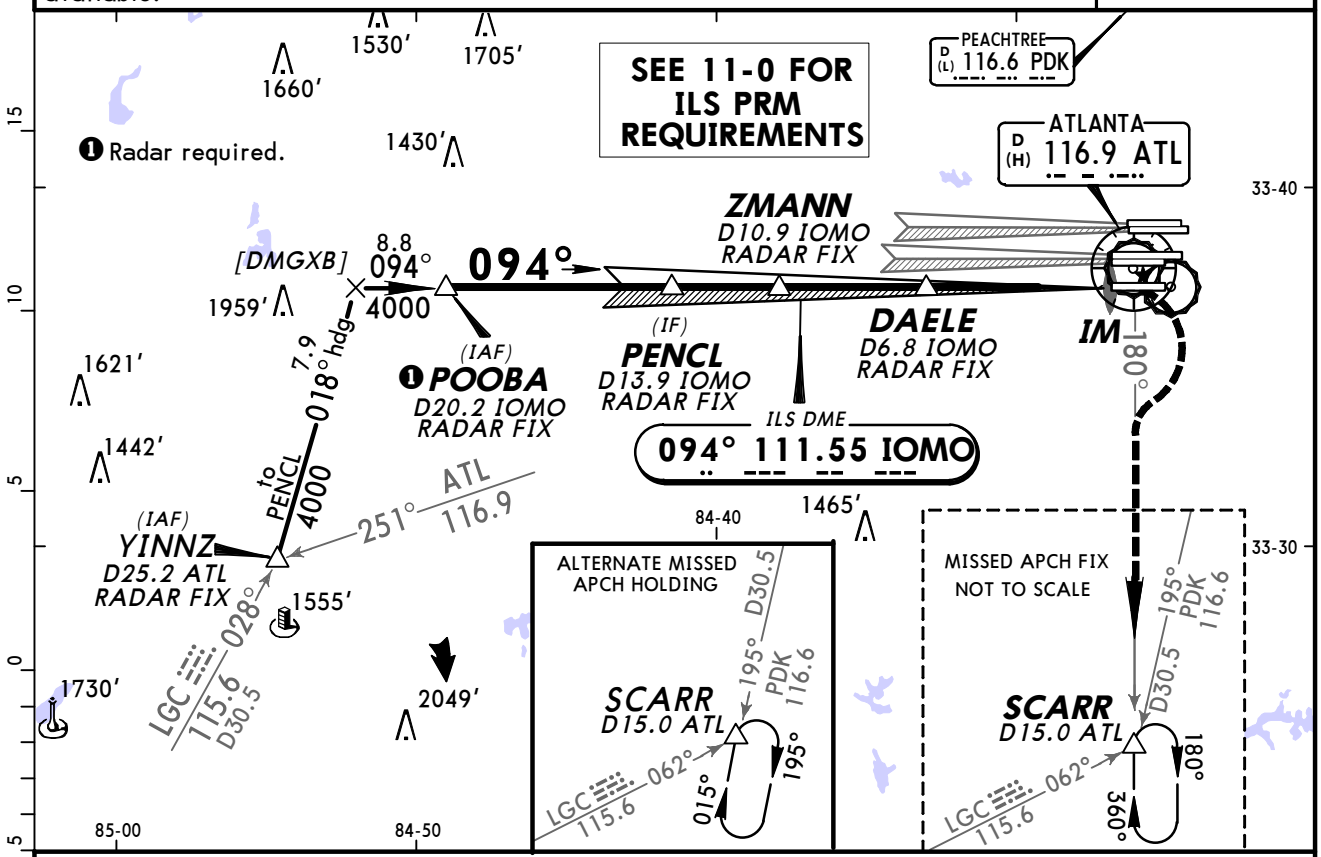
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

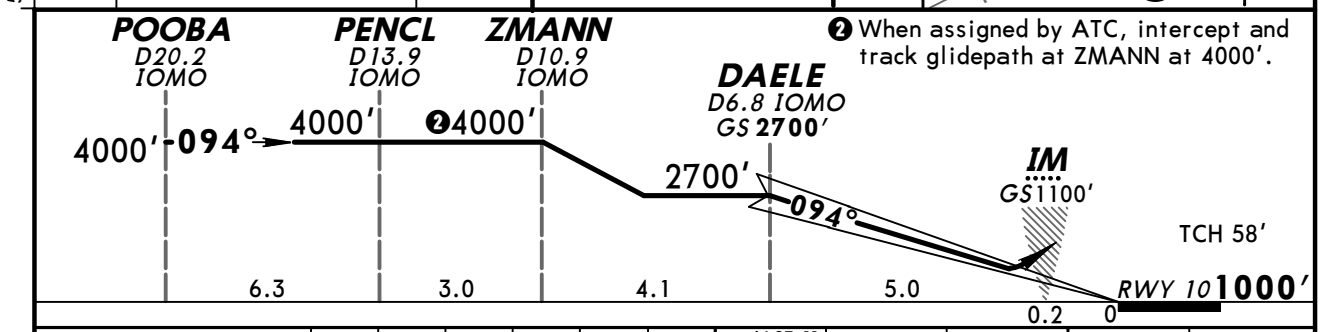
3100′

MSA ATL VOR

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 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.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 1400′ | 3000′ RT | on ATL 116.9 R-180 | SCARR

STRAIGHT-IN LANDING RWY 10
ILS
DA(H) 1200′ (200′)

	FULL	TDZ or CL out	ALS out
A B C D	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 **Eff 5 May** (11-9A)

ATLANTA, GA
ILS PRM Rwy 10 CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.55	094°	DAELE 2700′ (1700′)	NA	NA	Refer to Minimums	RA 107′ DA(H) 1100′ (100′)	1026′ Rwy 10 1000′

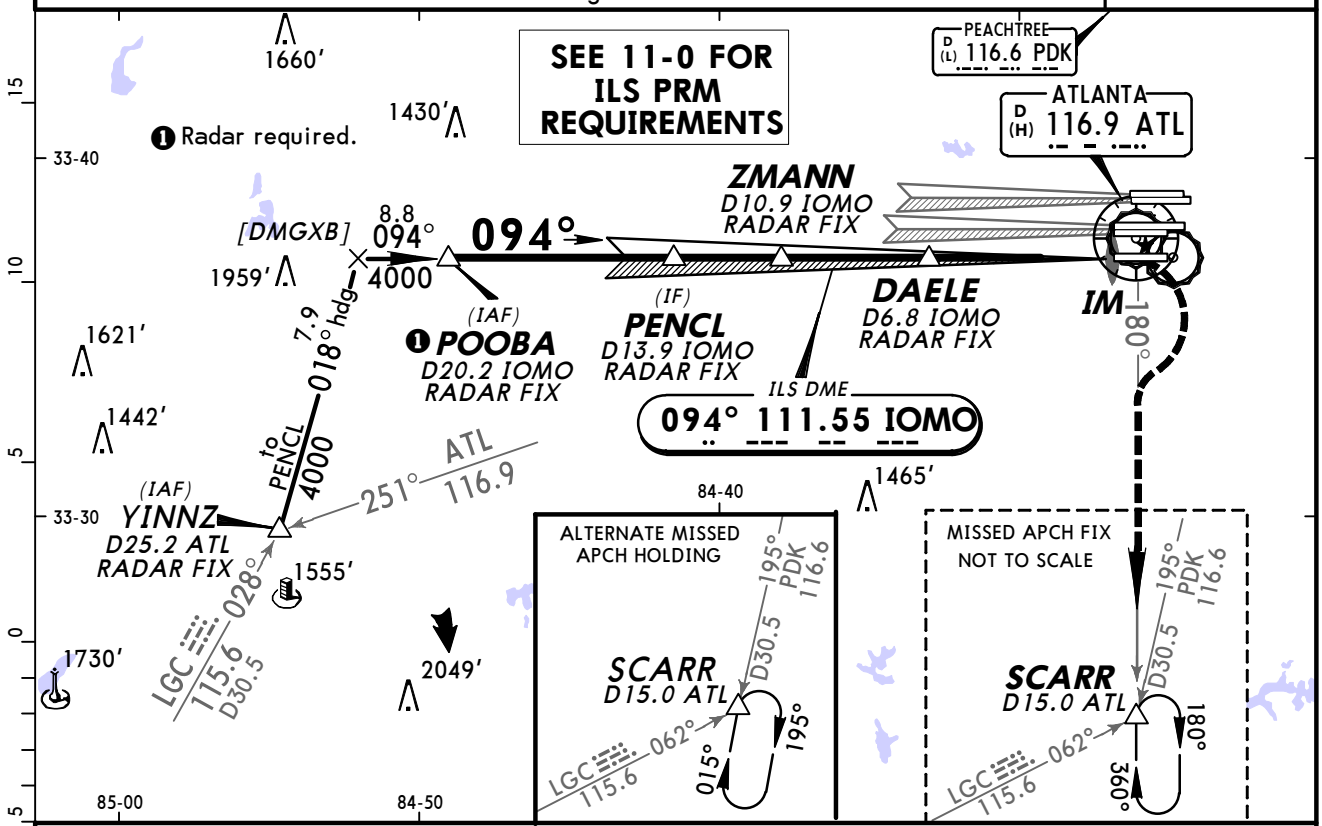
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

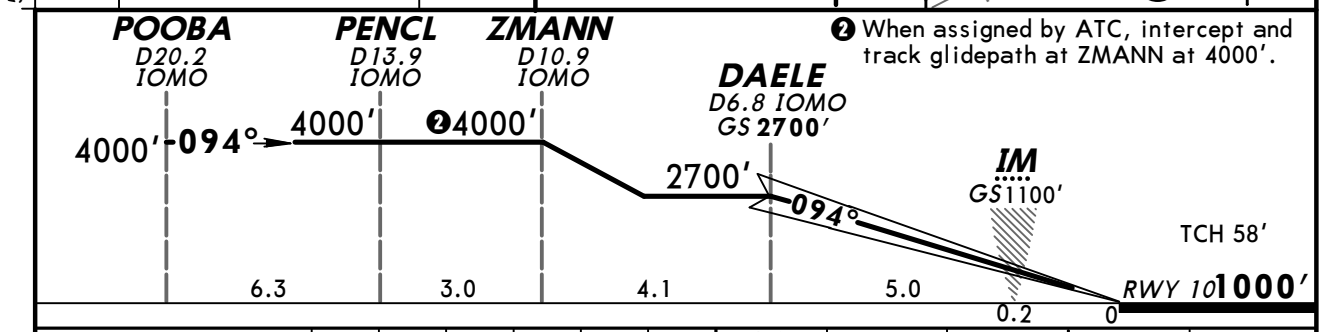
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. Localizer not suitable for electronic rollout guidance.

3100′

MSA ATL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | 1400′ ↑ | 3000′ RT | on ATL 116.9 R-180 | SCARR

STRAIGHT-IN LANDING RWY 10

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107′ DA(H) 1100′ (100′)
NA	NA	RVR 7	RVR 12

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (11-10) Eff 5 May

ATLANTA, GA
ILS or LOC Rwy 10

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

LOC IOMO	Final Apch Crs	GS DAELE	SA CAT I ILS RA 157′	ILS DA(H)	Apt Elev 1026′
111.55	094°	2700′(1700′)	DA(H) 1150′(150′)	1200′(200′)	Rwy 10 1000′

MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

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

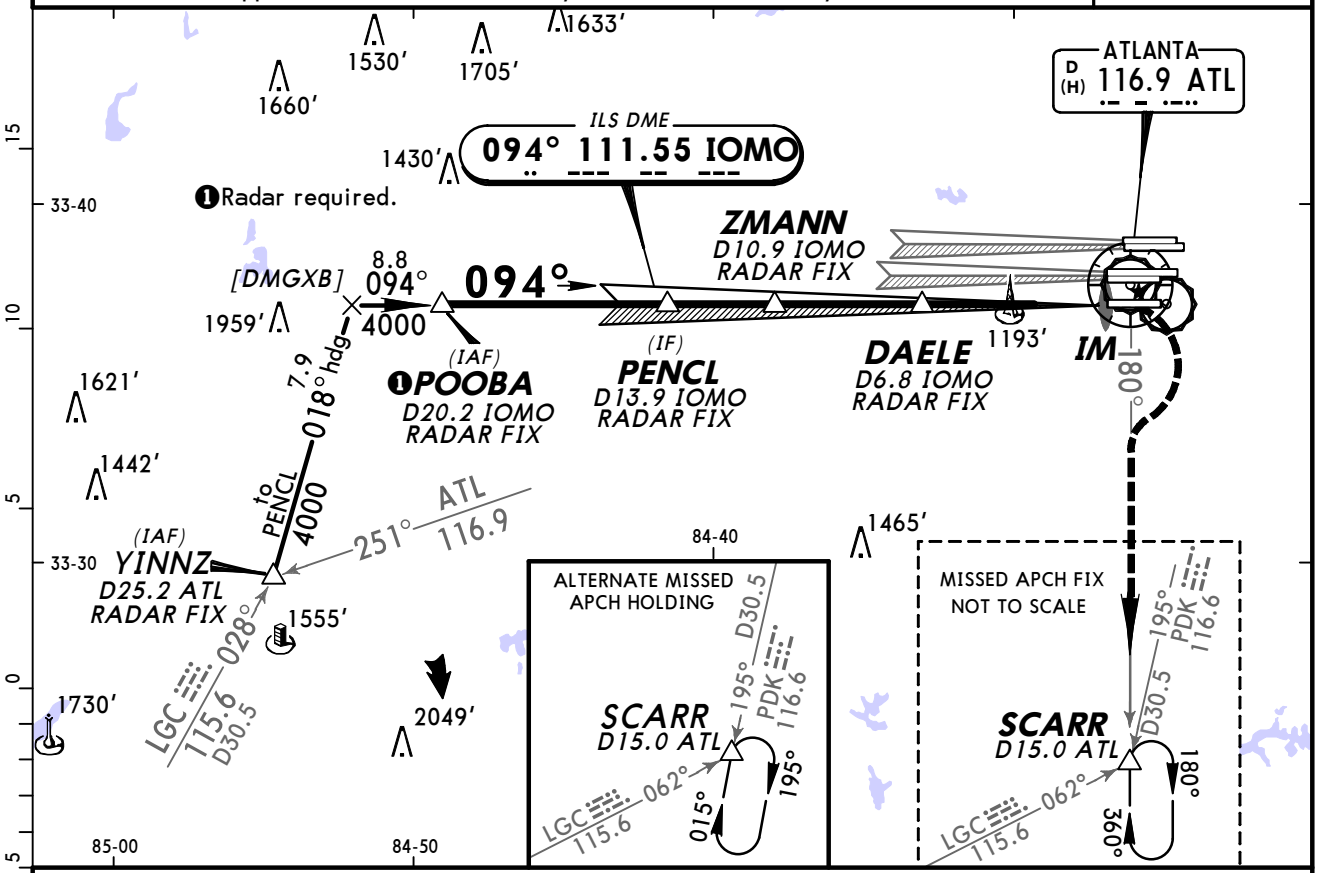
1. Special Aircrew and Aircraft Certification Required. 2. Radar or DME required.

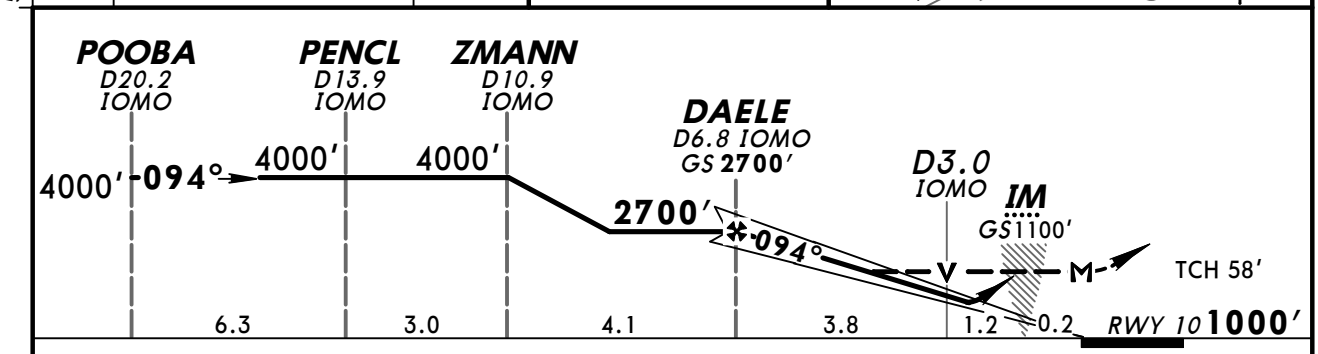
3. LOC procedure not authorized during simultaneous operations.

4. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L.

3100′

MSA ATL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
DAELE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-II

1400′

3000′ RT on ATL 116.9 R-180

SCARR

STRAIGHT-IN LANDING RWY 10

	1 SA CAT I ILS RA 157′ DA(H) 1150′(150′)	ILS DA(H) 1200′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1500′(500′)	ALS out
A	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 50 or 1	1 3/8
D						

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11
Eff 5 May

(11-10A)

ATLANTA, GA
ILS Rwy 10 CAT II & III

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

LOC IOMO	Final Apch Crs	GS DAELE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.55	094°	2700′ (1700′)	NA	NA	Refer to Minimums	RA 107′ DA(H) 1100′ (100′)	1026′ Rwy 10 1000′

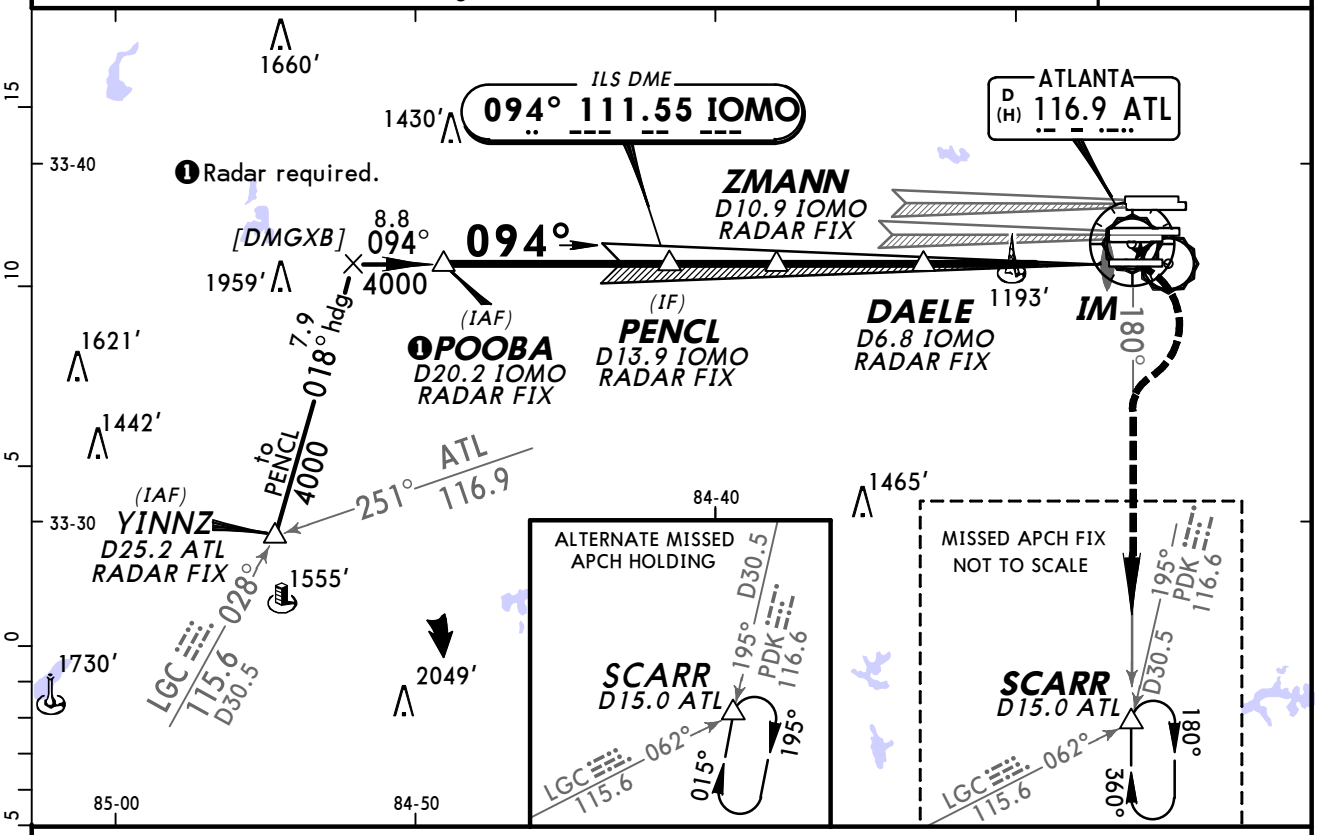
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

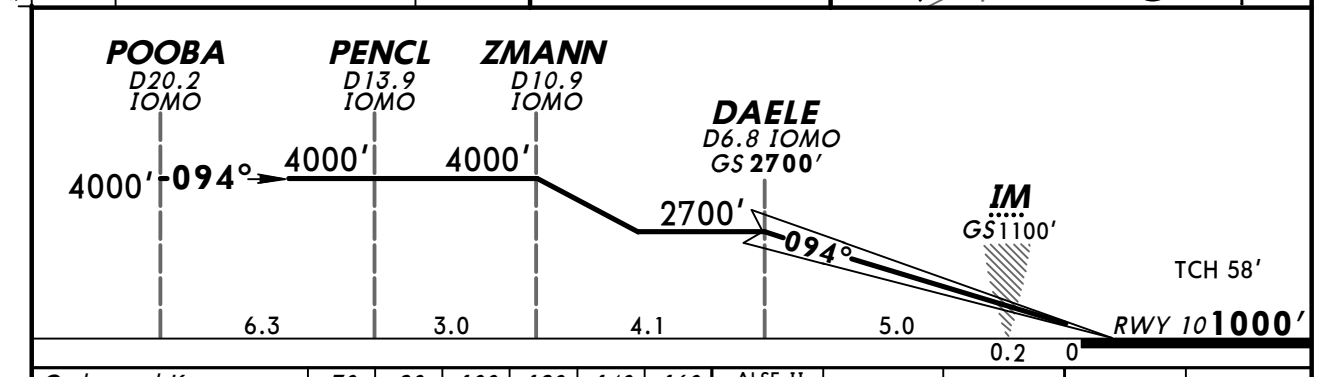
3100′

MSA ATL VOR

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
GS	3.00°	372	478	531	637	743	849

ALSF-II

1400′

3000′ RT on ATL 116.9 R-180

SCARR

STRAIGHT-IN LANDING RWY 10

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107′ DA(H) 1100′ (100′)
NA	NA	RVR 7	RVR 12

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

16 OCT 09 (11-11) Eff 22 Oct

ATLANTA, GA
ILS or LOC Rwy 26L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

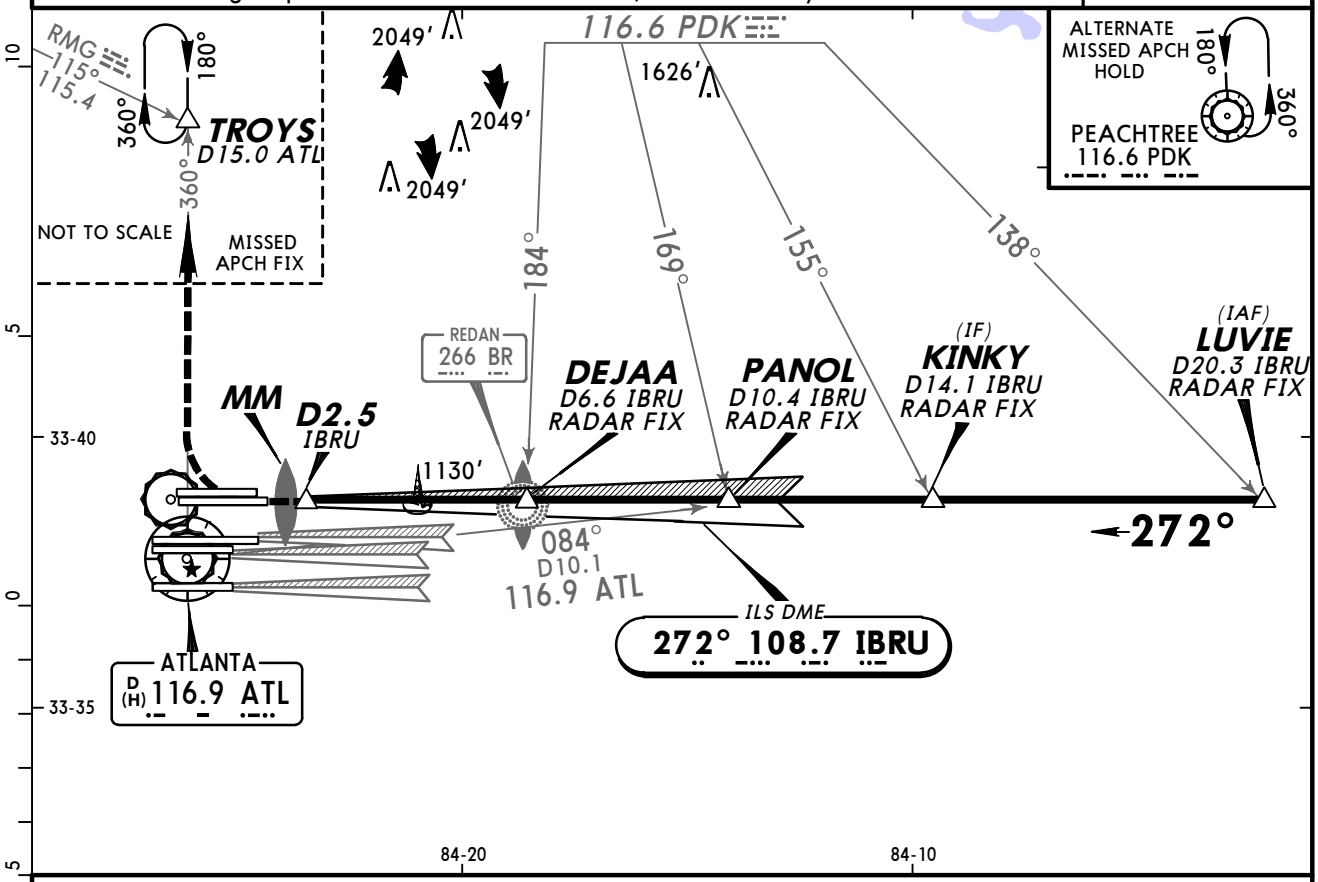
LOC IBRU	Final Apch Crs	GS DEJAA	ILS DA(H)	Apt Elev / TDZE
108.7	272°	2600′ (1605′)	1280′ (285′)	1026′ / 995′

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.

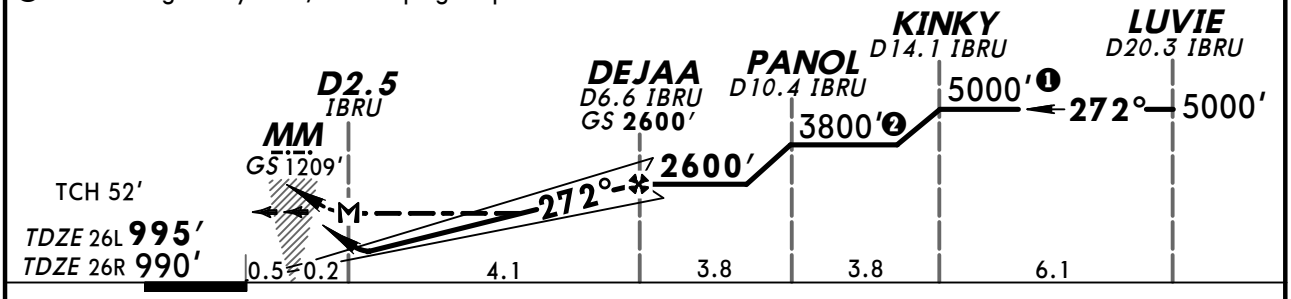
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR required.** 2. LOC procedure not authorized during simultaneous operations.
3. Simultaneous approach authorized with Rwys 27L or 27R or 28.
4. VGSI and ILS glidepath not coincident. 5. MALSR, PAPI-L on Rwy 26R.

MSA ATL VOR: 3100′



❶ When assigned by ATC, intercept glidepath at KINKY at 5000′.
❷ When assigned by ATC, intercept glidepath at PANOL at 3800′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.5 IBRU or DEJAA to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR / PAPI | 1500′ | 3500′ RT | ATL via 116.9 R-360 | TROYS

TERPS AMEND 19B 22 OCT 2009

	STRAIGHT-IN LANDING RWY26L ILS DA(H) 1280′ (285′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (385′)	RAIL out	ALS out	SIDESTEP LANDING RWY 26R MDA(H) 1380′ (390′)	RAIL or ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	
B							
C						RVR 50 or 1	1½
D			RVR 40 or ¾	RVR 60 or 1¼		1½	2

CHANGES: Procedure.

© JEPPESEN, 1998, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

16 OCT 09 (11-12) Eff 22 Oct

ATLANTA, GA
ILS PRM Rwy 26L
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

BRIEFING STRIP™

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

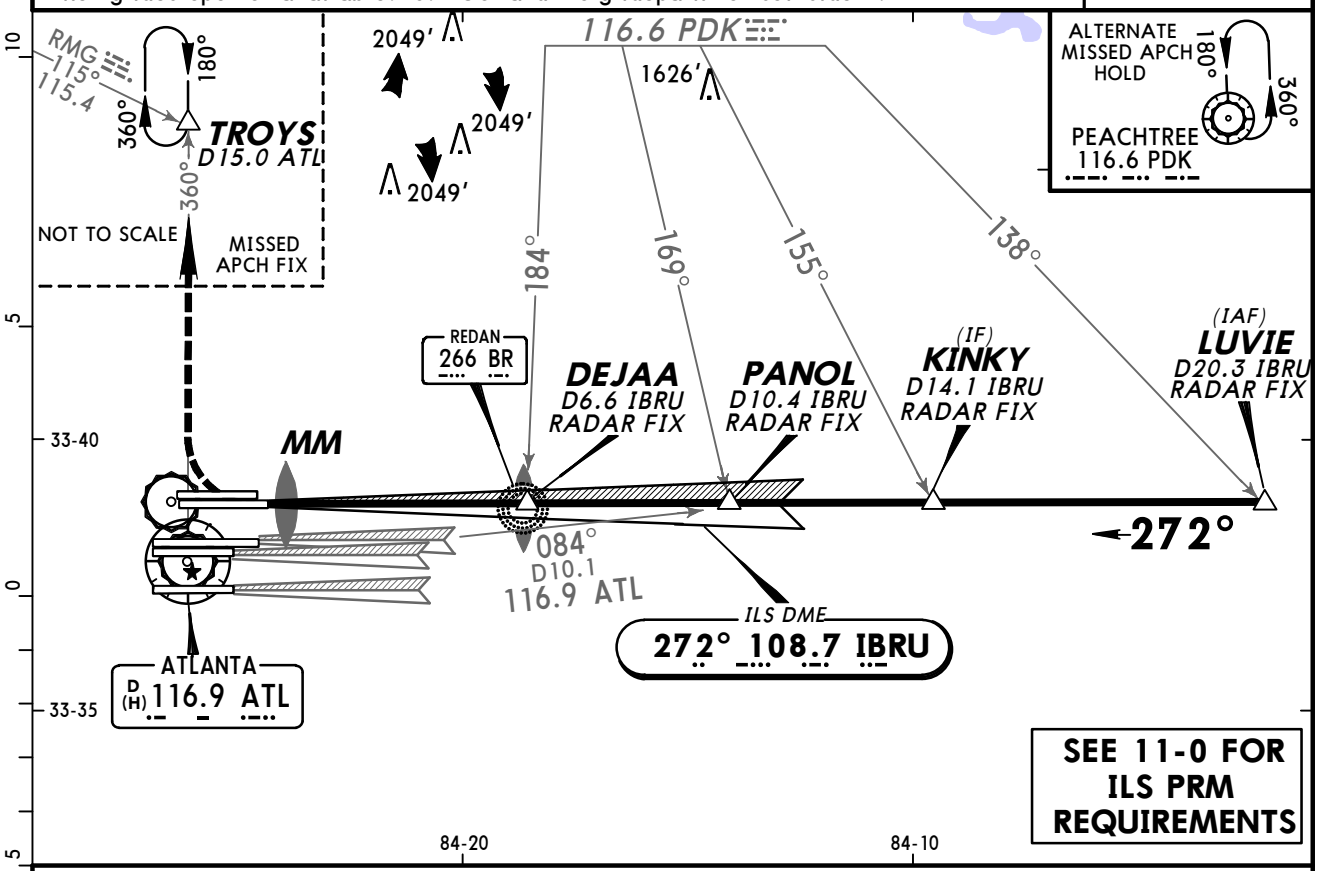
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

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

1. RADAR required. 2. DUAL VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwys 27L or 27R and 28. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available. 6. VGSI and ILS glidepath not coincident.

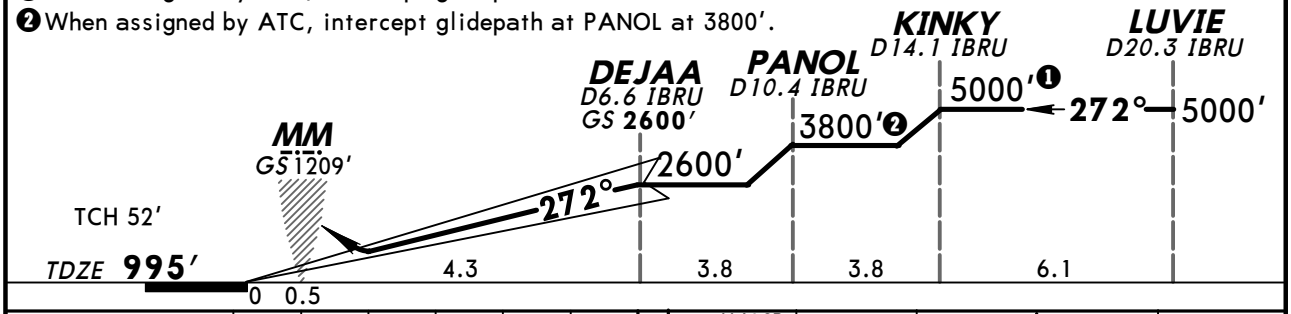
3100′

MSA ATL VOR



SEE 11-0 FOR ILS PRM REQUIREMENTS

❶ When assigned by ATC, intercept glidepath at KINKY at 5000′.
❷ When assigned by ATC, intercept glidepath at PANOL at 3800′.



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

MALSR PAPI 1500′ 3500′ RT ATL via 116.9 R-360 TROYS

STRAIGHT-IN LANDING RWY26L
ILS
DA(H) 1280′ (285′)

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

TERPS AMEND 0A 22 OCT 2009

CHANGES: Procedure.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

13 NOV 09 (11-13)

ATLANTA, GA
ILS or LOC Rwy 26R

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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	274°	2700′ (1710′)	1190′ (200′)	TDZE 26R 990′

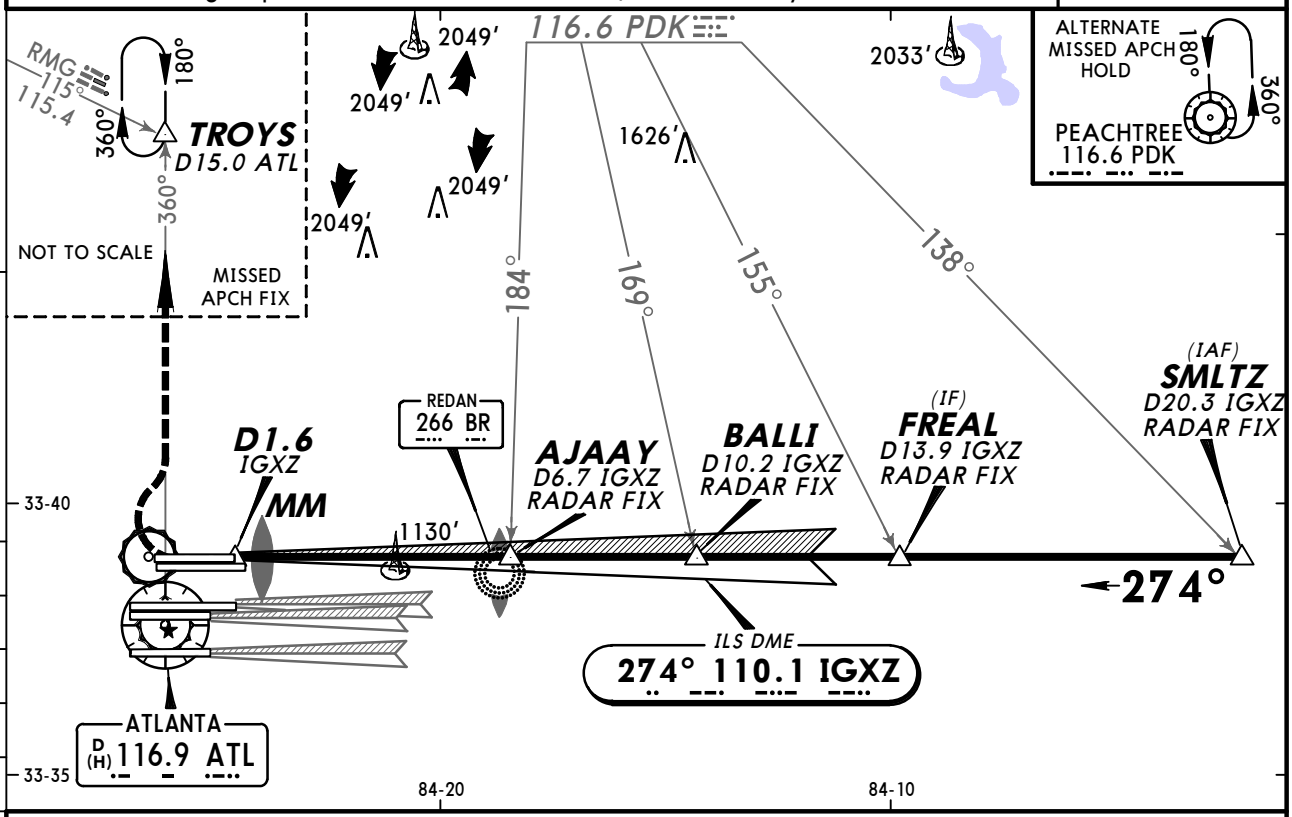
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

3100′

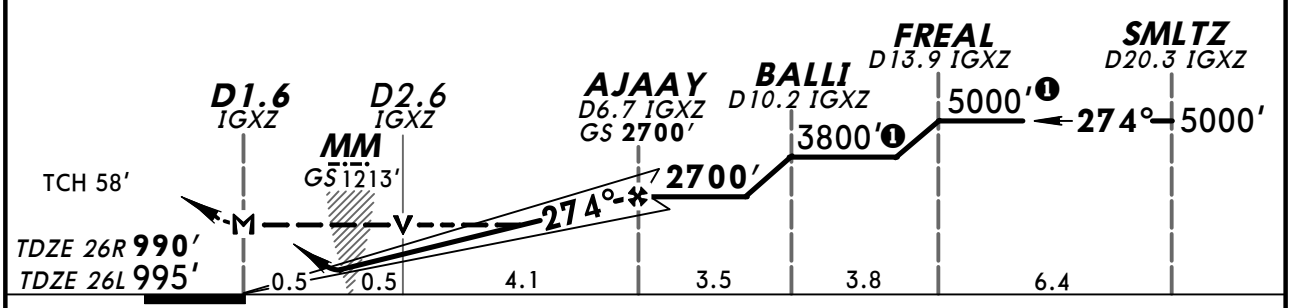
MSA ATL VOR

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

1. **Radar required.** 2. LOC procedure not authorized during simultaneous operations.
3. Simultaneous approach authorized with Rwys 27L or 27R or 28, or Rwys 27R and 28.
4. VGSI and ILS glidepath not coincident. 5. MALSR, PAPI-L on Rwy 26L.



❶ When assigned by ATC, intercept glidepath at 3800′ or 5000′.



Gnd speed-Kts		70	90	100	120	140	160	MALSR / PAPI	1400′	3500′	ATL via 116.9 R-360	TROYS
GS	3.00°	377	484	538	646	753	861			RT		
MAP at D1.6 IGXZ or AJAAY to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55					

STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 1190′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (390′)	RAIL out	ALS out	SIDESTEP LANDING RWY 26L MDA(H) 1380′ (385′)	RAIL or ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼	
B								
C							RVR 60 or 1¼	1½
D				RVR 40 or ¾	RVR 60 or 1¼		1¾	2

TERPS AMEND 5 22 OCT 2009

CHANGES: Authorization note removed.

© JEPPESEN, 1998, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

13 NOV 09 (11-13A)

ATLANTA, GA
ILS Rwy 26R CAT II

BRIEFING STRIP TM

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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	CAT II	Apt Elev 1026′
110.1	274°	AJAAY 2700′ (1710′)	RA 105′ DA(H) 1090′(100′)	TDZE 990′

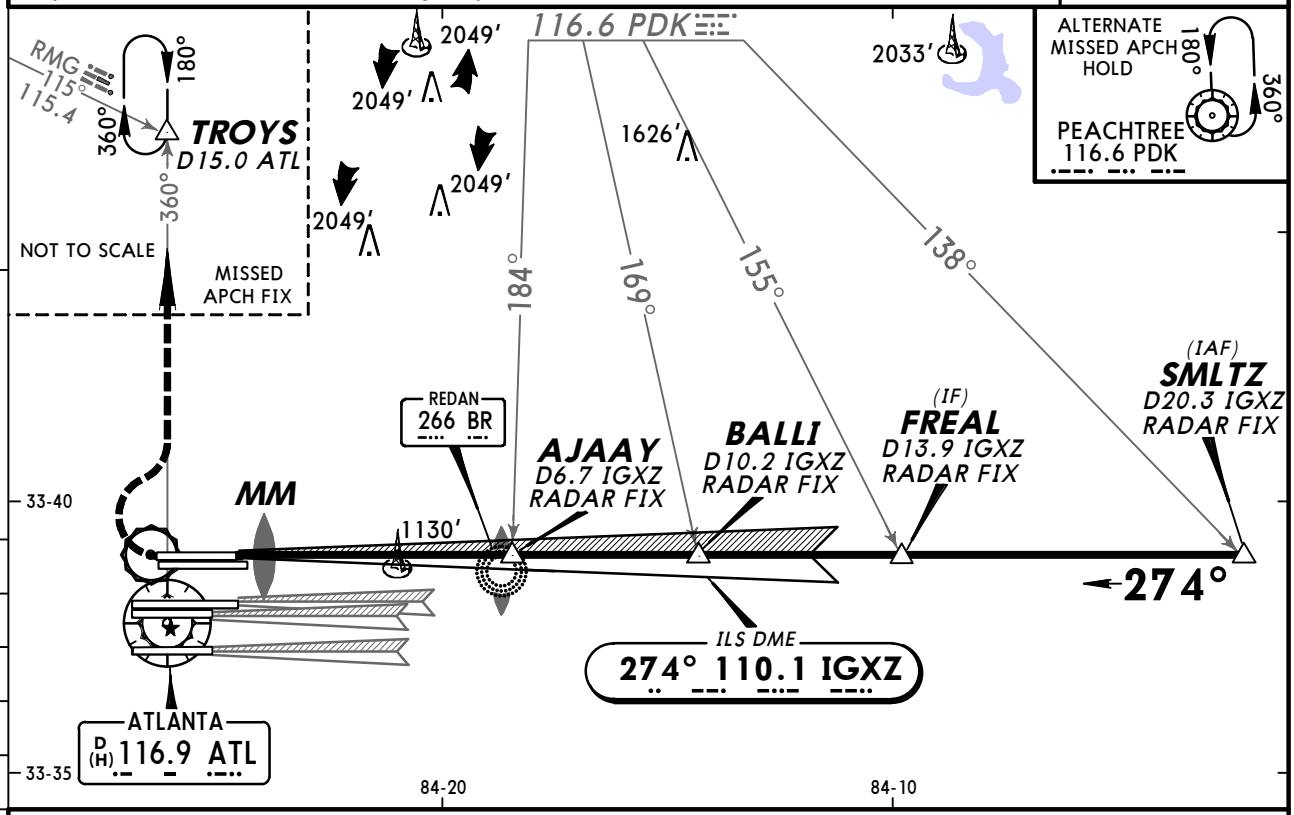
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

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

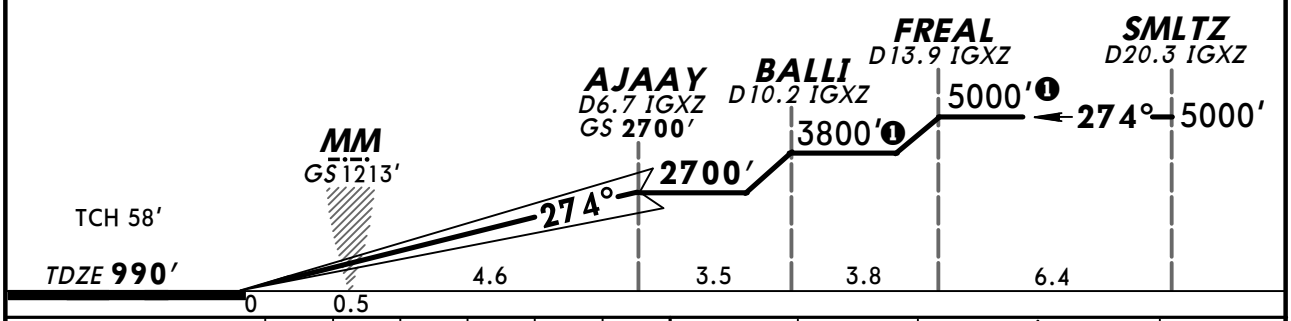
1. Special Aircrew and Aircraft Certification Required. 2. Radar Required.
3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OpsSpec approval or LOA for this runway. 4. Simultaneous approach authorized with Rwys 27L or 27R or 28, or Rwys 27R and 28. 5. VGSI and ILS glidepath not coincident.

3100′

MSA ATL VOR



❶ When assigned by ATC, intercept glidepath at 3800′ or 5000′.



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

MALSR PAPI | 1400′ | 3500′ RT | ATL via 116.9 R-360 | TROYS

STRAIGHT-IN LANDING RWY26R

CAT II ILS

RA 105′

DA(H) 1090′(100′)

RVR 12

TERPS AMEND 5 22 OCT 2009

CHANGES: None.

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

13 NOV 09 (11-14)

ATLANTA, GA
ILS PRM Rwy 26R
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

Monitor Frequency 126.9

BRIEFING STRIP ™

LOC IGXZ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1026′
110.1	274°	AJAAY 2700′ (1710′)	1190′ (200′)	TDZE 990′

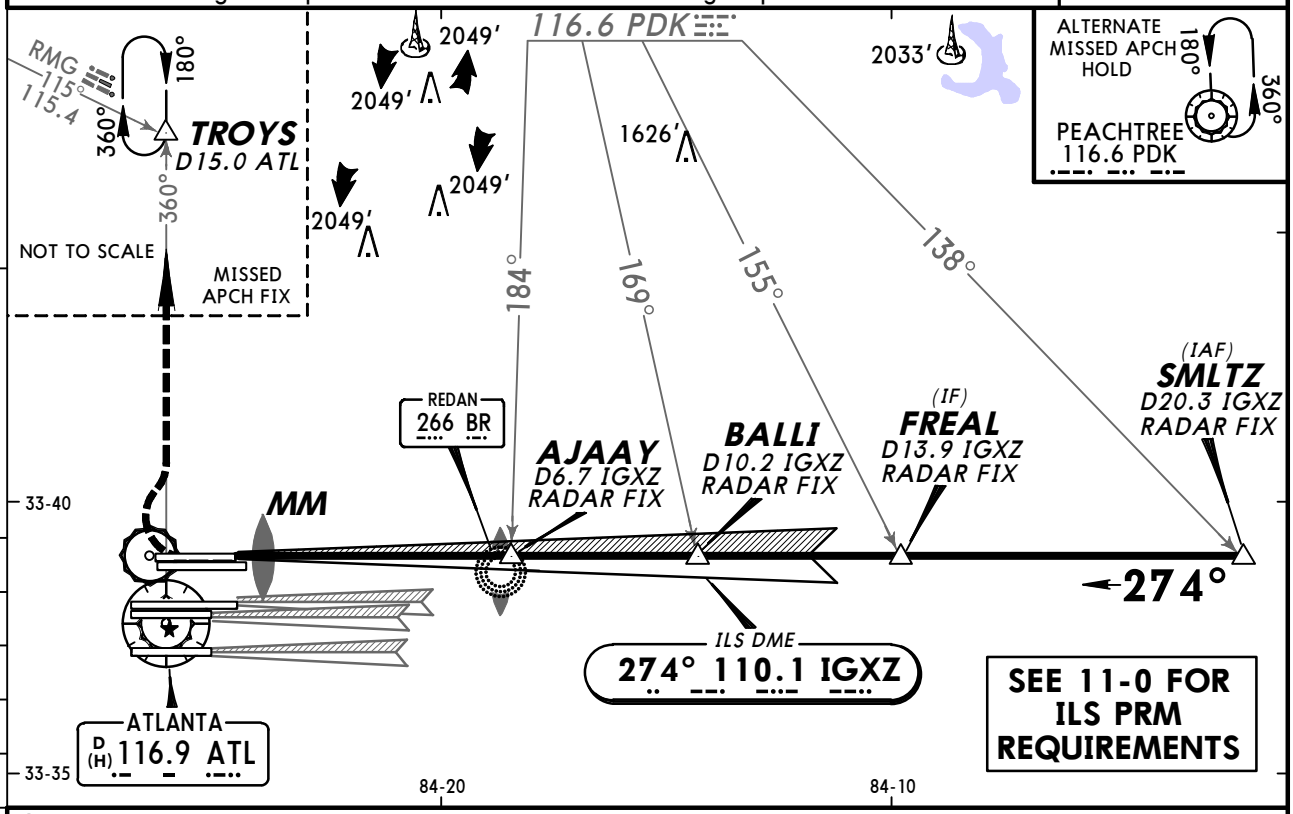
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

3100′

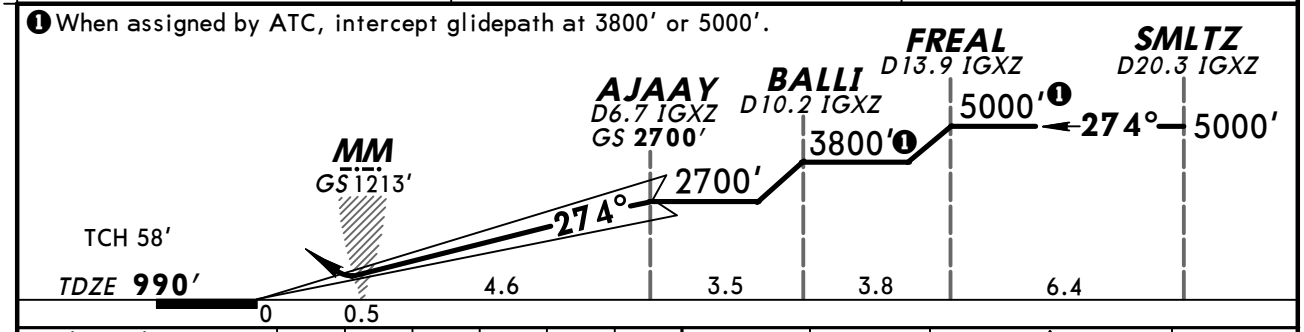
MSA ATL VOR

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 27L or 27R and 28. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available. 6. VGSI and ILS glidepath not coincident.



❶ When assigned by ATC, intercept glidepath at 3800′ or 5000′.



Gnd speed-Kts		70	90	100	120	140	160	MALSR / PAPI	1400′	3500′ RT	ATL via 116.9 R-360	TROYS
GS	3.00°	377	484	538	646	753	861					

STRAIGHT-IN LANDING RWY26R
ILS
DA(H) 1190′ (200′)

	FULL	TDZ or CL out	RAIL or ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾
B			
C			
D			

TERPS AMEND 1 22 OCT 2009

CHANGES: Authorization note removed.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

13 NOV 09 (11-14A)

ATLANTA, GA
ILS PRM Rwy 26R CAT II
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

Monitor Frequency 126.9

BRIEFING STRIP ™

LOC IGXZ	Final Apch Crs	GS	CAT II	Apt Elev 1026′
110.1	274°	AJAAY 2700′ (1710′)	RA 105′ DA(H) 1090′(100′)	TDZE 990′

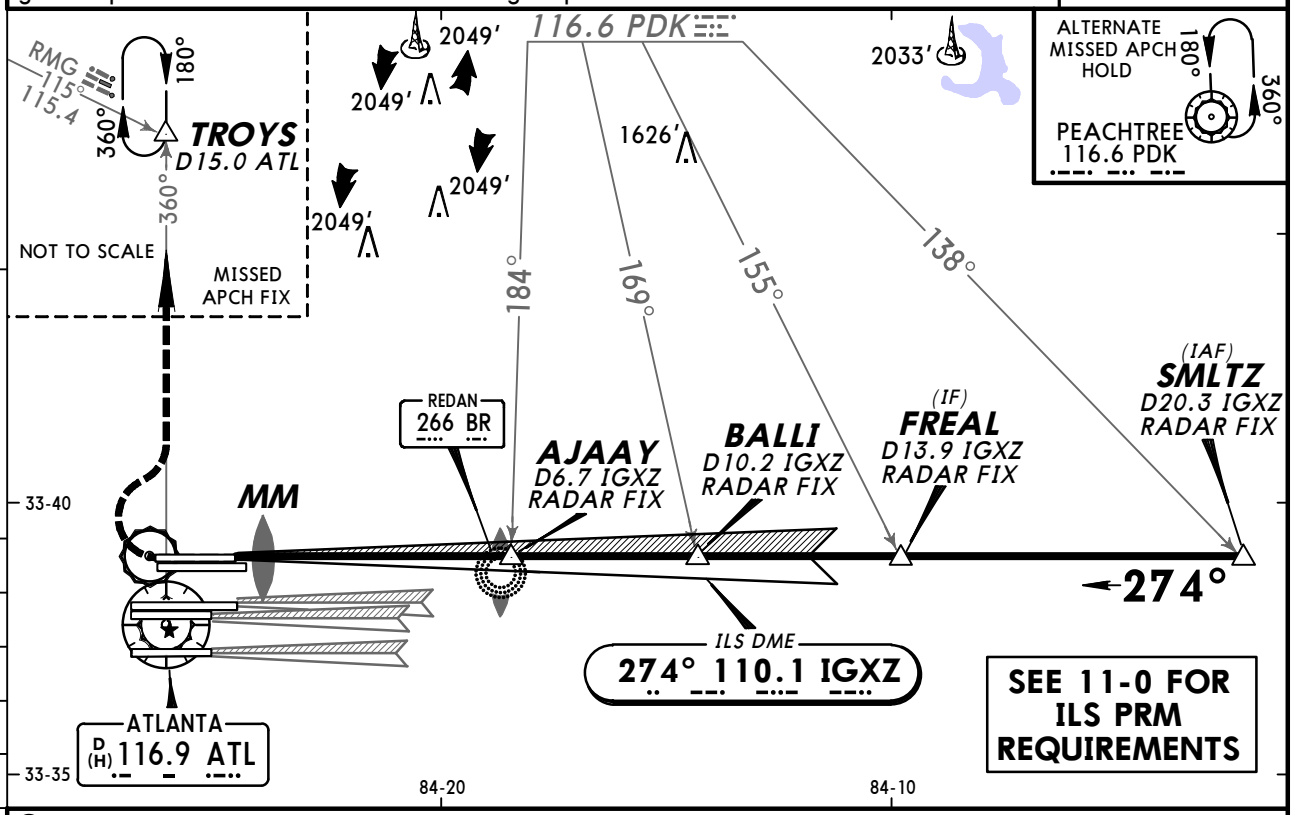
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 3500′ outbound via ATL VOR R-360 to TROYS INT/D15.0 ATL and hold.

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

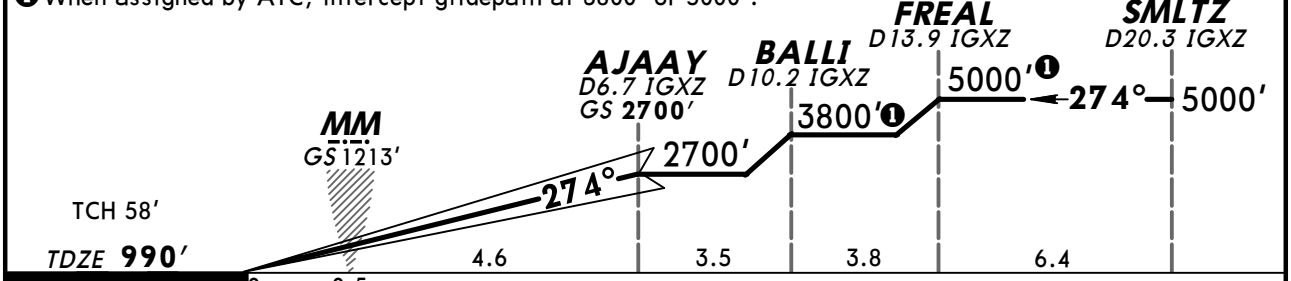
1. Special Aircrew and Aircraft Certification Required. 2. Radar Required. 3. Dual VHF Comm Required. 4. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OpsSpec approval or LOA for this runway. 5. Simultaneous close parallel approach authorized with ILS PRM Rwys 27L or 27R and 28. 6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. Procedure not authorized when glideslope not available. 8. VGSI and ILS glidepath not coincident.

3100′

MSA ATL VOR



❶ When assigned by ATC, intercept glidepath at 3800′ or 5000′.



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

MALSR PAPI | 1400′ | 3500′ RT | via ATL 116.9 R-360 | TROYS

STRAIGHT-IN LANDING RWY26R

CAT II ILS

RA 105′

DA(H) 1090′(100′)

RVR 12

TERPS AMEND 1 22 OCT 2009

CHANGES: None.

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

11 NOV 11 (11-15)

ATLANTA, GA
ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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	274°	2800′ (1801′)	1199′ (200′)	TDZE 999′

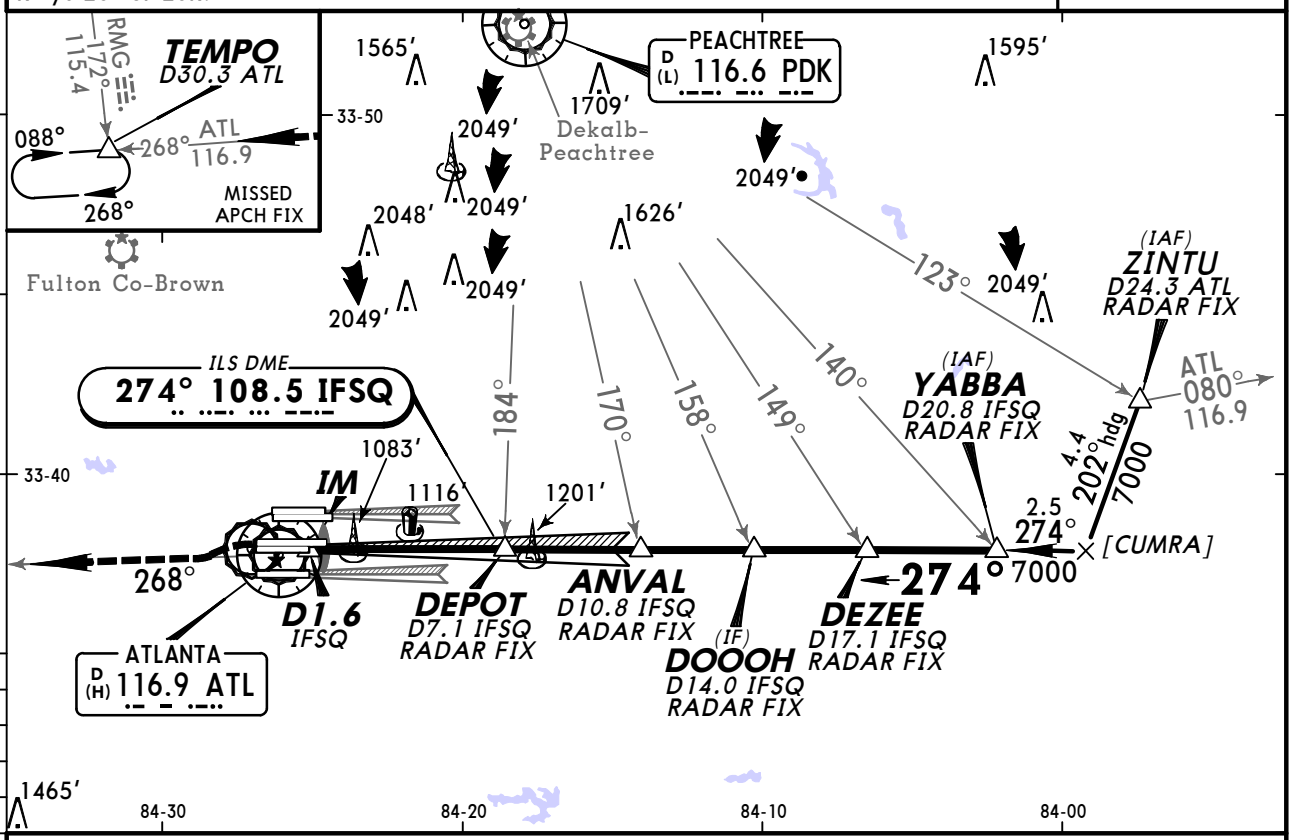
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

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

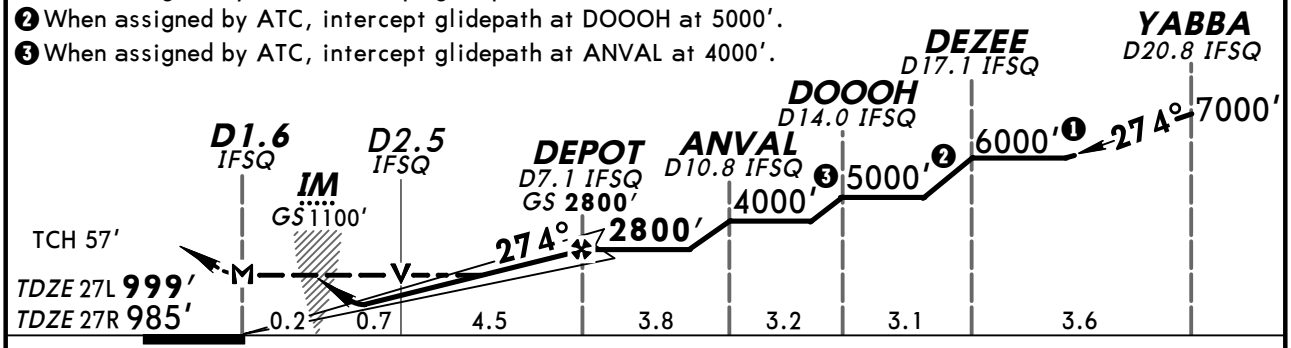
1. RADAR required. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approaches authorized with Rwys 26L or 26R.

3100′

MSA ATL VOR



❶ When assigned by ATC, intercept glidepath at DEZEE at 6000′.
❷ When assigned by ATC, intercept glidepath at DOOOH at 5000′.
❸ When assigned by ATC, intercept glidepath at ANVAL at 4000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IFSQ or DEPOT to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI 1400′ 4000′ LT ATL via 116.9 R-268 TEMPO

	STRAIGHT-IN LANDING RWY 27L ILS DA(H) 1199′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1340′ (341′)	ALS out	SIDESTEP LANDING RWY 27R MDA(H) 1420′ (435′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	
B						1¾	
C				RVR 40 or ¾		2¼	
D							

TERPS AMEND 16B 17 NOV 2011

CHANGES: Notes.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

11 NOV 11 (11-15A)

ATLANTA, GA
ILS Rwy 27L CAT II

BRIEFING STRIP ™

D-ATIS	ATLANTA Approach (R)	ATLANTA Tower					Ground		
Arrival		Rwys 9R/27L	Rwys 8L/26R	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	GS	CAT II	Apt Elev 1026′
IFSQ	Apch Crs	DEPOT	RA 122′	TDZE 999′
108.5	274°	2800′ (1801′)	DA(H) 1099′(100′)	

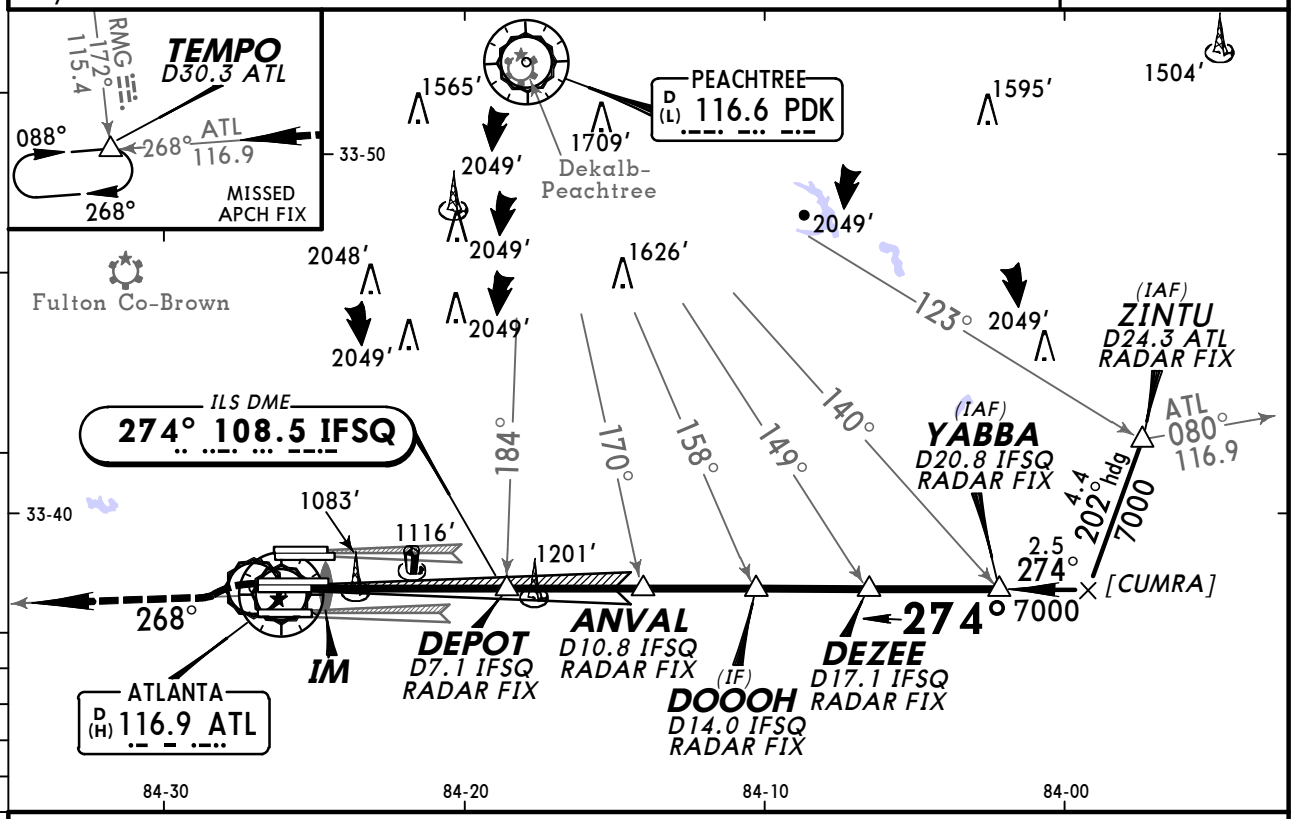
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

3100′

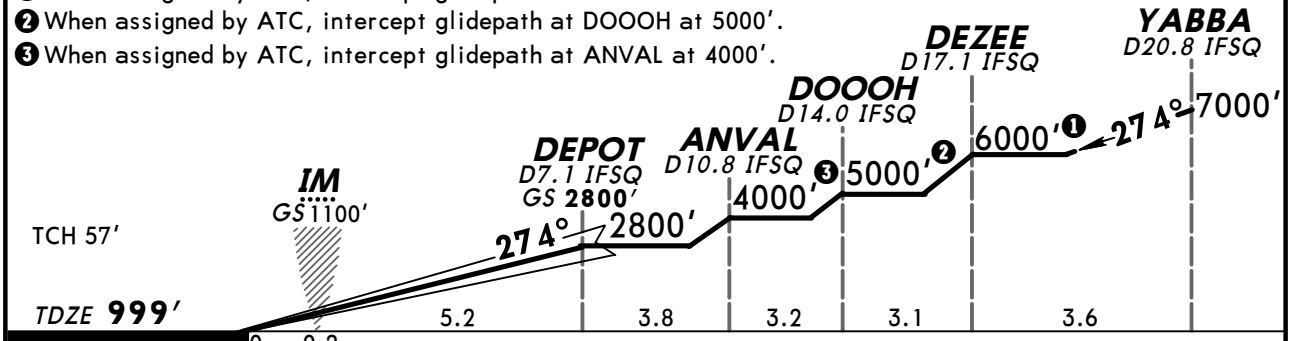
MSA ATL VOR

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

1. Special Aircrew and Aircraft Certification Required. 2. RADAR required.
3. VGSI and ILS glidepath not coincident. 4. Simultaneous approaches authorized with Rwys 26L or 26R.



❶ When assigned by ATC, intercept glidepath at DEZEE at 6000′.
❷ When assigned by ATC, intercept glidepath at DOOOH at 5000′.
❸ When assigned by ATC, intercept glidepath at ANVAL at 4000′.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 1400′ 4000′ LT via ATL 116.9 R-268 TEMPO

STRAIGHT-IN LANDING RWY **27L**

CAT II ILS

RA 122′

DA(H) **1099′** (100′)

RVR 12

TERPS AMEND 16B 17 NOV 2011

CHANGES: None.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (11-16)

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

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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
		Monitor Frequency 132.55							

LOC IFSQ	Final Apch Crs	GS DEPOT	ILS DA(H)	Apt Elev 1026′
108.5	274°	2800′ (1801′)	1199′ (200′)	TDZE 999′

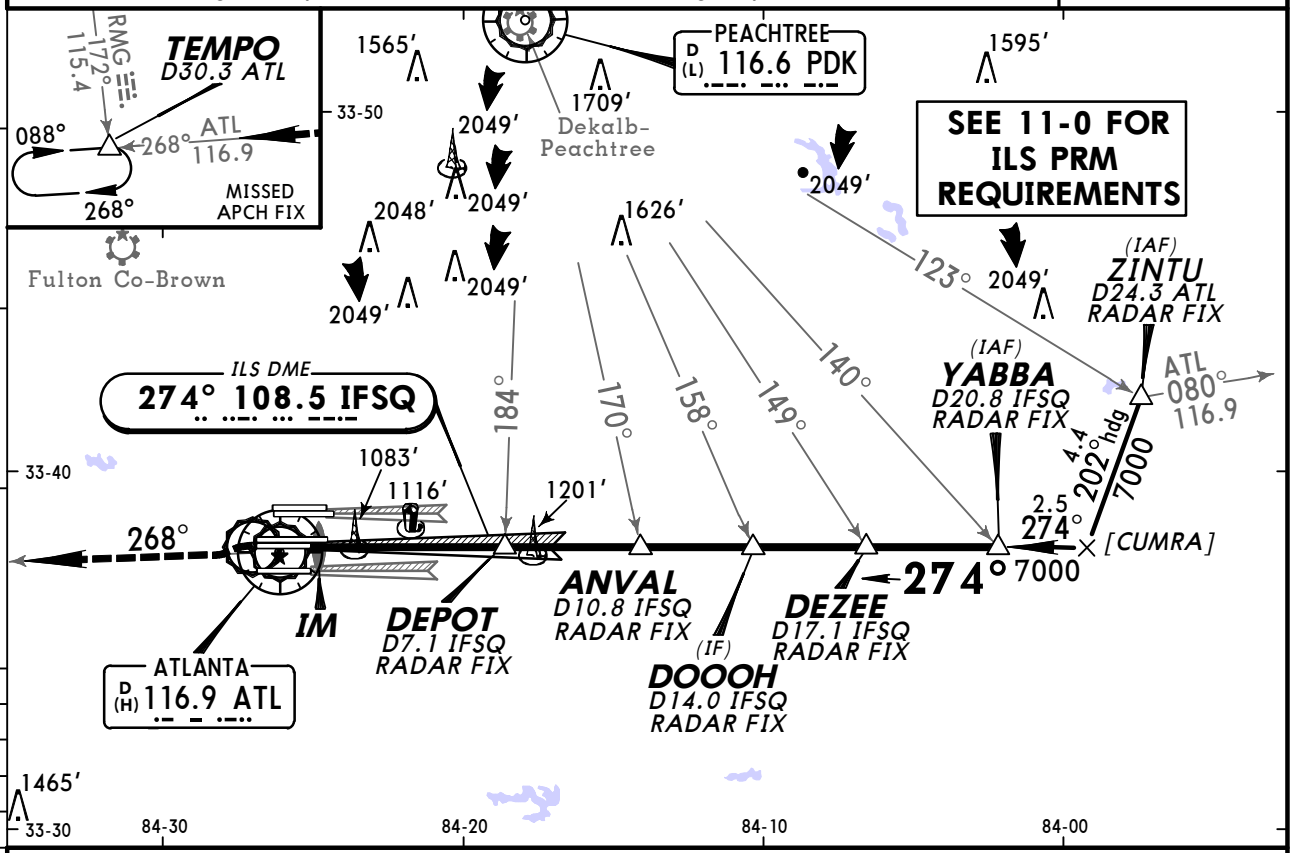
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

3100′

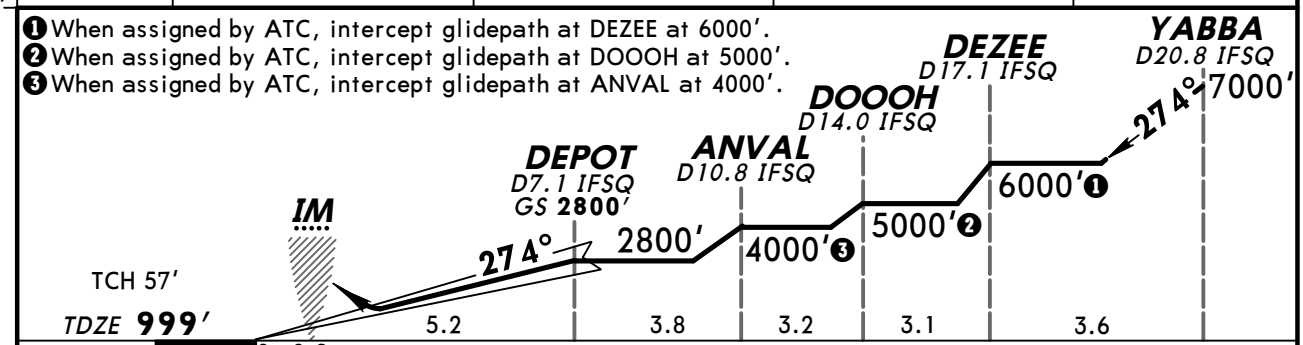
MSA ATL VOR

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

1. RADAR required. 2. Dual VHF comm required. 3. Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available. 6. VGSI and ILS glidepath not coincident.



❶ When assigned by ATC, intercept glidepath at DEZEE at 6000′.
❷ When assigned by ATC, intercept glidepath at DOOOH at 5000′.
❸ When assigned by ATC, intercept glidepath at ANVAL at 4000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 1400′ | 4000′ LT | ATL via 116.9 R-268 | TEMPO

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

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

TERPS AMEND 1A 10 MAR 2011

CHANGES: Amendment number, lighting, minimums.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11

(11-16A)

ATLANTA, GA
ILS PRM Rwy 27L CAT II
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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
		Monitor Frequency 132.55							

BRIEFING STRIP ™

LOC IFSQ	Final Apch Crs	GS	CAT II	Apt Elev 1026′
108.5	274°	DEPOT 2800′ (1801′)	RA 122′ DA(H) 1099′(100′)	TDZE 999′

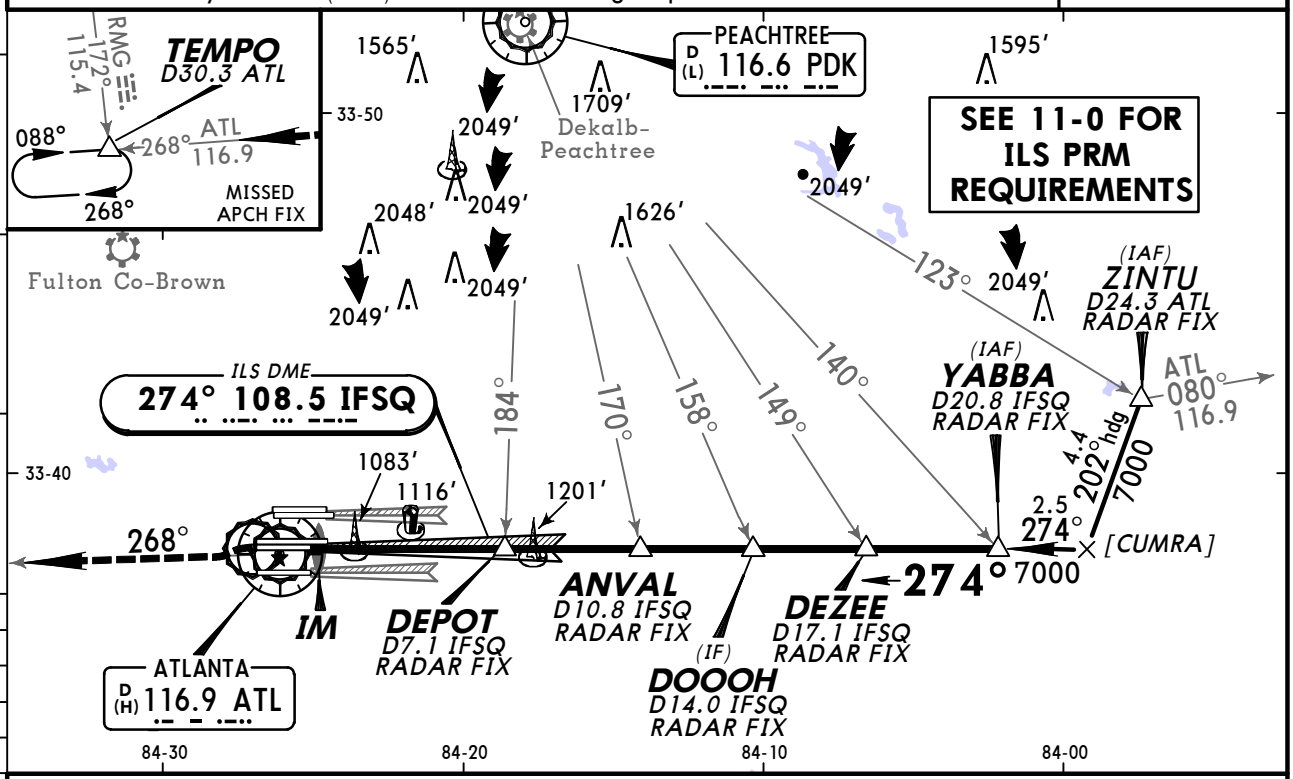
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

3100′

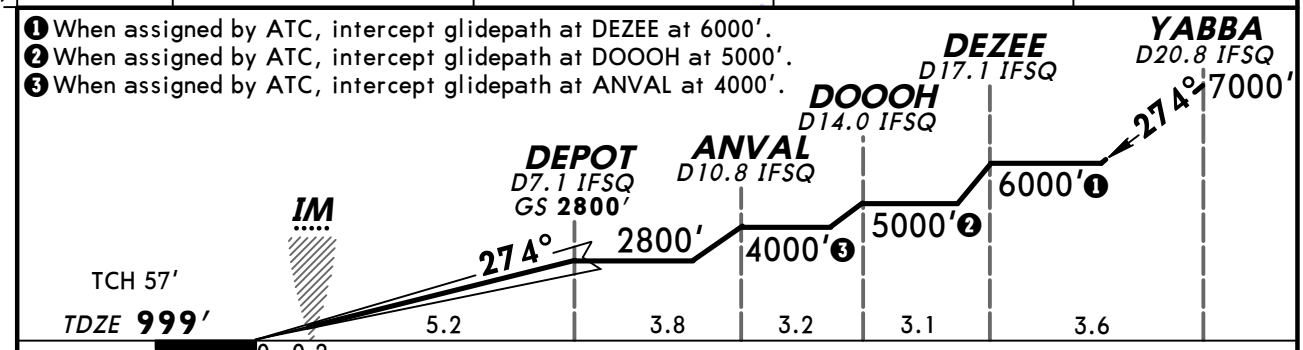
MSA ATL VOR

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. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific Ops Spec approval or LOA for this runway. 5. Procedure not authorized when glideslope not available. 6. Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 8. VGSI and ILS glidepath not coincident.



❶ When assigned by ATC, intercept glidepath at DEZEE at 6000′.
❷ When assigned by ATC, intercept glidepath at DOOOH at 5000′.
❸ When assigned by ATC, intercept glidepath at ANVAL at 4000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 1400′ 4000′ LT ATL via 116.9 R-268 TEMPO

STRAIGHT-IN LANDING RWY **27L**
CAT II ILS
RA 122′
DA(H) **1099′** (100′)

RVR 12

TERPS AMEND 1A 10 MAR 2011

CHANGES: Amendment number, lighting.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

12 JAN 07 (11-17) Eff 18 Jan

ATLANTA, GA
ILS or LOC Rwy 27R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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

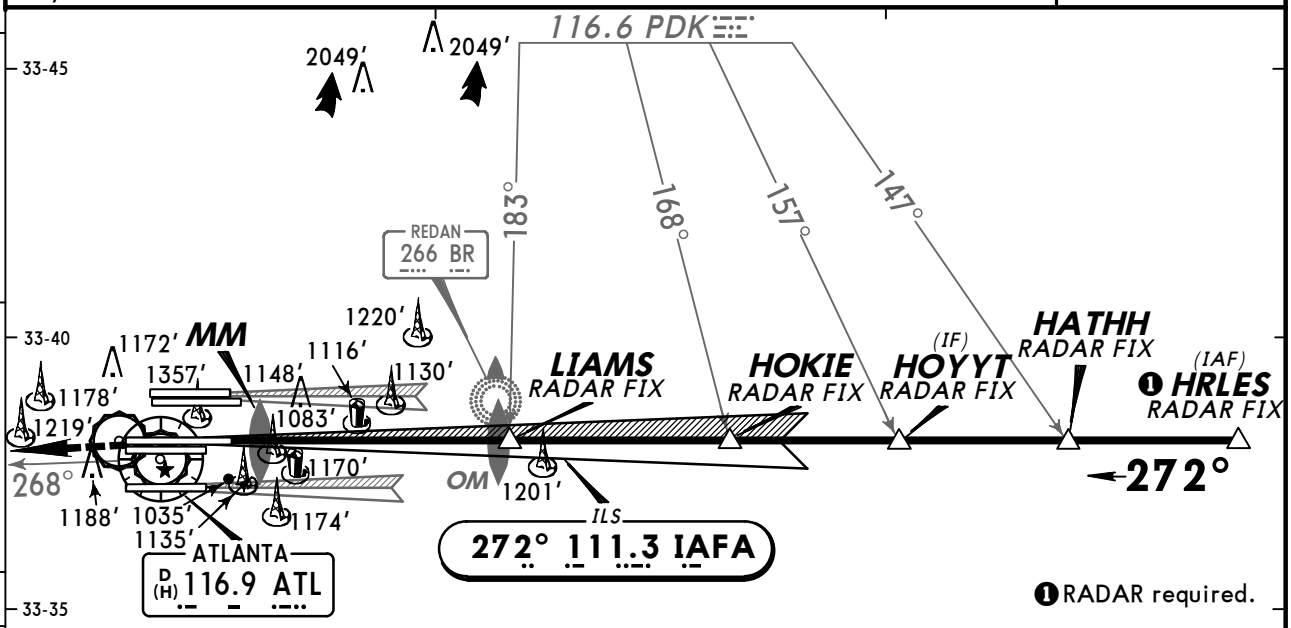
LOC IAFA	Final Apch Crs	GS LIAMS	ILS DA(H)	Apt Elev / TDZE
111.3	272°	2700′ (1715′)	1185′ (200′)	1026′ / 985′

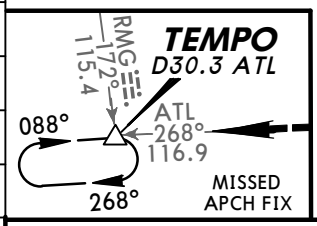
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

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

1. LOC procedure NA during simultaneous operations. 2. Simultaneous approach authorized with Rwys 26R or 26L or 28, or Rwys 26R and 28. 3. MALSR, PAPI-R on Rwy 27L.

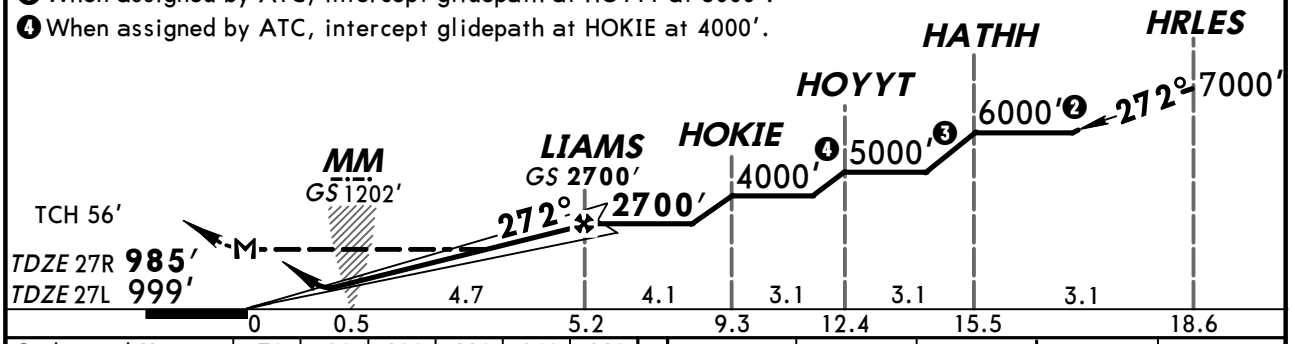
3100′
MSA ATL VOR





84-20 84-10

❷ When assigned by ATC, intercept glidepath at HATHH at 6000′.
❸ When assigned by ATC, intercept glidepath at HOYYT at 5000′.
❹ When assigned by ATC, intercept glidepath at HOKIE at 4000′.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LIAMS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALS PAPI | 1400′ | 4000′ LT | ATL via 116.9 R-268 | TEMPO

TERPS AMEND 4A

	STRAIGHT-IN LANDING RWY27R ILS DA(H) 1185′ (200′) FULL	ILS ALS out	LOC (GS out) MDA(H) 1420′ (435′)	LOC ALS out	SIDESTEP LANDING RWY 27L MDA(H) 1420′ (421′)	RAIL or ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	
B						
C			RVR 60 or 1¼		RVR 50 or 1	1½
D			1½		1½	2

CHANGES: Chart reindexed.

© JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

12 JAN 07 (11-18) Eff 18 Jan

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

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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 132.55

LOC IAFA	Final Apch Crs	GS LIAMS	ILS DA(H)	Apt Elev 1026′ / TDZE 985′
111.3	272°	2700′ (1715′)	1185′ (200′)	

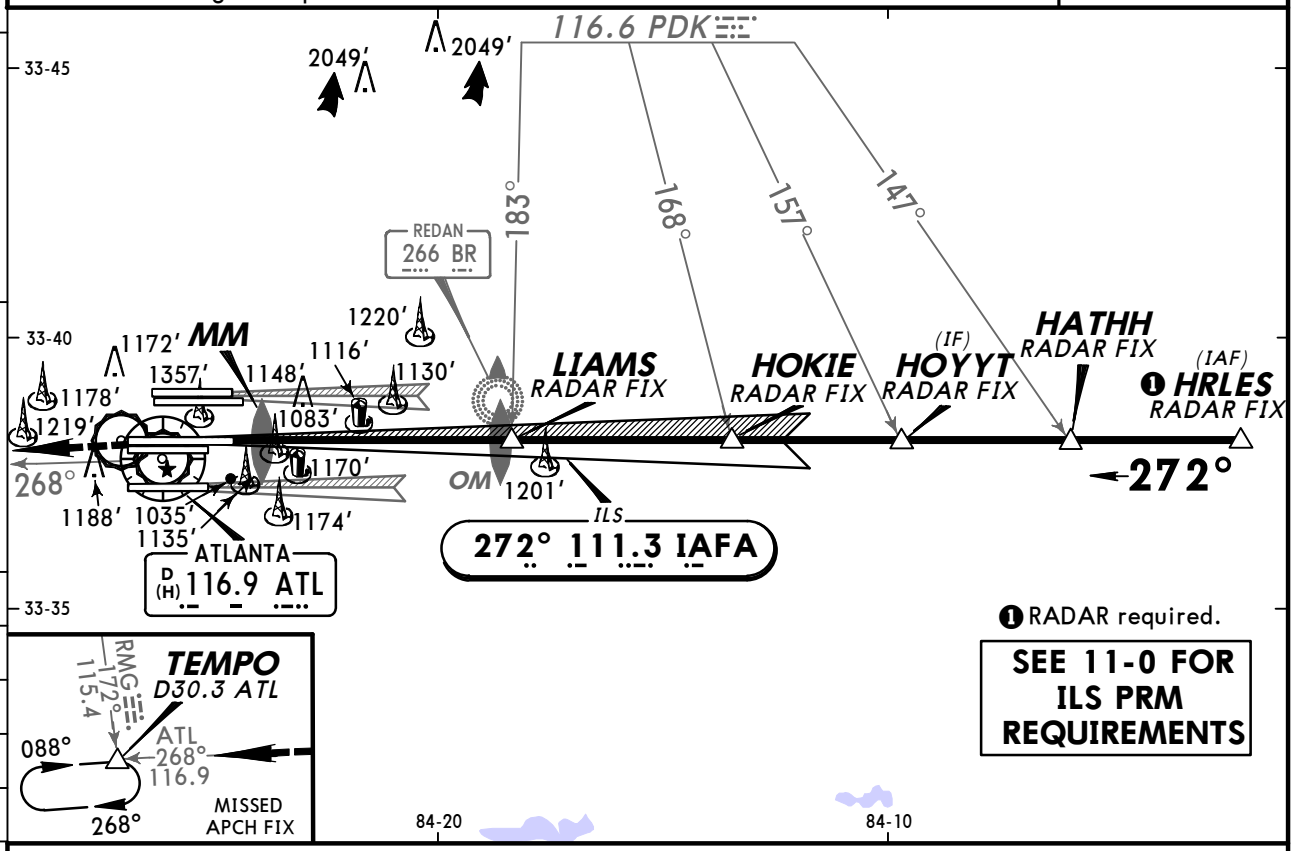
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 4000′ outbound via ATL VOR R-268 to TEMPO INT/D30.3 ATL and hold.

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

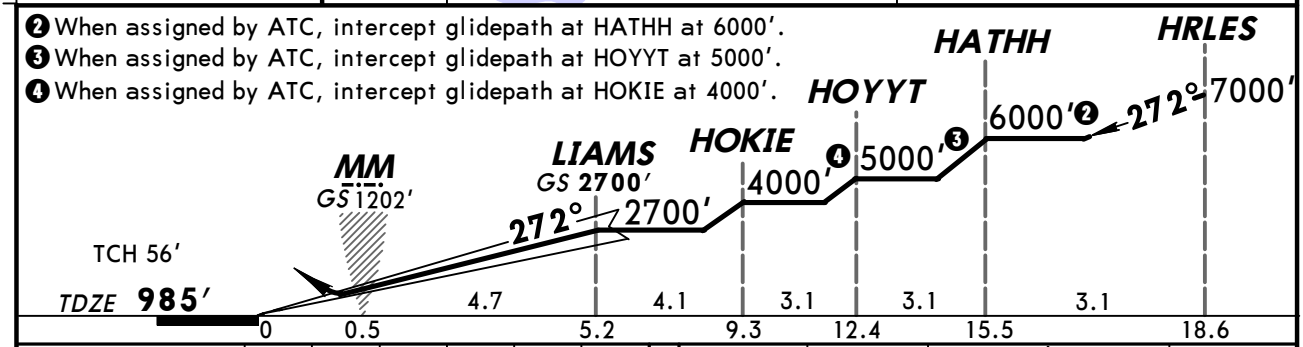
1. RADAR required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwys 26L or 26R and 28. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.

3100′

MSA ATL VOR



❷ When assigned by ATC, intercept glidepath at HATHH at 6000′.
❸ When assigned by ATC, intercept glidepath at HOYYT at 5000′.
❹ When assigned by ATC, intercept glidepath at HOKIE at 4000′.



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

MALS PAPI | 1400′ | 4000′ LT | ATL via 116.9 R-268 | TEMPO

STRAIGHT-IN LANDING RWY27R
ILS
DA(H) 1185′ (200′)

FULL	ALS out
RVR 40 or ¾	

TERPS AMENDO A B C D

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (11-19) Eff 5 May

ATLANTA, GA
ILS or LOC Rwy 28

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

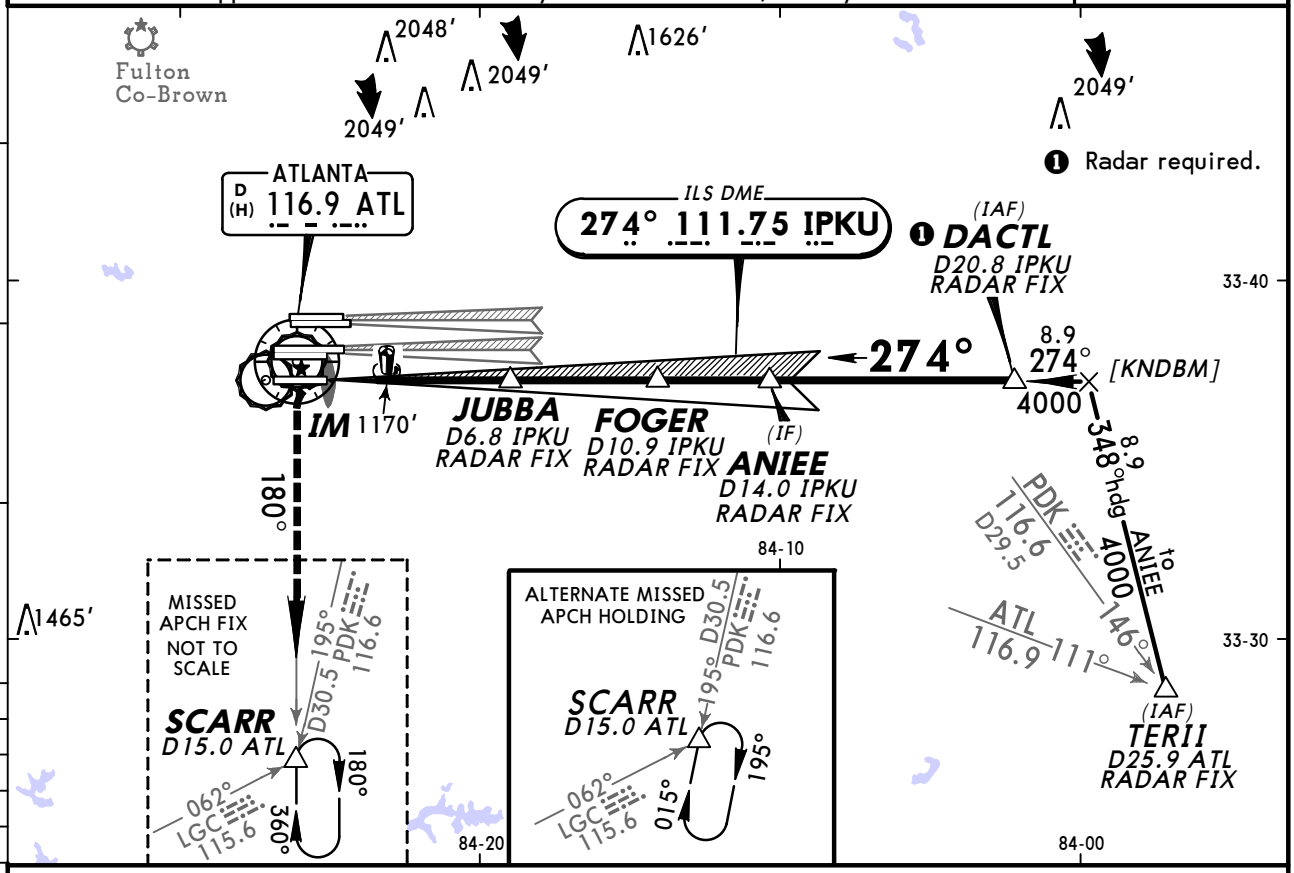
LOC IPKU	Final Apch Crs	GS JUBBA	SA CAT I ILS	ILS DA(H)	Apt Elev 1026′
111.75	274°	2700′(1702′)	RA 174′ DA(H) 1148′(150′)	1198′(200′)	Rwy 28 998′

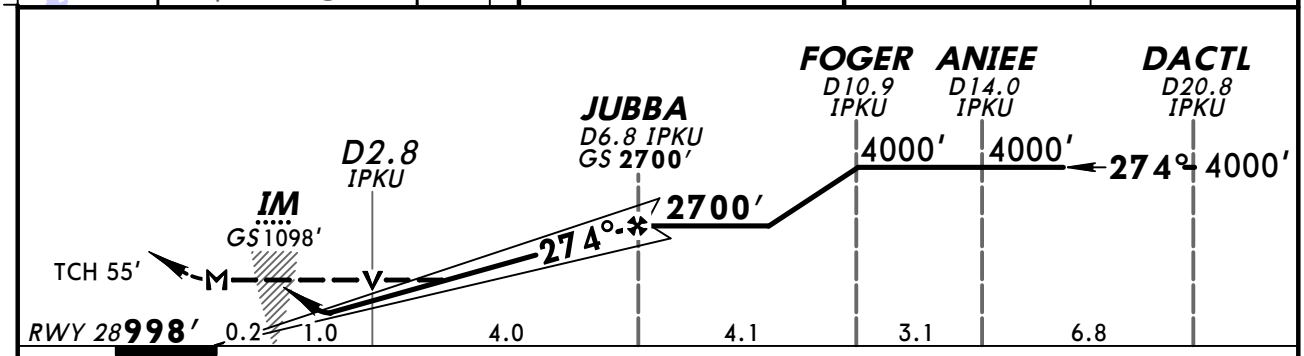
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

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

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

3100′
MSA ATL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
JUBBA to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-II

1400′

3000′ LT on ATL 116.9 R-180

SCARR

STRAIGHT-IN LANDING RWY 28

	1 SA CAT I ILS RA 174′ DA(H) 1148′(150′)	ILS DA(H) 1198′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1420′(422′)	ALS out
A	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 40 or 3/4	1 1/4
D						

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (11-19AA) Eff 5 May

ATLANTA, GA
ILS Rwy 28 CAT II

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

BRIEFING STRIP ™

LOC IPKU	Final Apch Crs	GS JUBBA	CAT II RA 124′ DA(H)	Apt Elev 1026′ Rwy 28 998′
111.75	274°	2700′ (1702′)	1098′ (100′)	

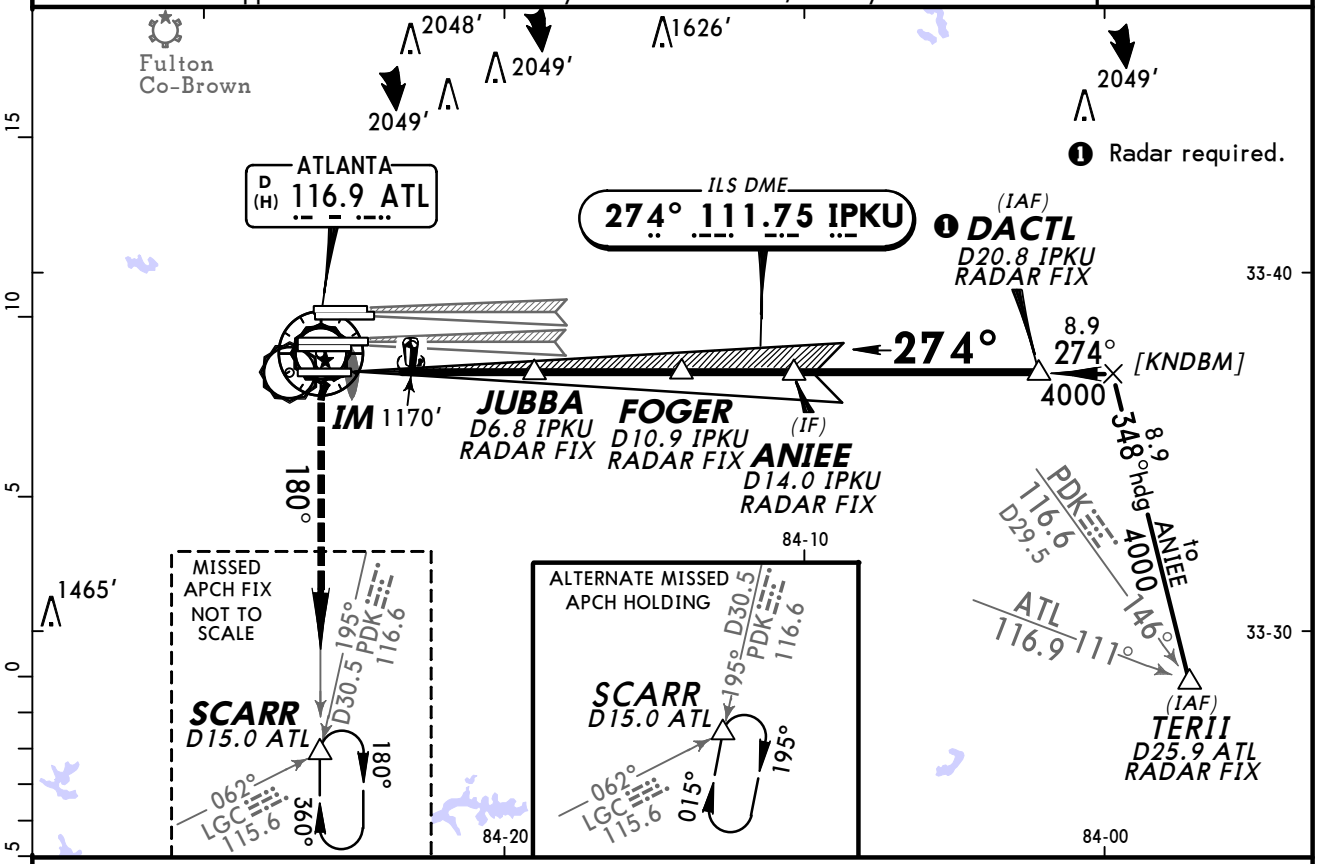
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

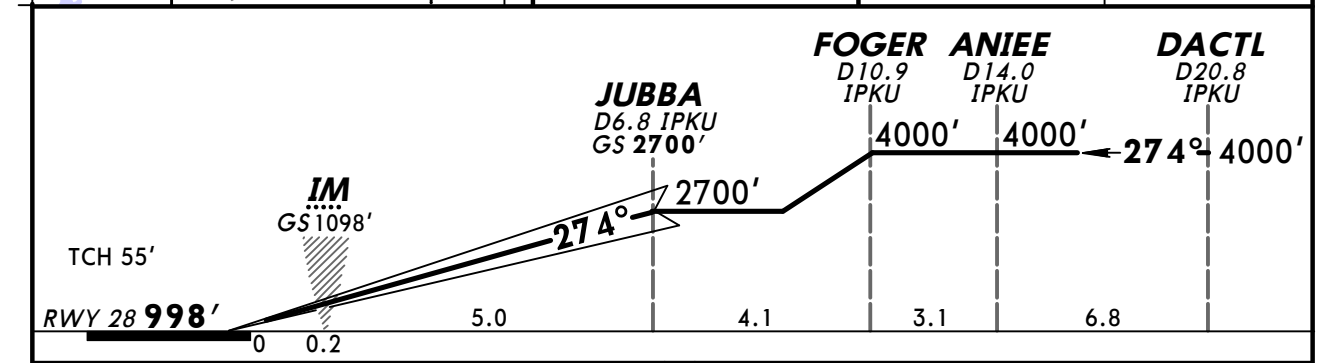
3100′

MSA ATL VOR

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
GS 3.00°	372	478	531	637	743	849

ALSF-II | 1400′ | 3000′ LT on ATL 116.9 R-180 | SCARR

STRAIGHT-IN LANDING RWY 28

CAT II ILS

RA 124′

DA(H) **1098′** (100′)

RVR 12

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (11-20) Eff 5 May

ATLANTA, GA
ILS PRM Rwy 28
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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 IPKU	Final Apch Crs	GS JUBBA	ILS DA(H)	Apt Elev 1026′
111.75	274°	2700′ (1702′)	1198′ (200′)	Rwy 28 998′

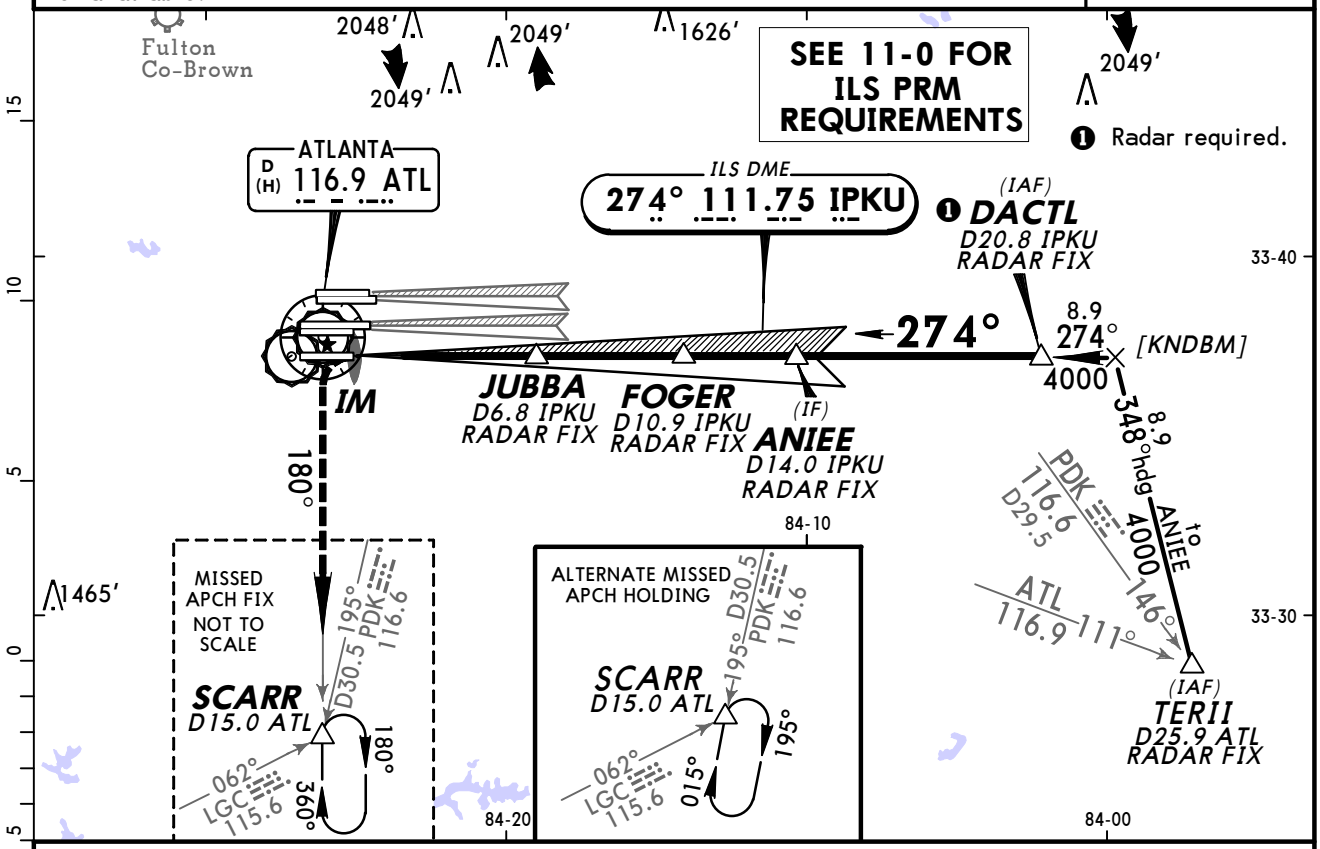
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

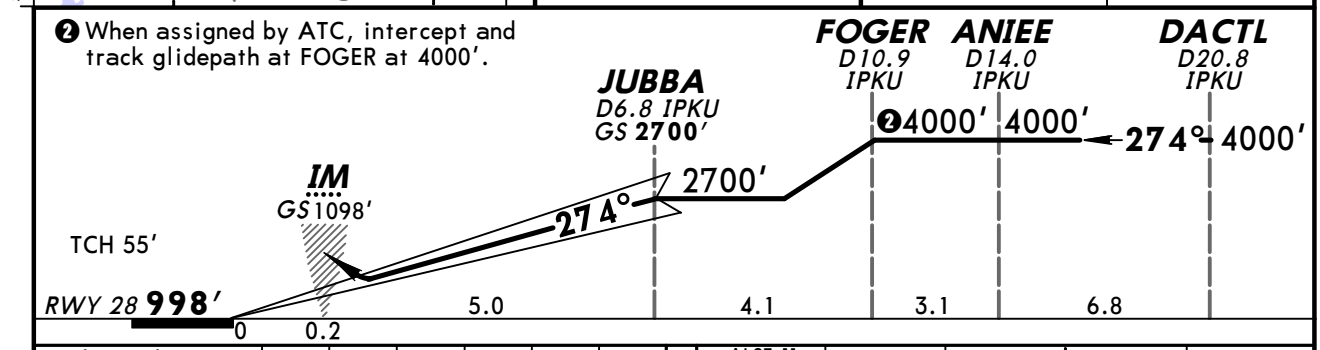
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA ATL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | 1400′ | 3000′ LT on ATL 116.9 R-180 | SCARR

STRAIGHT-IN LANDING RWY 28
ILS
DA(H) 1198′ (200′)

	FULL	TDZ or CL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾
B			
C			
D			

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 **Eff 5 May** (11-20A)

ATLANTA, GA
ILS PRM Rwy 28 CAT II
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

BRIEFING STRIP ™

LOC IPKU	Final Apch Crs	GS JUBBA	CAT II RA 124′ DA(H)	Apt Elev 1026′ Rwy 28 998′
111.75	274°	2700′ (1702′)	1098′ (100′)	

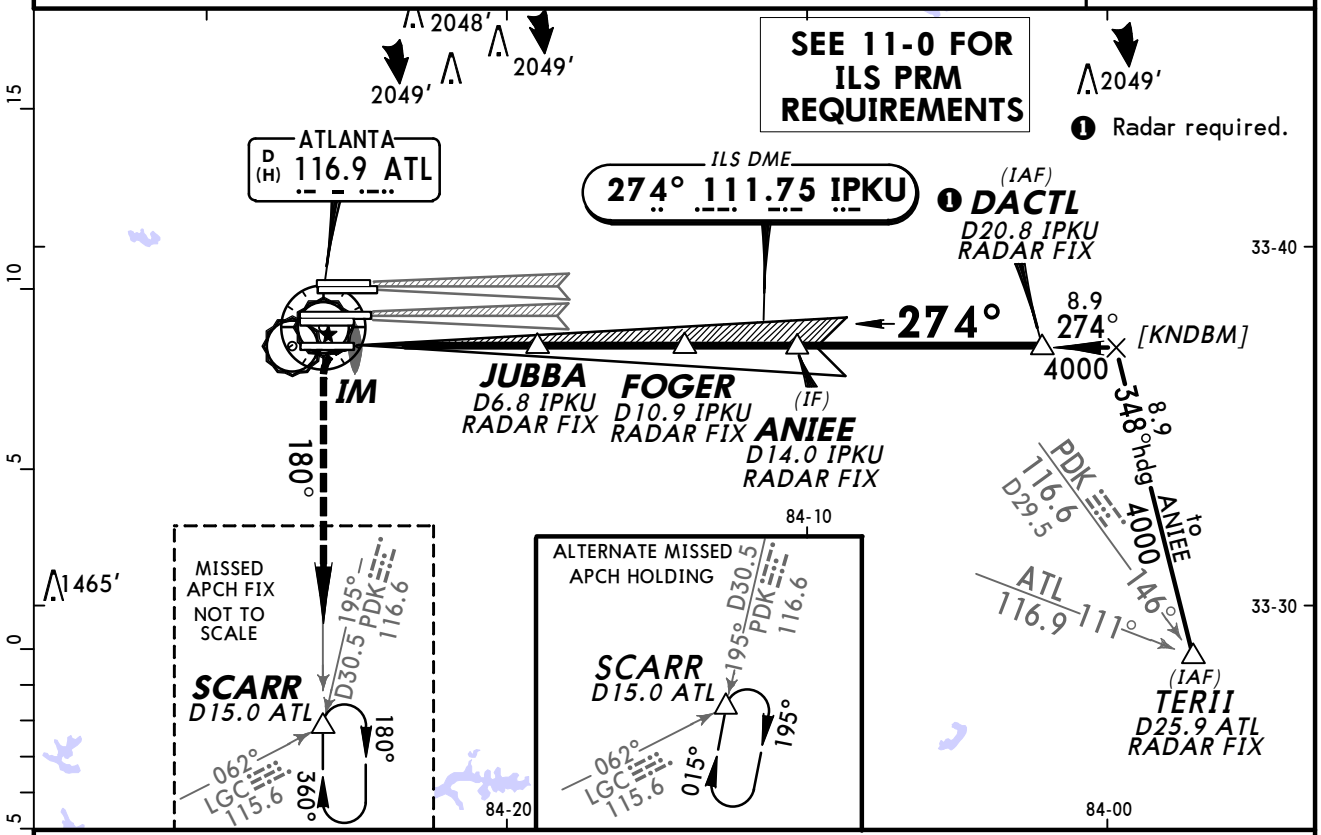
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3000′ on ATL VOR R-180 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

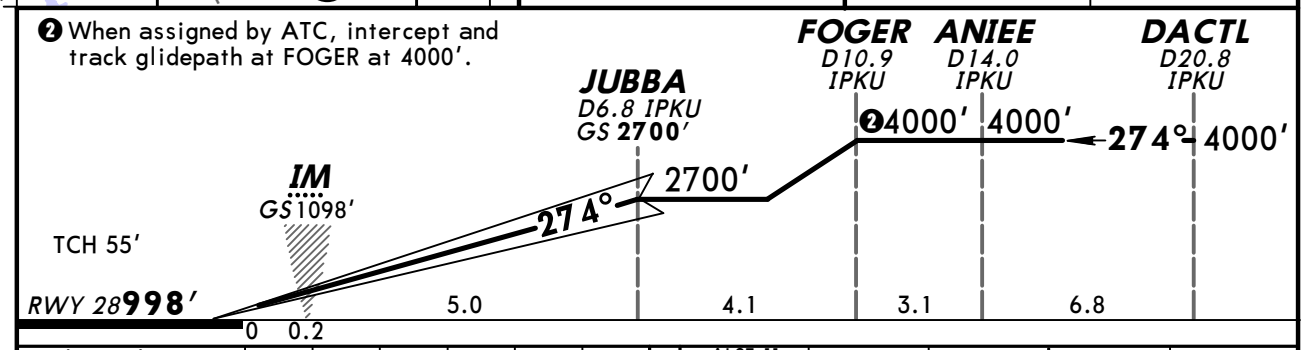
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwys 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.

3100′

MSA ATL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | 1400′ | 3000′ LT on ATL 116.9 R-180 | SCARR

STRAIGHT-IN LANDING RWY 28
CAT II ILS
RA 124′
DA(H) **1098′** (100′)

RVR 12

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

15 MAY 09 (12-1)

ATLANTA, GA
RNAV (GPS) Y Rwy 8L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

WAAS	Final Apch Crs	Minimum Alt SCHEL	LPV DA(H)	Apt Elev 1026′
Ch 99300 W-08B	092°	2900′ (1885′)	1360′ (345′)	TDZE 1015′

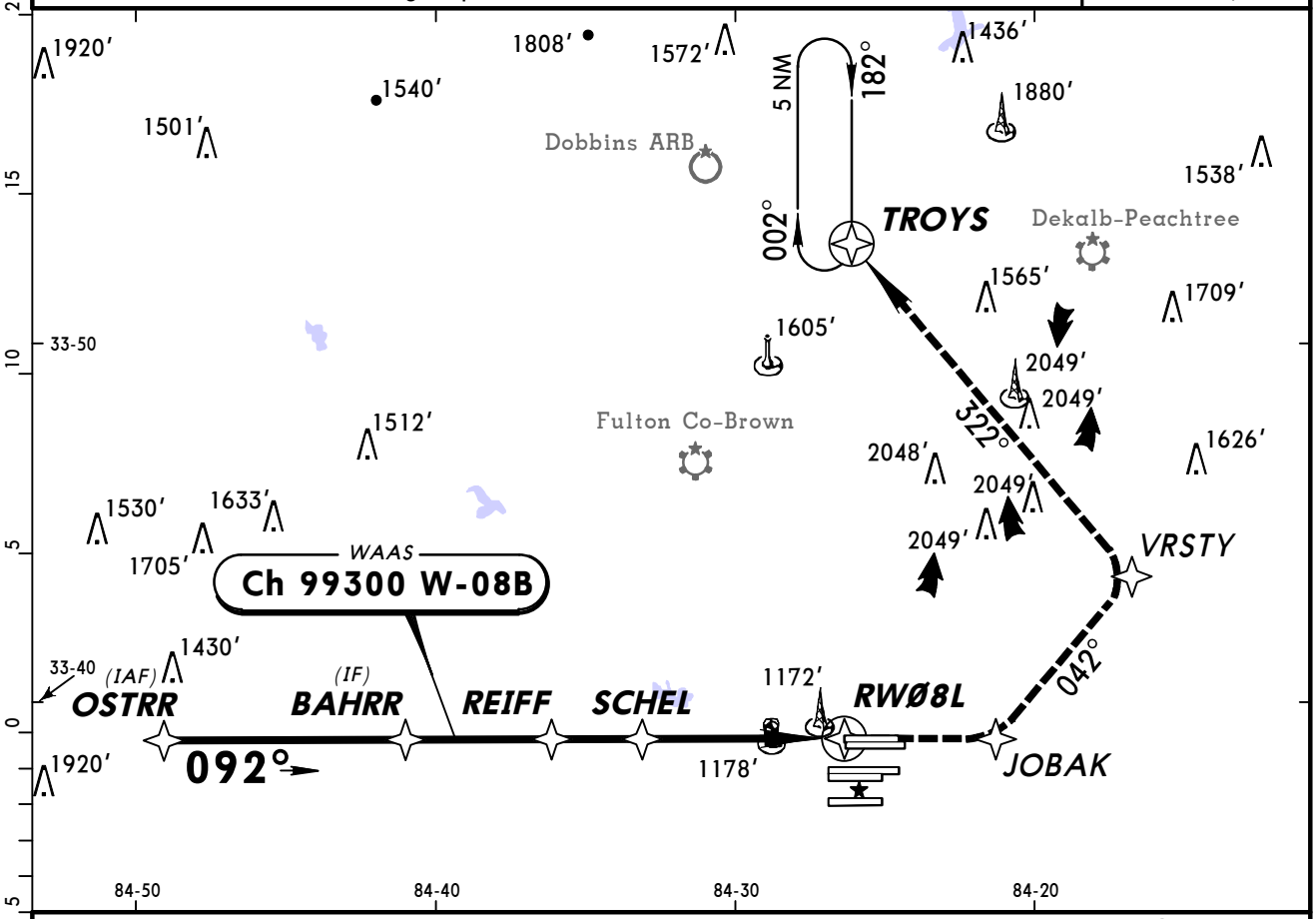
MISSED APCH: Climb to 3500′ direct JOBAK then via 042° track to VRSTY then 322° track to TROYS and hold.

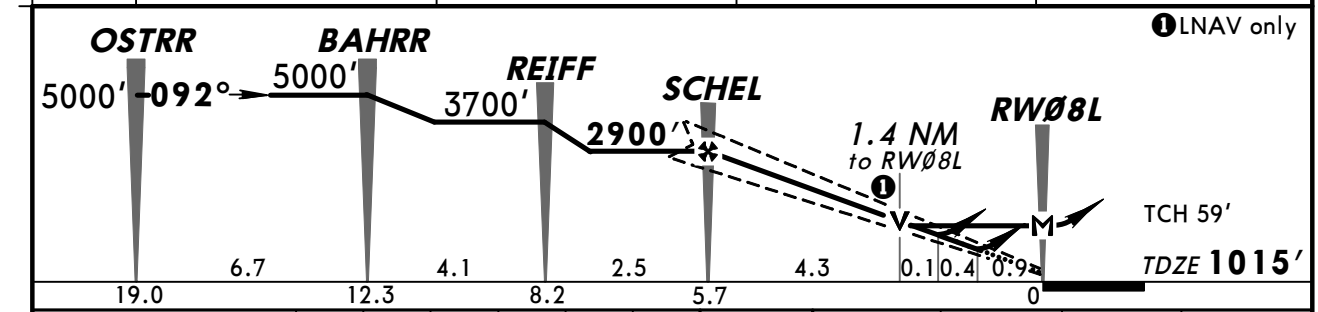
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

ALSF-II PAPI 3500′ JOBAK

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
A	RVR 40 or ¾		RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

AMEND 2 TERPS

CHANGES: Profile.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

15 MAY 09 (12-2)

ATLANTA, GA
RNAV (GPS) Y Rwy 8R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

WAAS	Final Apch Crs	Minimum Alt BBURG	LPV DA(H)	Apt Elev 1026′
Ch 48800 W-08A	092°	2800′ (1776′)	1337′ (313′)	TDZE 1024′

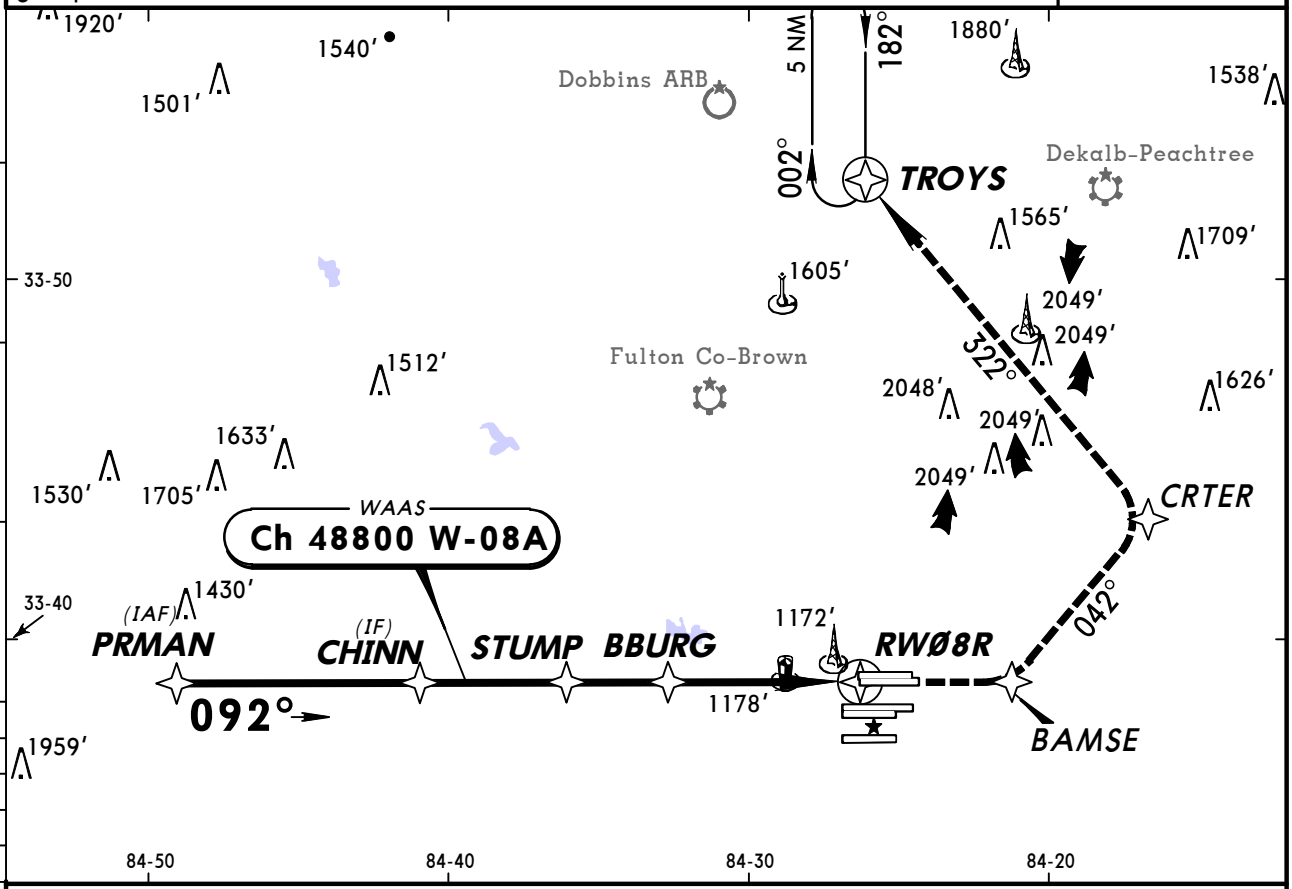
MISSED APCH: Climb to 3500′ direct BAMSE then via 042° track to CRTER then 322° track to TROYS and hold.

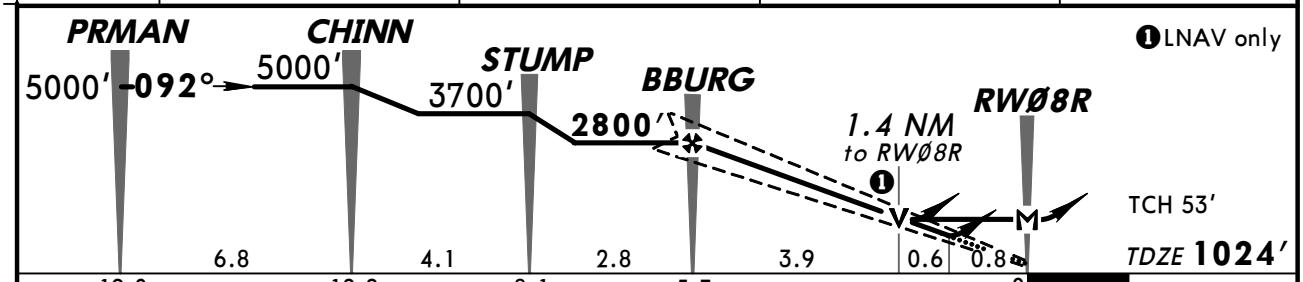
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RWØ8R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

PAPI-L 3500′ D BAMSE

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	1¾	RVR 50 or 1
B			
C			1½
D			1¾

TERPS AMEND 2

CHANGES: Chart reindexed.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

15 MAY 09 (12-3)

ATLANTA, GA
RNAV (GPS) Y Rwy 9L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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

WAAS	Final Apch Crs	Minimum Alt KIMMS	LPV DA(H)	Apt Elev 1026′
Ch 62800 W-09A	092°	2700′ (1681′)	1219′ (200′)	TDZE 1019′

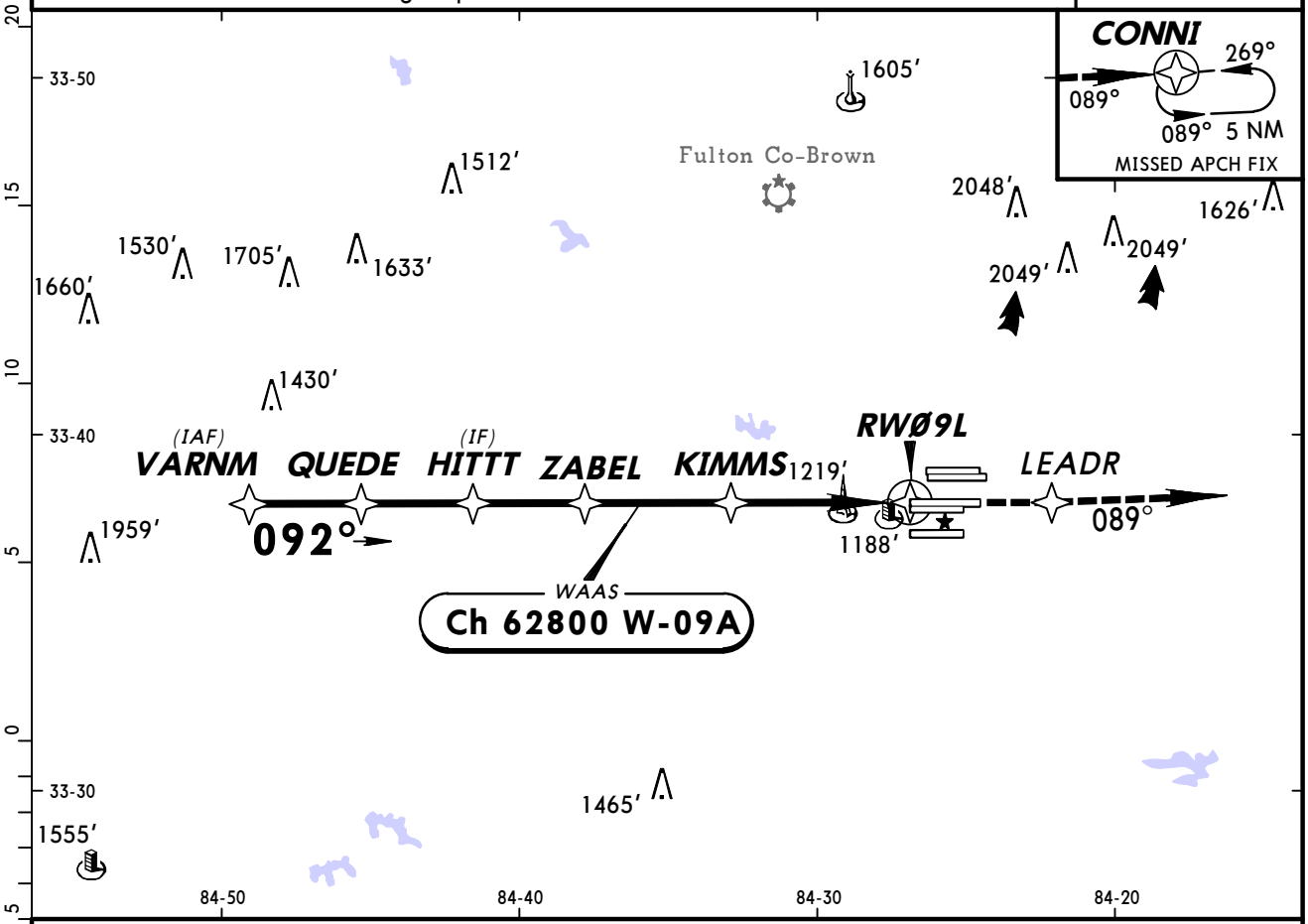
MISSED APCH: Climb to 4000′ direct LEADR then via 089° track to CONNI and hold.

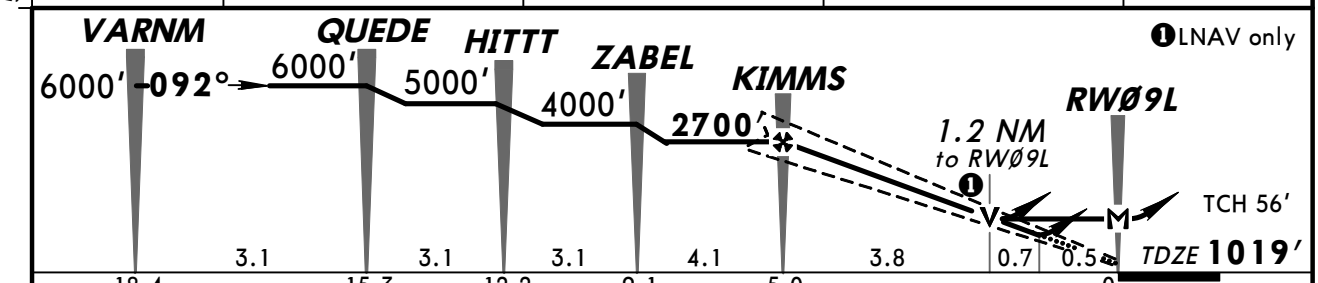
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RWØ9L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9L						

MALSR PAPI 4000′ LEADR

STRAIGHT-IN LANDING RWY 9L

TERPS AMEND 2

	LPV DA(H) 1219′(200′)		LNAV/VNAV DA(H) 1477′(458′)		LNAV MDA(H) 1480′(461′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CHANGES: Chart reindexed.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

15 MAY 09 (12-4)

ATLANTA, GA
RNAV (GPS) Y Rwy 9R

BRIEFING STRIP ™

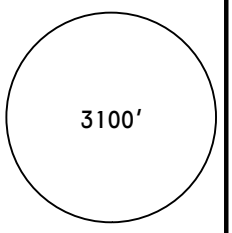
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65

WAAS	Final Apch Crs	Minimum Alt BURNY	LPV DA(H)	Apt Elev 1026′
Ch 97400 W-09B	092°	2700′ (1674′)	1226′ (200′)	TDZE 1026′

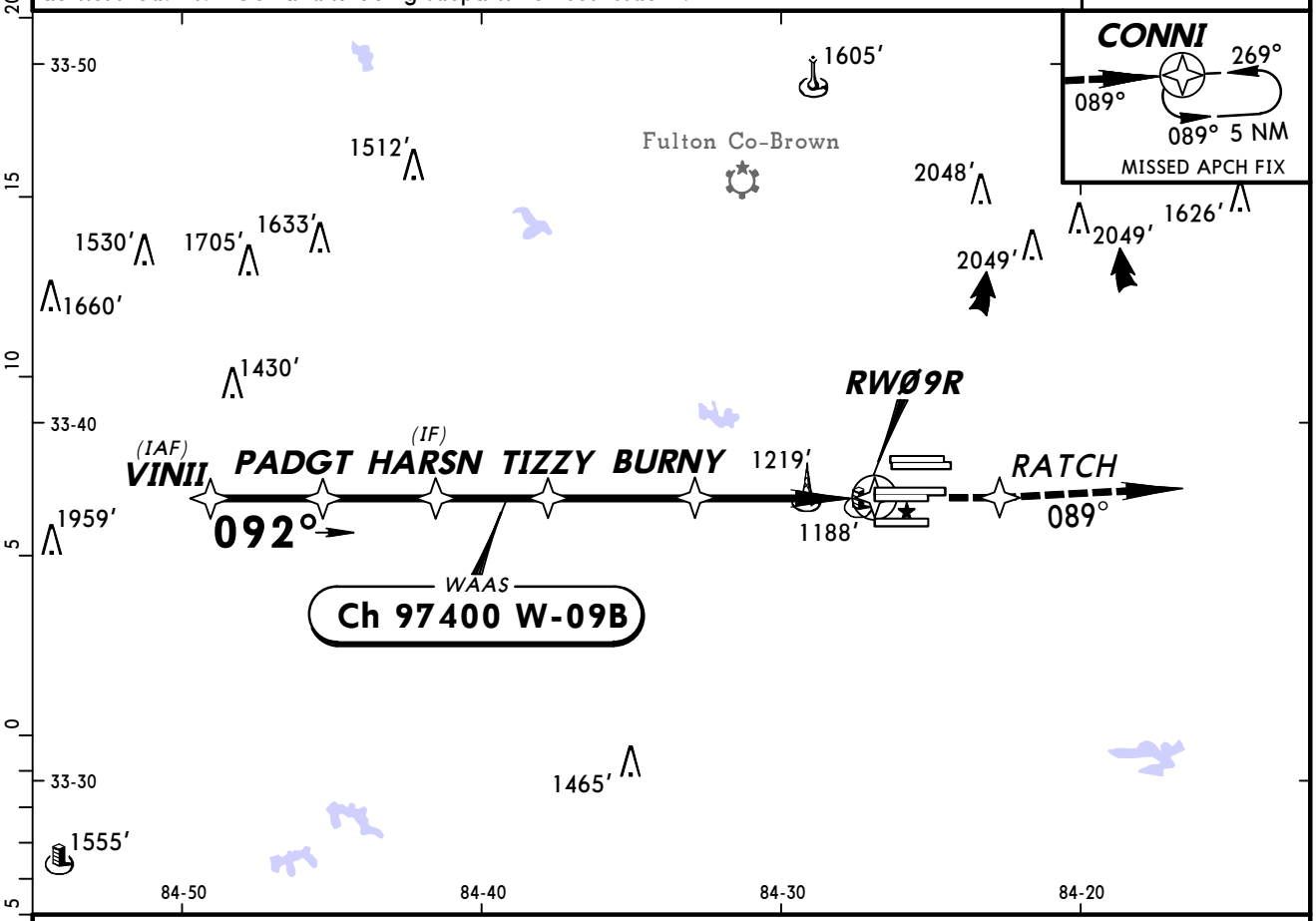
MISSED APCH: Climb to 4000′ direct RATCH then via 089° track to CONNI and hold.

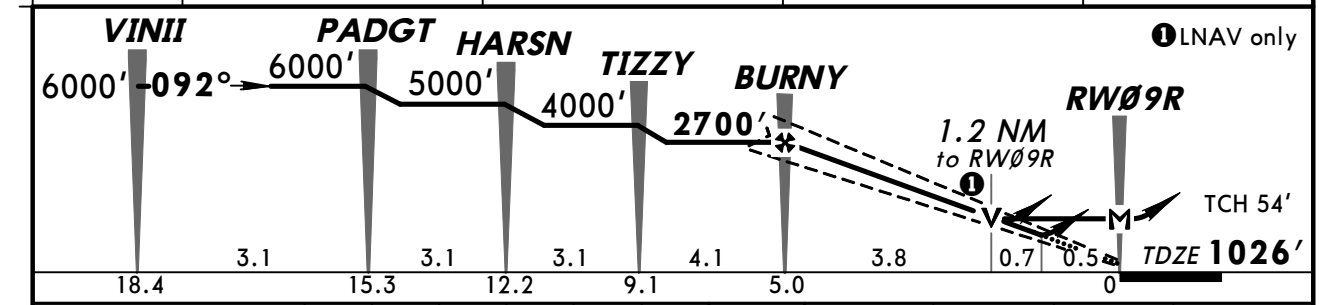
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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 RWØ9R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9R						

ALSF-II PAPI 4000′ RATCH

STRAIGHT-IN LANDING RWY 9R

	LPV DA(H) 1226′(200′)		LNAV/VNAV DA(H) 1475′(449′)		LNAV MDA(H) 1480′(454′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

AMEND 2 TERPS

CHANGES: Chart reindexed.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 Eff 5 May (12-5)

ATLANTA, GA
RNAV (GPS) Y Rwy 10

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026′
Ch 40399 W-10A	092°	DAELE 2700′ (1700′)	1200′ (200′)	Rwy 10 1000′

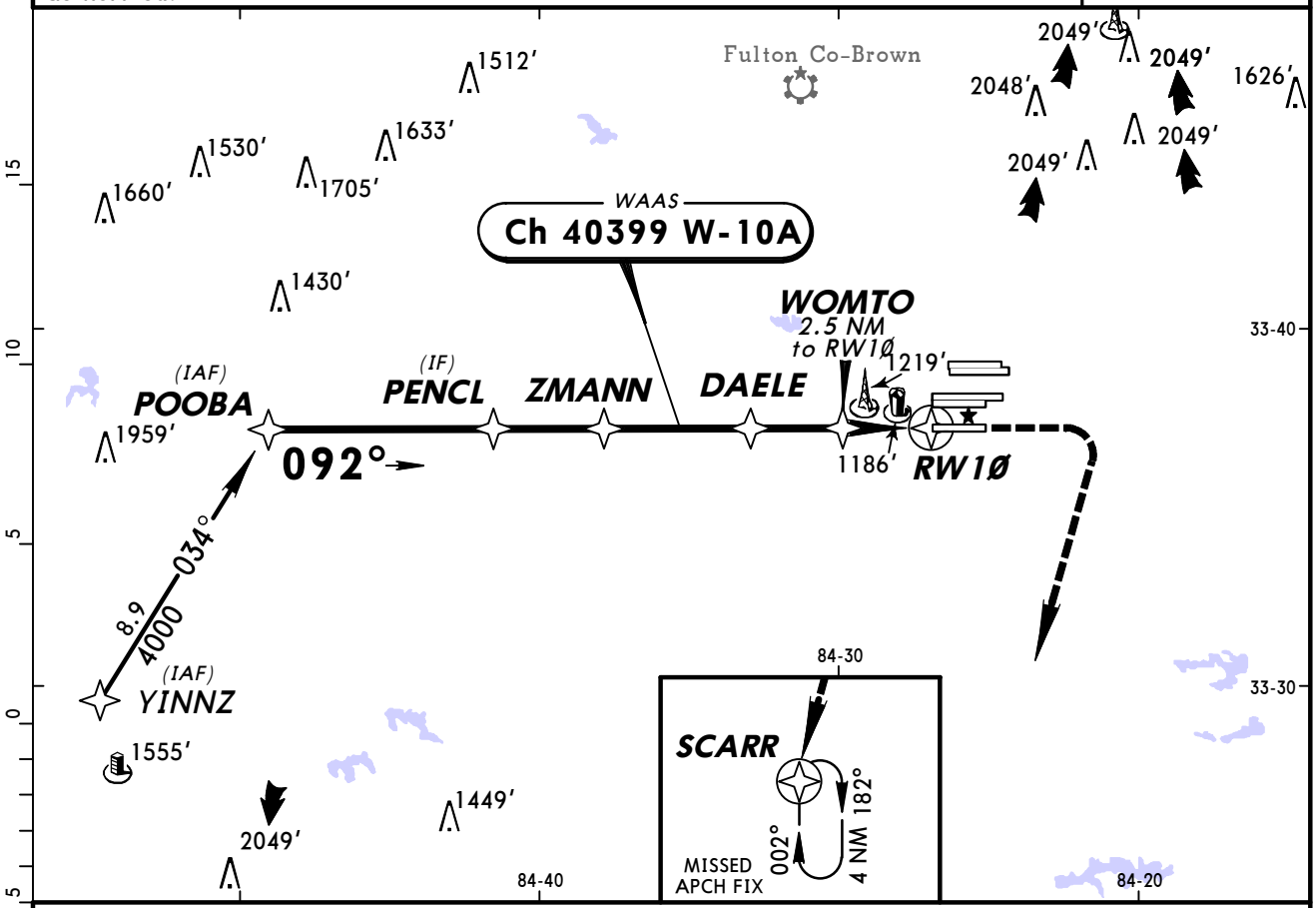
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3000′ direct SCARR and hold.

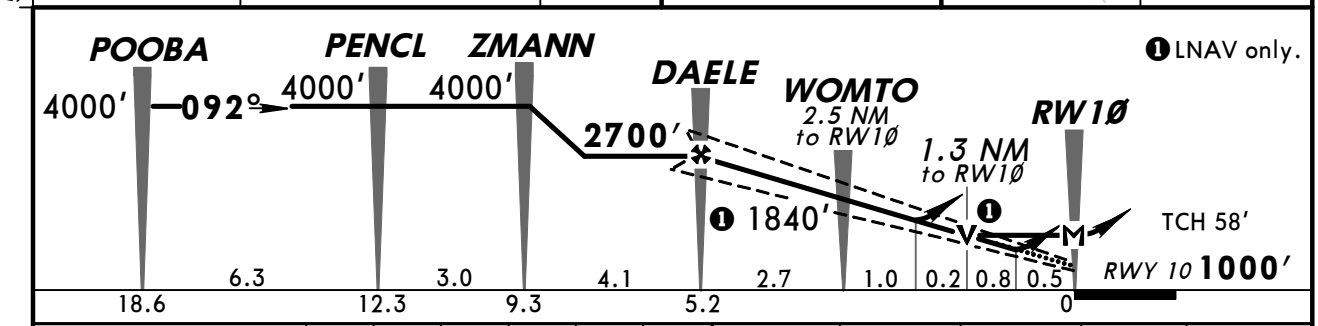
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 37°C (98°F). 3. DME/DME RNP-0.30 not authorized.

3100′

MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

ALSF-II | 1600′ | 3000′ RT | SCARR

STRAIGHT-IN LANDING RWY 10

	LPV DA(H) 1200′ (200′)		LNAV/VNAV DA(H) 1540′ (540′)		LNAV MDA(H) 1480′ (480′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	1⅜	1¾	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11
Eff 5 May
(12-6)

ATLANTA, GA
RNAV (GPS) Y Rwy 26L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

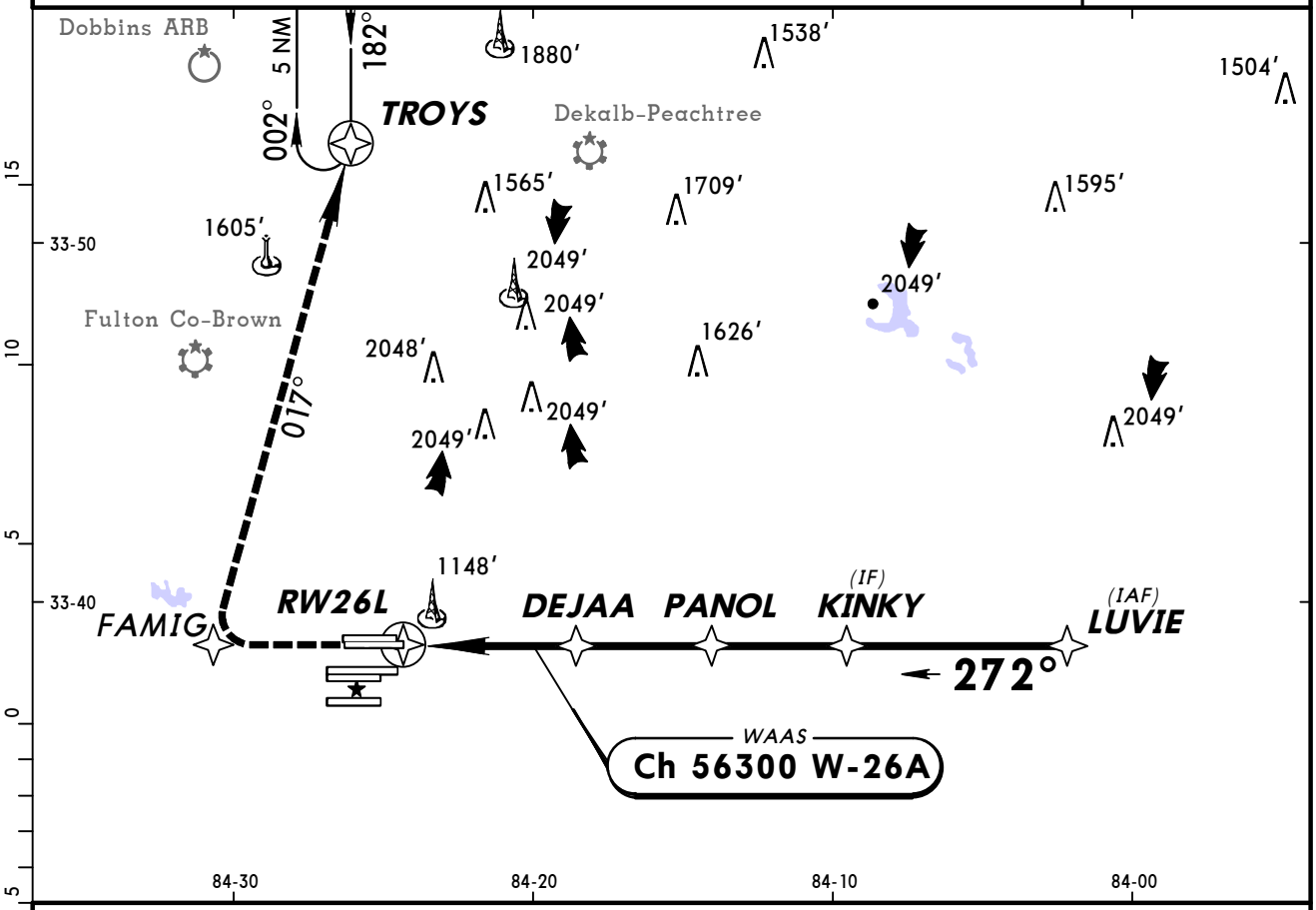
WAAS	Final Apch Crs	Minimum Alt DEJAA	LPV DA(H)	Apt Elev 1026′
Ch 56300 W-26A	272°	2600′ (1605′)	1331′ (336′)	TDZE 995′

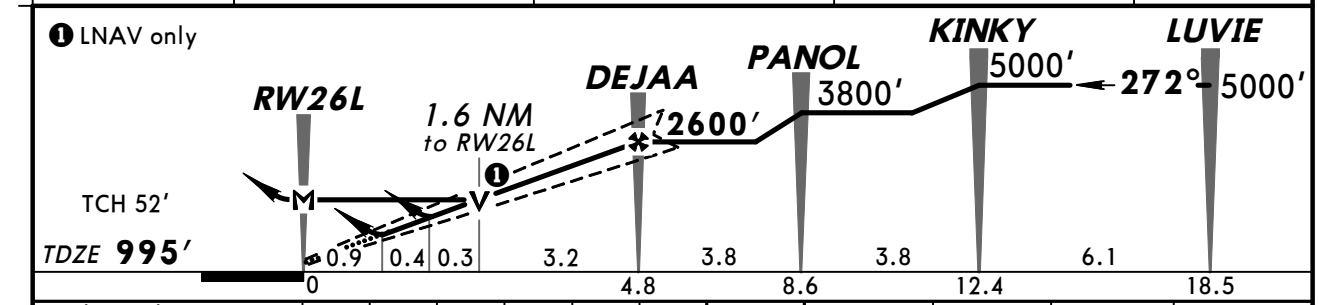
MISSED APCH: Climb to 3500′ direct FAMIG then RIGHT turn via 017° track to TROYS and hold.

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

1. 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.

3100′
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26L						

MALSR
PAPI
3500′
FAMIG

STRAIGHT-IN LANDING RWY 26L

	LPV DA(H) 1331′ (336′)		LNAV/VNAV DA(H) 1459′ (464′)		LNAV MDA(H) 1540′ (545′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾		RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

TERPS AMEND 2

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (12-7)

ATLANTA, GA
RNAV (GPS) Y Rwy 26R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026′
Ch 61000 W-26B	**272°**	**AJAAY** **2700′** (1710′)	**1361′** (371′)	TDZE **990′**

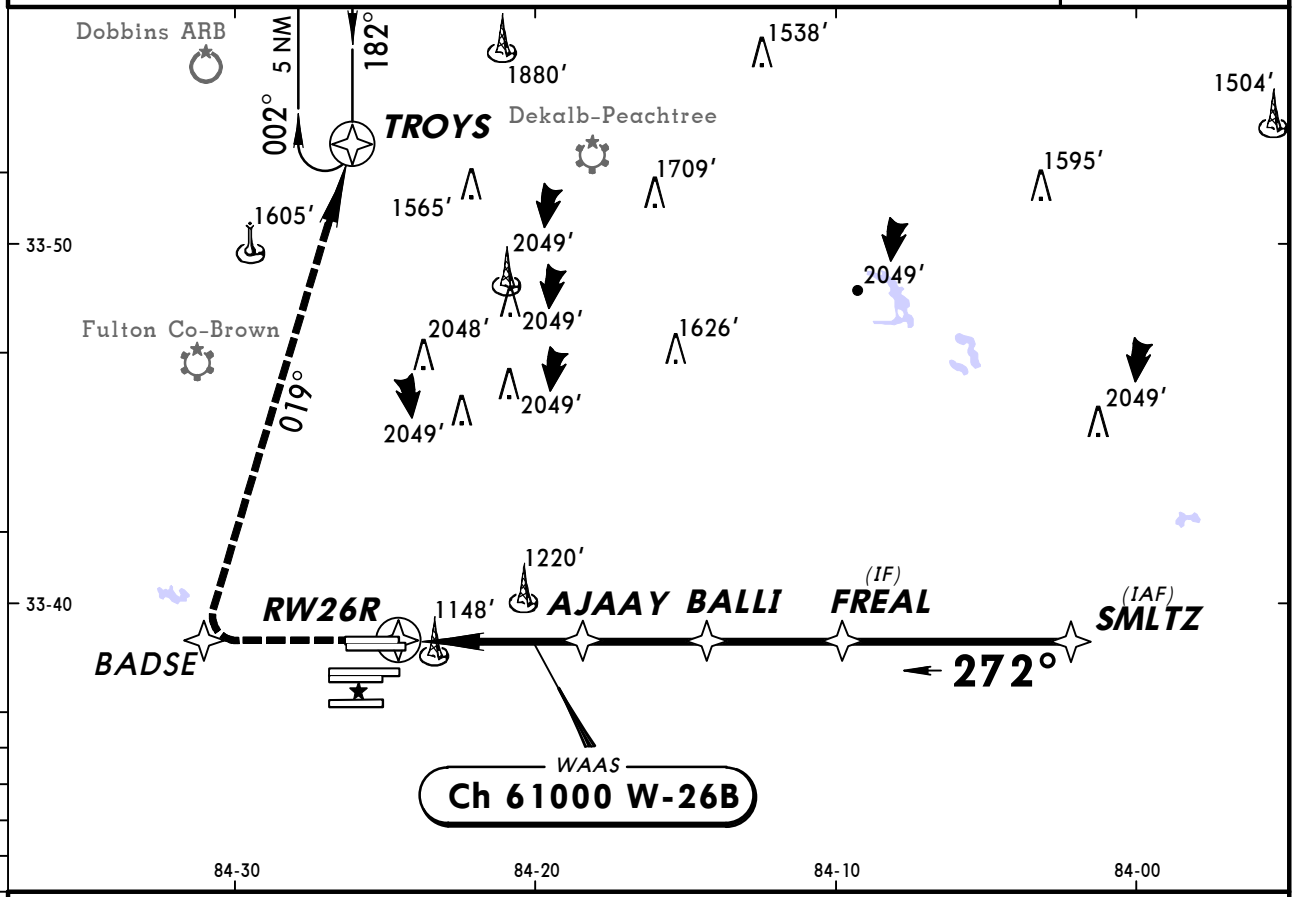
MISSED APCH: Climb to 3500′ direct BADSE and RIGHT turn via 019° track to TROYS and hold.

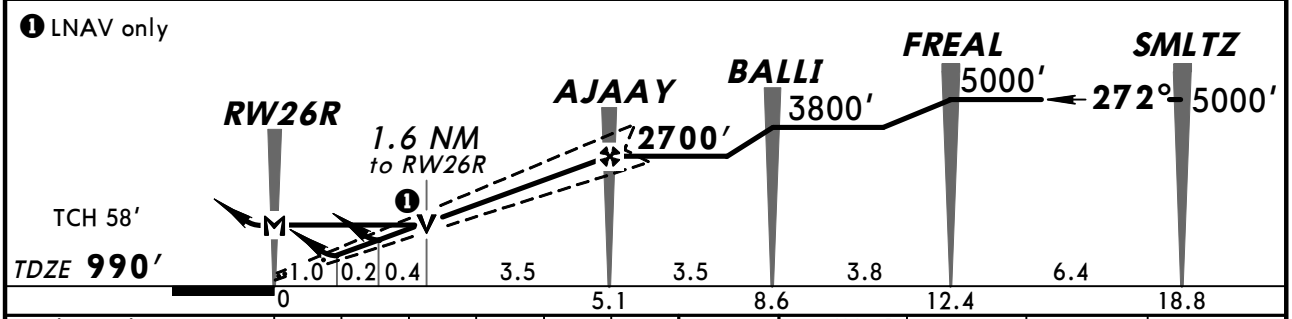
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RW26R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26R						

MALSR PAPI **3500′** **BADSE**

STRAIGHT-IN LANDING RWY **26R**

	LPV DA(H) 1361′(371′)		LNAV/VNAV DA(H) 1435′(445′)		LNAV MDA(H) 1560′(570′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 40 or ¾		RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

TERPS AMEND 2

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (12-8)

ATLANTA, GA
RNAV (GPS) Y Rwy 27L

BRIEFING STRIP™

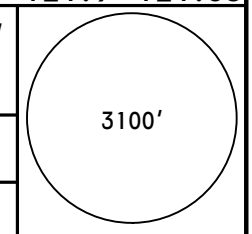
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65

WAAS	Final Apch Crs	Minimum Alt DEPOT	LPV DA(H)	Apt Elev 1026′
Ch 65700 W-27A	272°	2800′ (1801′)	1199′ (200′)	TDZE 999′

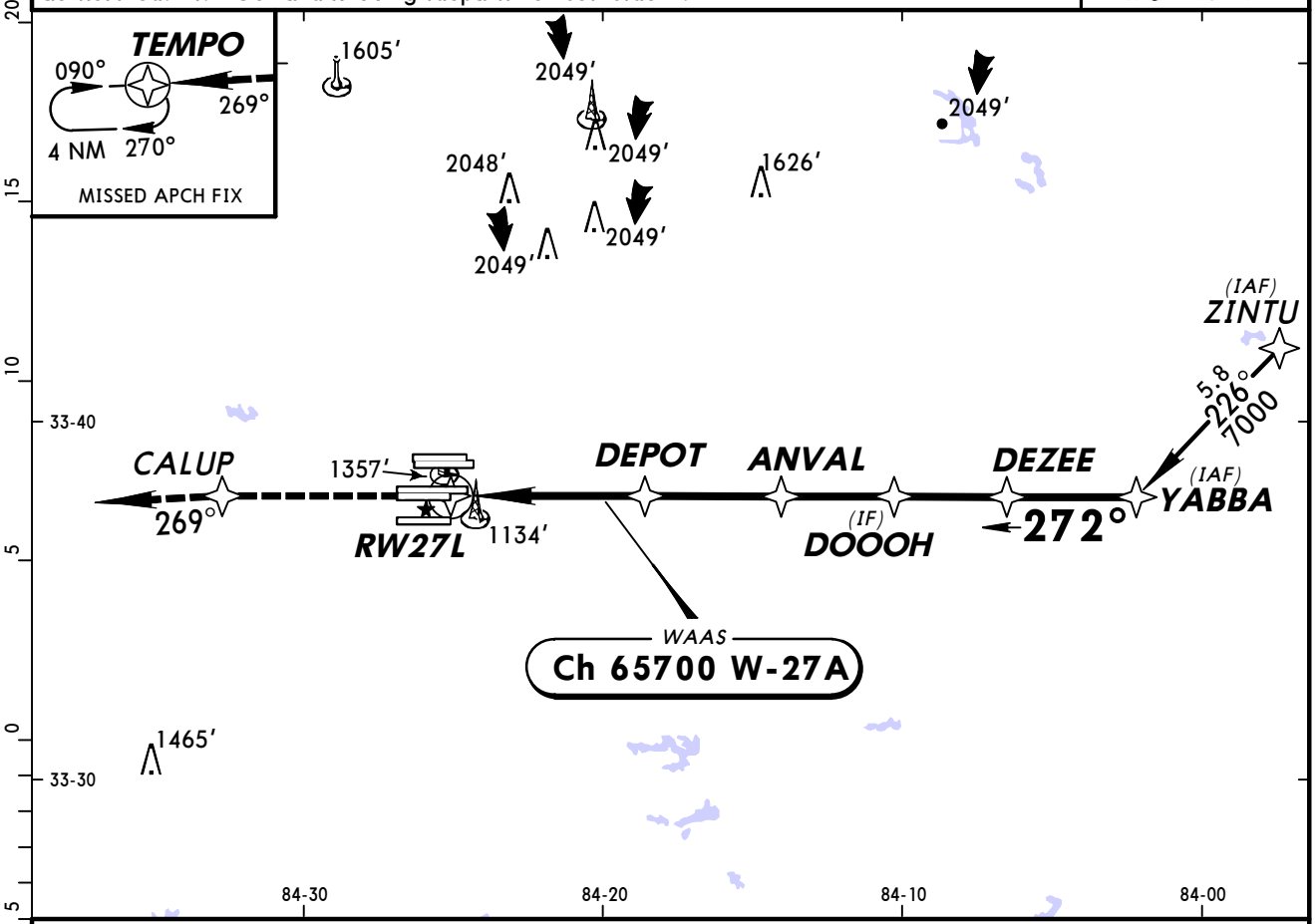
MISSED APCH: Climb to 4000′ direct CALUP and via 269° track to TEMPO and hold.

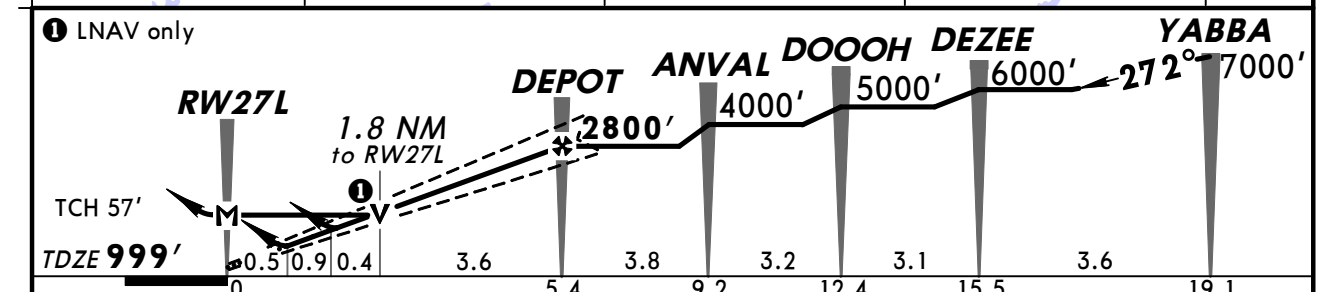
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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						

ALSF-II PAPI 4000′ CALUP

STRAIGHT-IN LANDING RWY 27L

	LPV DA(H) 1199′(200′)		LNAV/VNAV DA(H) 1489′(490′)		LNAV MDA(H) 1620′(621′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾
D					1½	2

TERPS AMEND 3 19 NOV 2009

CHANGES: Lighting, minimums.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11 (12-9) Eff 5 May

ATLANTA, GA
RNAV (GPS) Y Rwy 27R

BRIEFING STRIP™

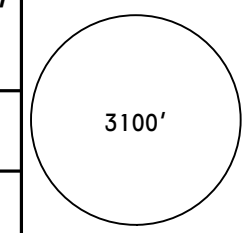
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65

WAAS	Final Apch Crs	Minimum Alt LIAMS	LPV DA(H)	Apt Elev 1026′
Ch 70400 W-27B	272°	2700′ (1715′)	1185′ (200′)	TDZE 985′

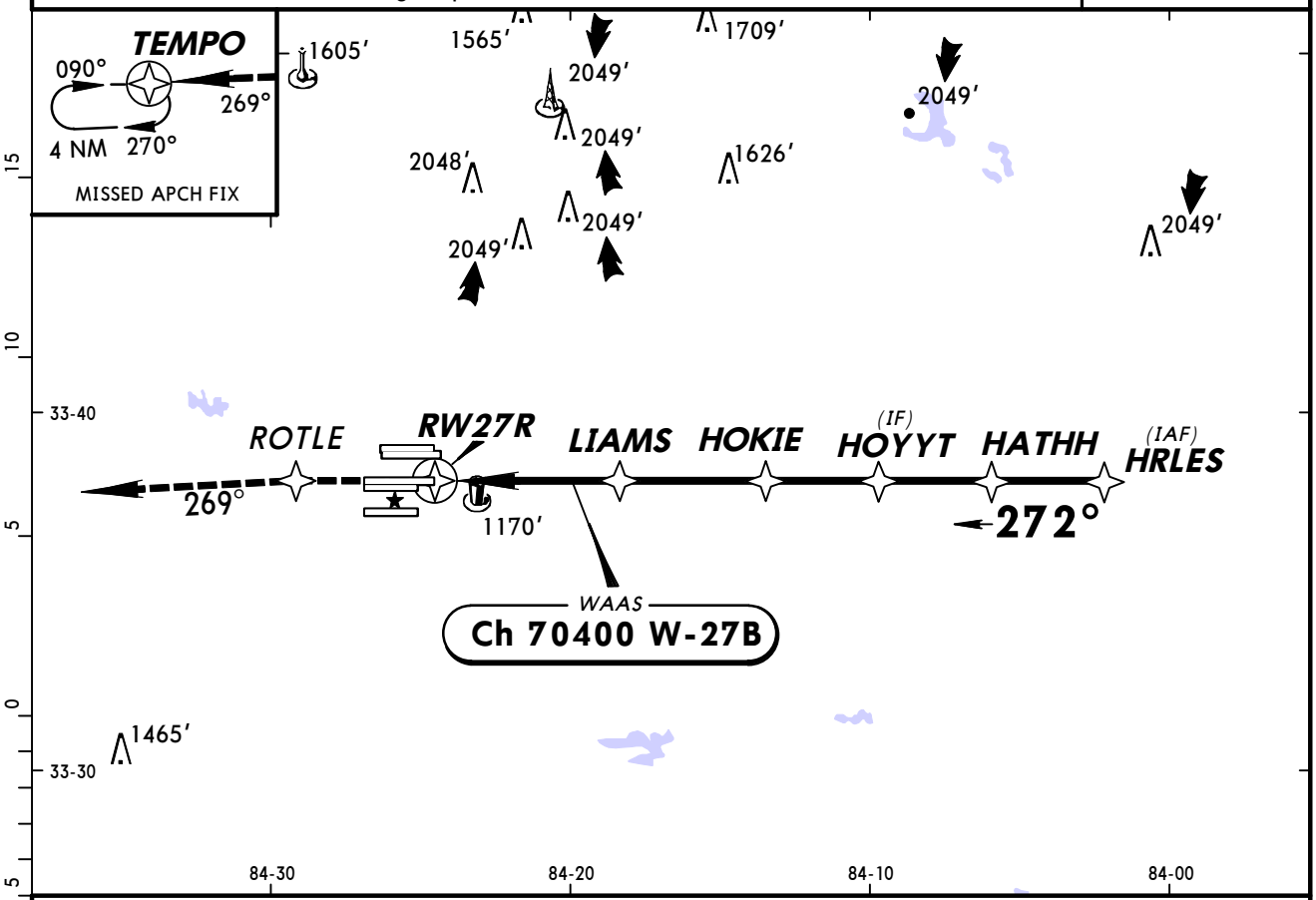
MISSED APCH: Climb to 4000′ direct ROTLE then via 269° track to TEMPO and hold.

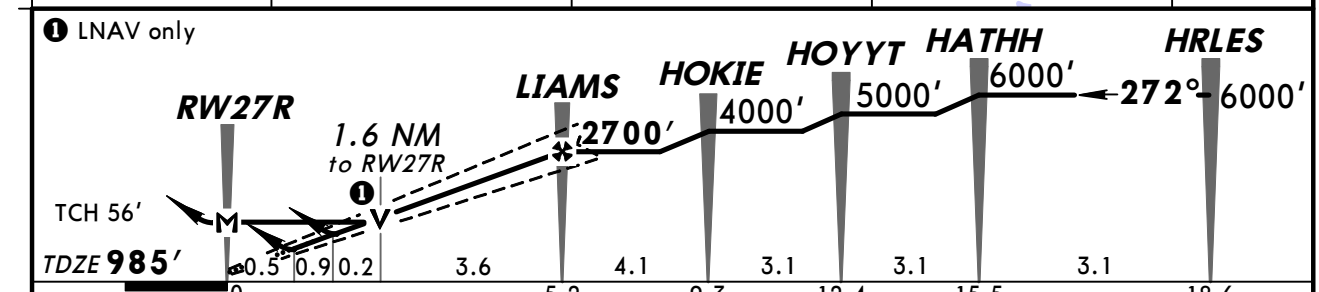
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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						

MALS / PAPI — 4000′ — D — ROTLE

STRAIGHT-IN LANDING RWY 27R

TERPS AMEND 2

	LPV DA(H) 1185′ (200′)		LNAV/VNAV DA(H) 1464′ (479′)		LNAV MDA(H) 1560′ (575′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾		1¾		RVR 40 or ¾	RVR 50 or 1
B						
C					1½	
D					1¾	

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

29 APR 11
Eff 5 May

(12-10)

ATLANTA, GA
RNAV (GPS) Y Rwy 28

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8L/26R	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

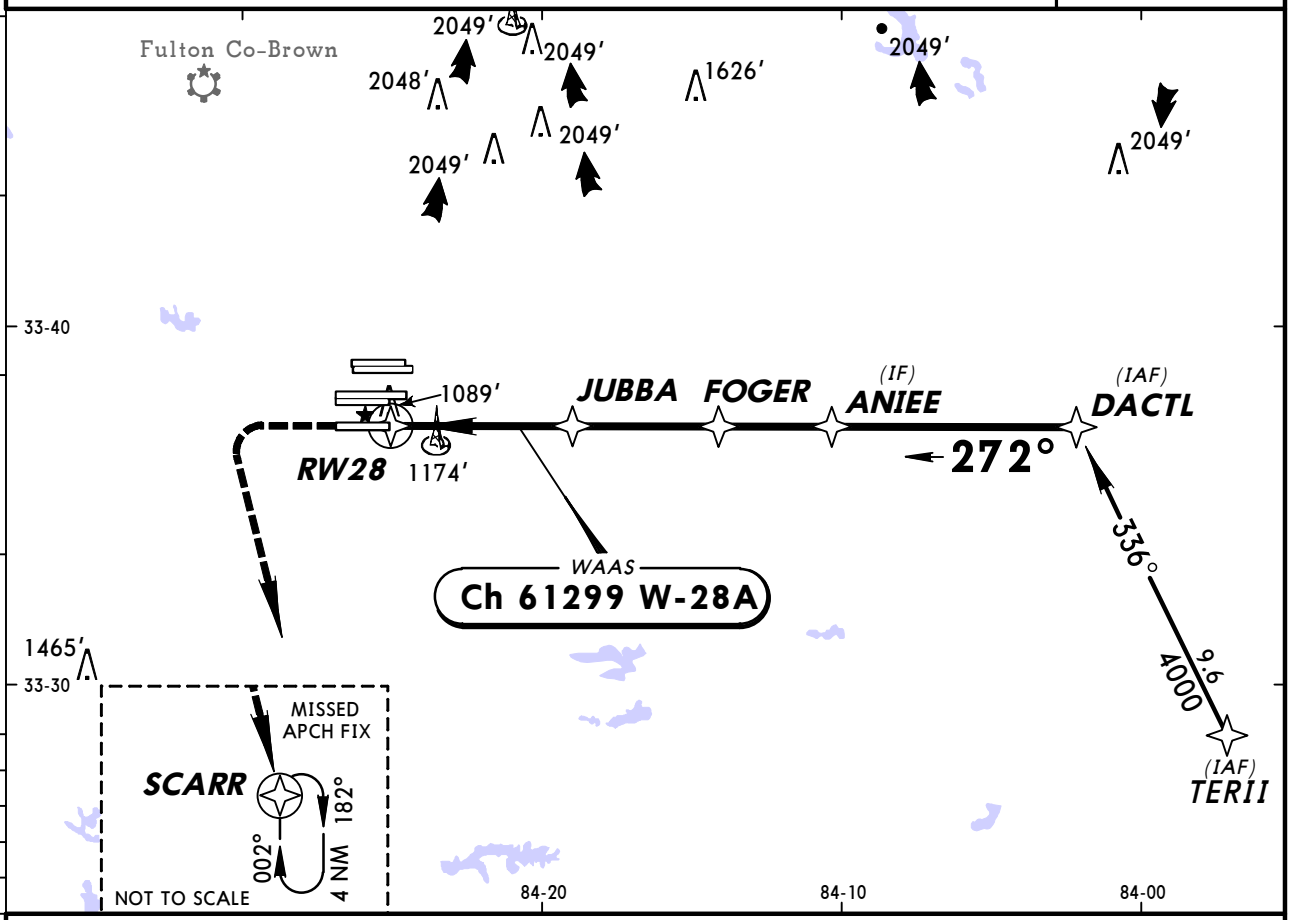
WAAS	Final Apch Crs	Minimum Alt JUBBA	LPV DA(H)	Apt Elev 1026′
Ch 61299 W-28A	272°	2700′ (1702′)	1198′ (200′)	Rwy 28 998′

MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ direct SCARR and hold.

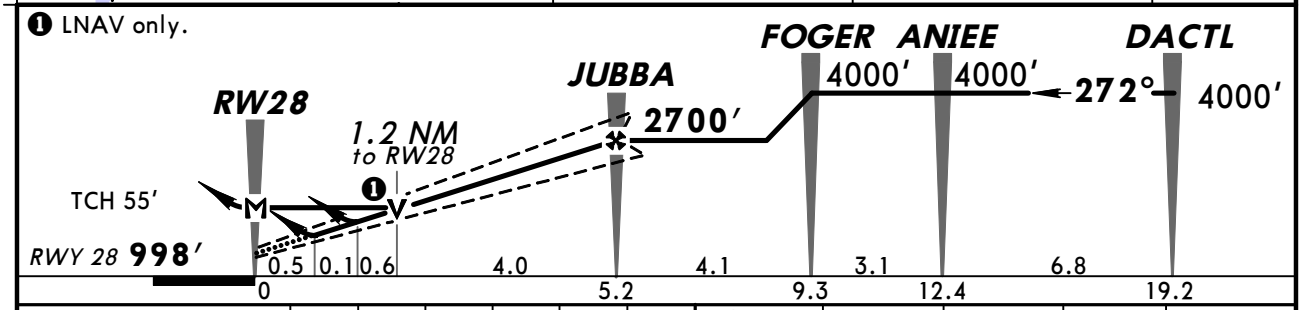
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 37°C (98°F). 3. DME/DME RNP-0.30 not authorized.

3100′
MSA RW28



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

ALSF-II | 1600′ | 3000′ LT | SCARR

STRAIGHT-IN LANDING RWY 28

	LPV DA(H) 1198′(200′)		LNAV/VNAV DA(H) 1250′(252′)		LNAV MDA(H) 1440′(442′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 45 or ⅞	1⅜
D						

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-20)

ATLANTA, GA
RNAV (RNP) Z Rwy 8L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

RNAV	Final Apch Crs	Minimum Alt SCHEL	RNP 0.11 DA(H)	Apt Elev 1026′
	092°	2900′ (1885′)	1424′ (409′)	TDZE 1015′

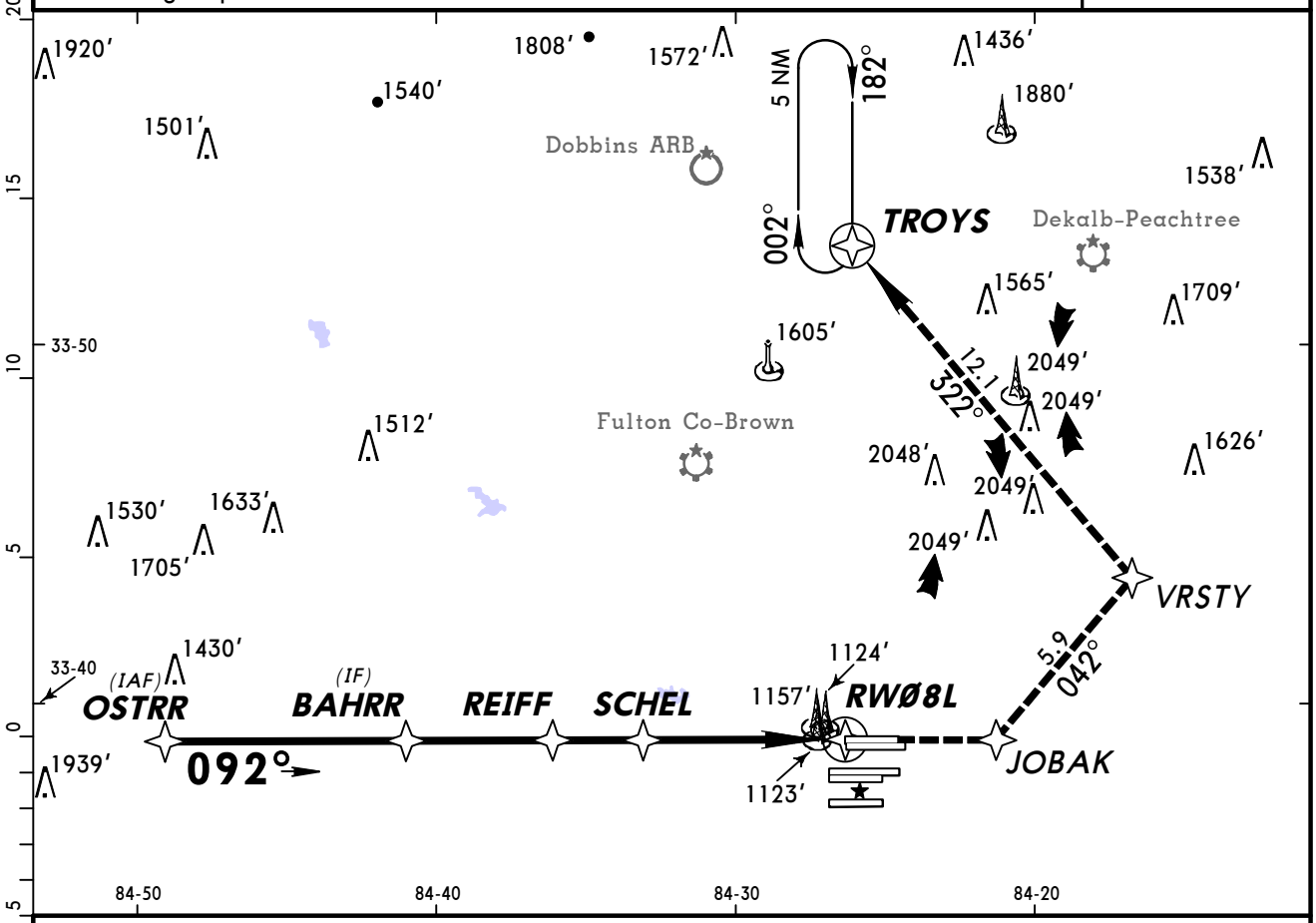
MISSED APCH: Climb to 3500′ direct JOBAK and via track 042° to VRSTY and via track 322° to TROYS and hold.

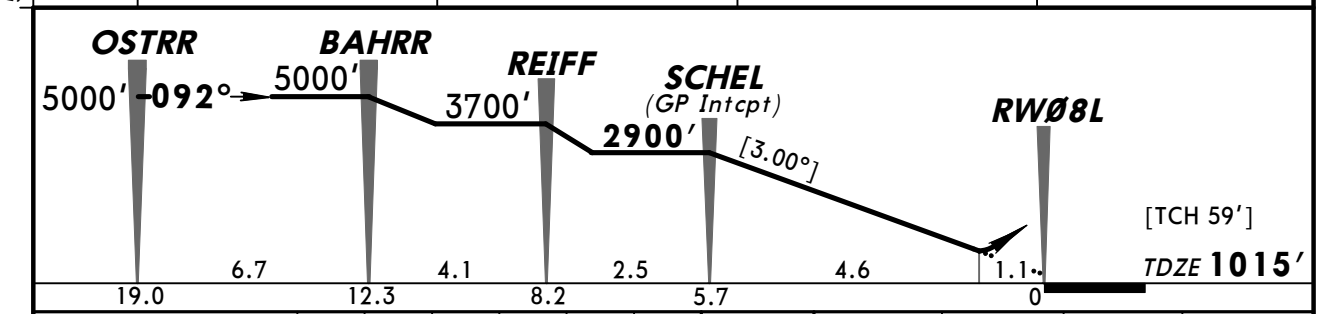
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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.

3100′

MSA RWØ8L





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

ALSF-II PAPI 3500′ JOBAK

STRAIGHT-IN LANDING RWY **8L**

	RNP 0.11 DA(H) 1424′(409′)	ALS out	RNP 0.15 DA(H) 1432′(417′)	ALS out	RNP 0.30 DA(H) 1475′(460′)	ALS out
A						
B						
C	RVR 45 or 7/8	1½	RVR 45 or 7/8	1½	RVR 50 or 1	1½
D						

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-21)

ATLANTA, GA
RNAV (RNP) Z Rwy 8R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

RNAV	Final Apch Crs	Minimum Alt BBURG	RNP 0.11 DA(H)	Apt Elev 1026′
	092°	2800′ (1776′)	1412′ (388′)	TDZE 1024′

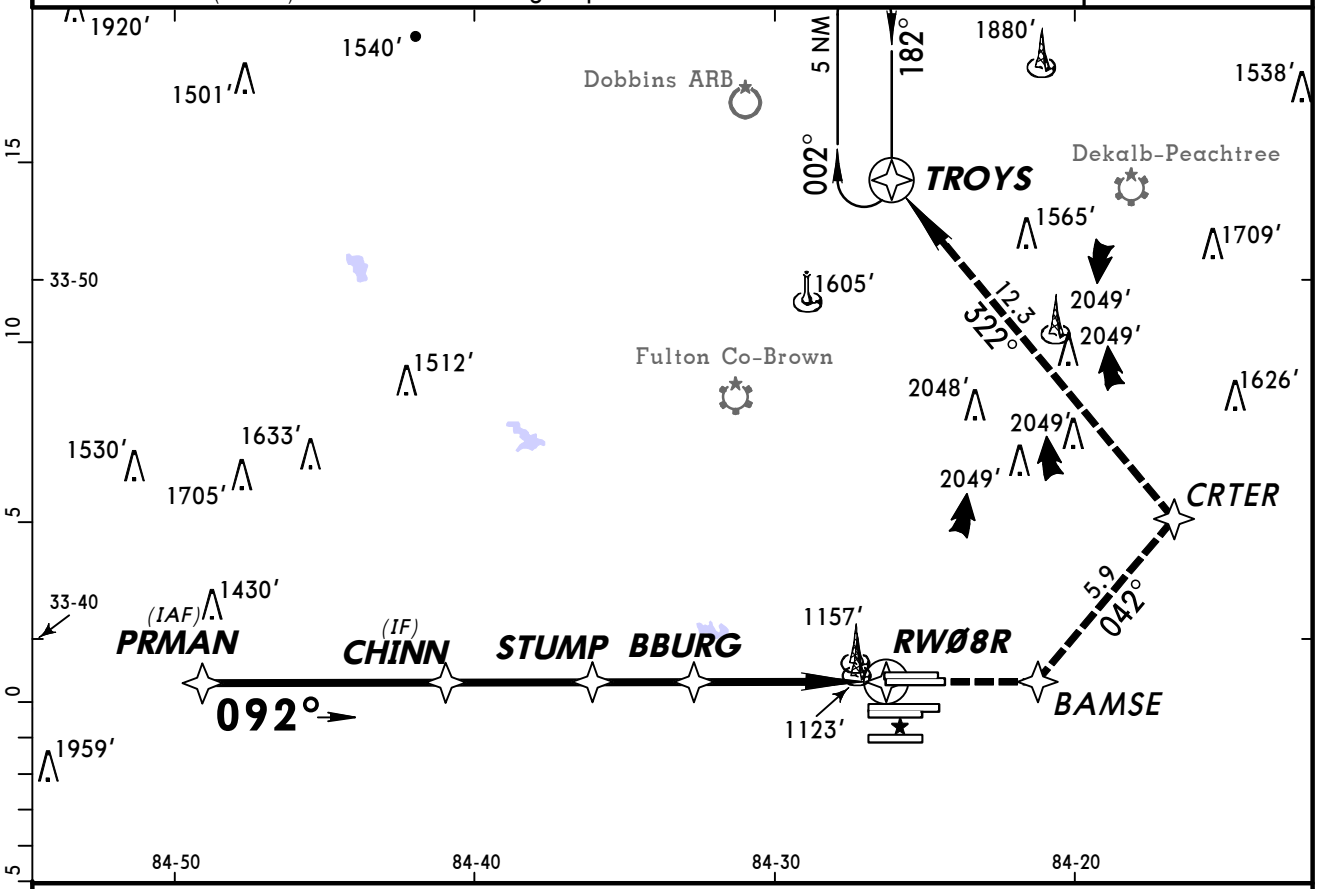
MISSED APCH: Climb to 3500′ direct BAMSE and via track 042° to CRTER and via track 322° to TROYS and hold.

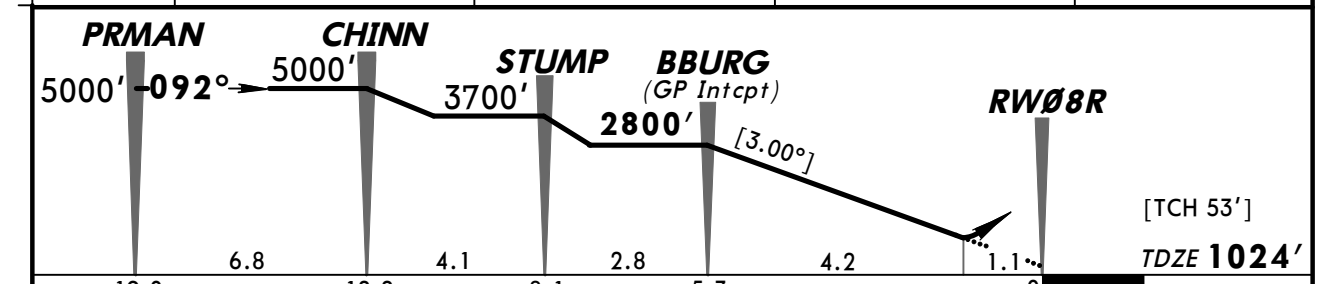
3100′

MSA RWØ8R

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

1. 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
MAP at DA						

PAPI-L 3500′ D BAMSE

STRAIGHT-IN LANDING RWY **8R**

	RNP 0.11 DA(H) 1412′(388′)	RNP 0.15 DA(H) 1419′(395′)	RNP 0.30 DA(H) 1474′(450′)
A	RVR 60 or 1¼	RVR 60 or 1¼	1½
B			
C			
D			

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-22)

ATLANTA, GA
RNAV (RNP) Z Rwy 9L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	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

RNAV	Final Apch Crs	Minimum Alt KIMMS	RNP 0.11 DA(H)	Apt Elev 1026′
	092°	2700′ (1681′)	1375′ (356′)	TDZE 1019′

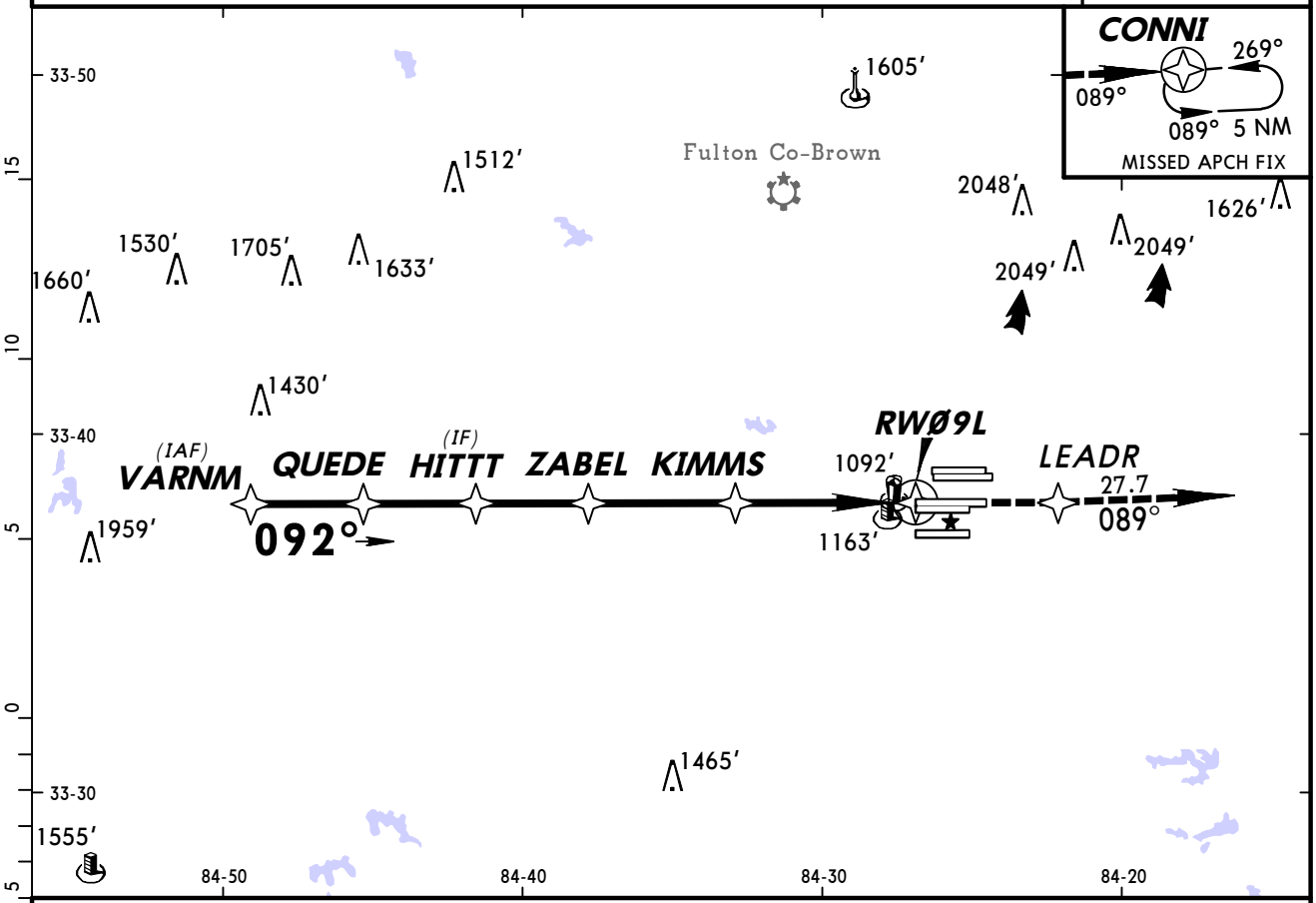
MISSED APCH: Climb to 4000′ direct LEADR and via track 089° to CONNI and hold.

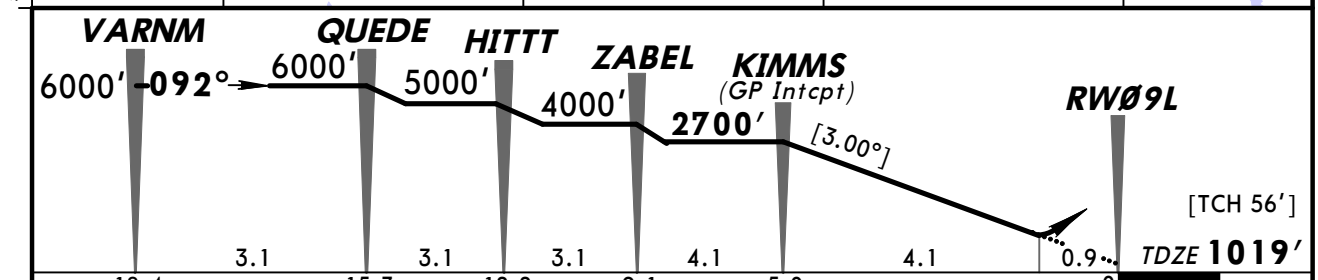
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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.

3100′

MSA RWØ9L





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

MALSR PAPI 4000′ LEADR

STRAIGHT-IN LANDING RWY 9L

	RNP 0.11 DA(H) 1375′(356′)	RAIL or ALS out	RNP 0.15 DA(H) 1425′(406′)	RAIL or ALS out	RNP 0.30 DA(H) 1481′(462′)	RAIL or ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 45 or ⅞	1½	RVR 60 or 1¼	1½

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-23)

ATLANTA, GA
RNAV (RNP) Z Rwy 9R

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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

RNAV	Final Apch Crs	Minimum Alt BURNY	RNP 0.11 DA(H)	Apt Elev 1026′
	092°	2700′ (1674′)	1420′ (394′)	TDZE 1026′

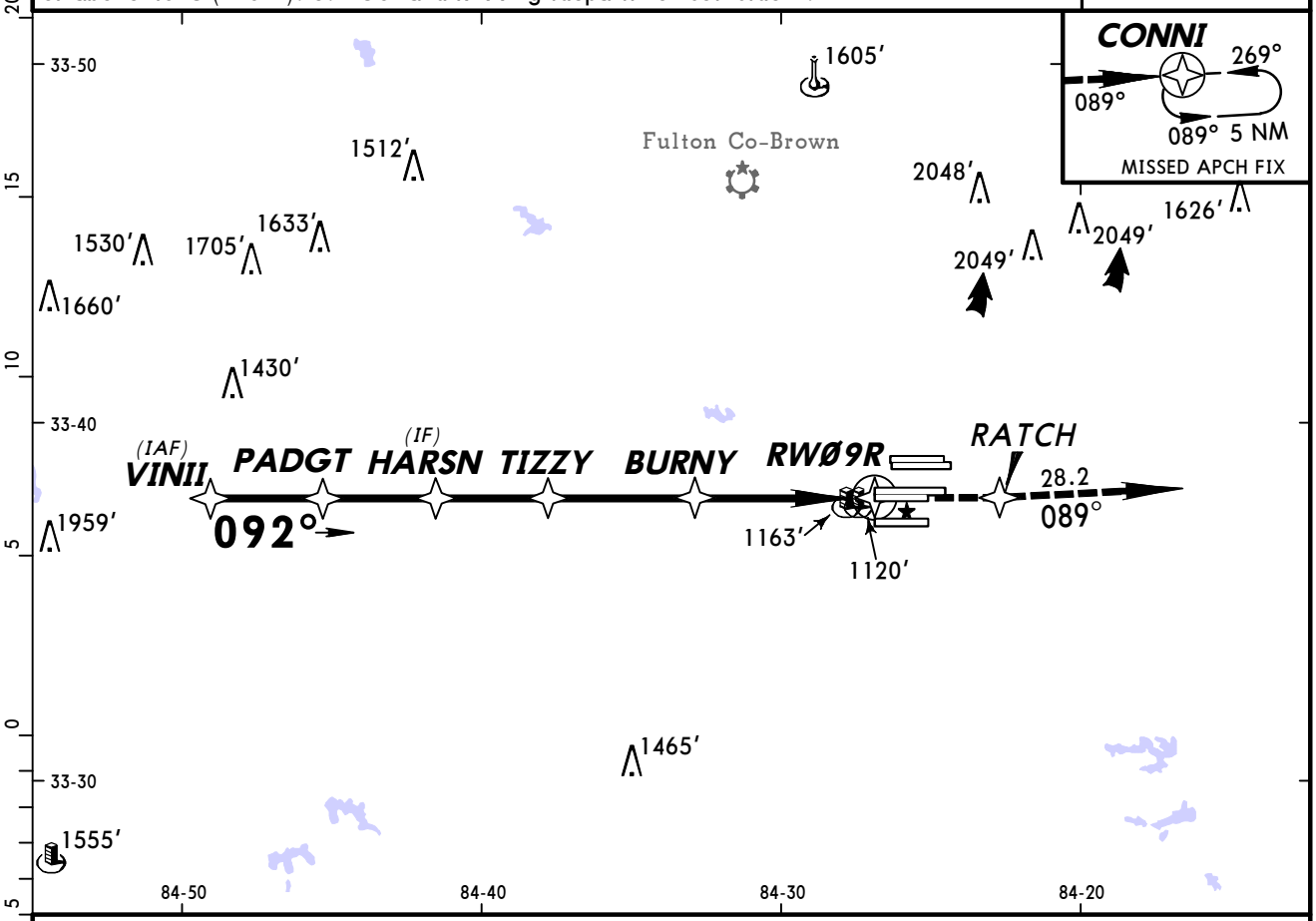
MISSED APCH: Climb to 4000′ direct RATCH and via track 089° to CONNI and hold.

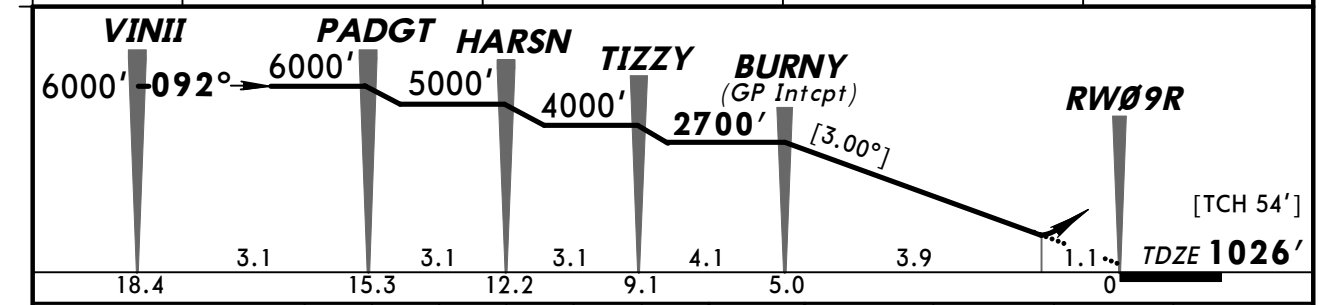
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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.

3100′

MSA RWØ9R





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

ALSF-II PAPI 4000′ RATCH

STRAIGHT-IN LANDING RWY 9R

	RNP 0.11 DA(H) 1420′(394′)	ALS out	RNP 0.15 DA(H) 1427′(401′)	ALS out	RNP 0.30 DA(H) 1480′(454′)	ALS out
A	RVR 45 or 7/8	RVR 60 or 1¼	RVR 45 or 7/8	1½	RVR 50 or 1	1½
B						
C						
D						

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-24)

ATLANTA, GA
RNAV (RNP) Z Rwy 10

BRIEFING STRIP ™

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

RNAV	Final Apch Crs	Minimum Alt DAELE	RNP 0.11 DA(H)	Apt Elev 1026′
	092°	2700′ (1700′)	1327′ (327′)	Rwy 10 1000′

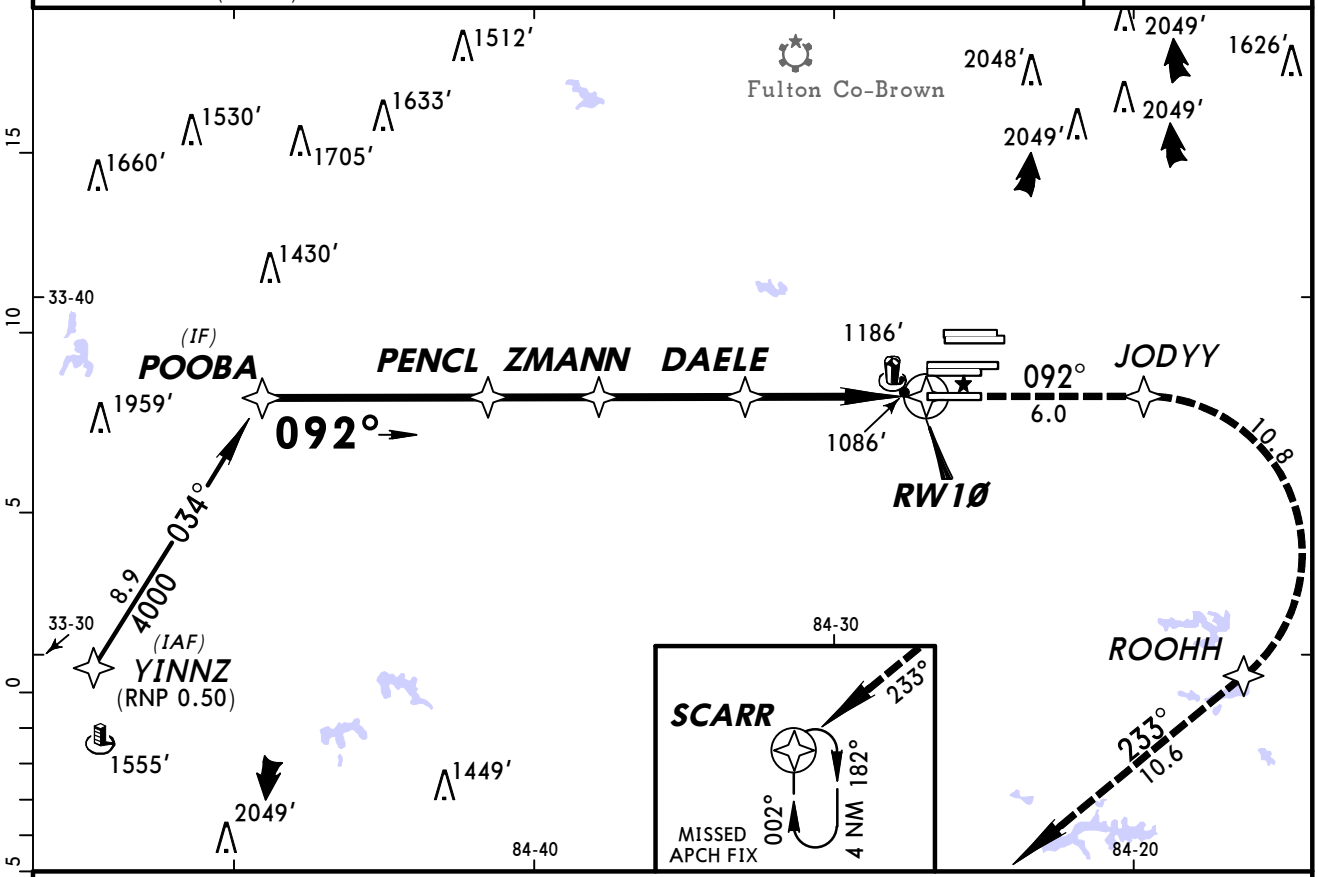
MISSED APCH: Climb to 3000′ on track 092° to JODYY RIGHT turn to ROOHH and on track 233° to SCARR and hold.

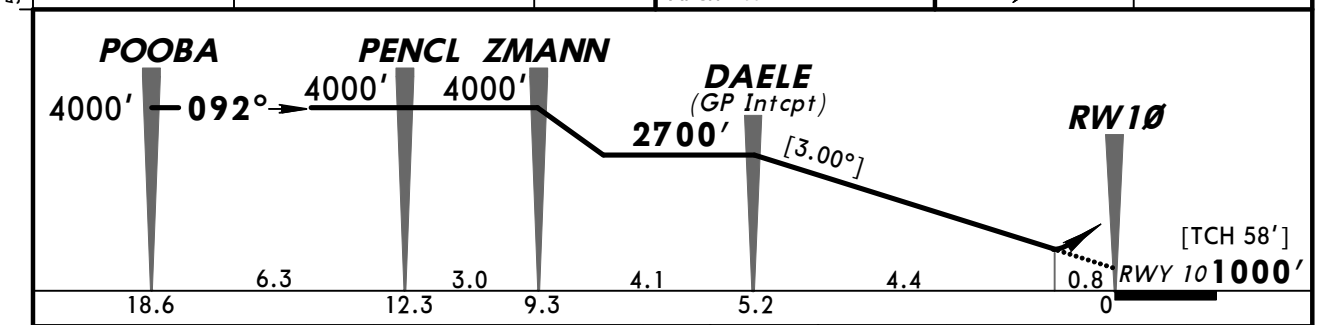
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required. 4. Radar required.
5. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (16°F) or above 46°C (116°F).

3100′

MSA RW1Ø





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

ALSF-II

3000′ on 092° JODYY

STRAIGHT-IN LANDING RWY 10

	RNP 0.11 DA(H) 1327′(327′)	ALS out	RNP 0.15 DA(H) 1408′(408′)	ALS out	RNP 0.30 DA(H) 1515′(515′)	ALS out
A, B, C, D	RVR 32 or 5/8	RVR 50 or 1	RVR 45 or 7/8	1 3/8	RVR 60 or 1 1/8	1 3/4

TERPS AMEND 1 5 MAY 2011

CHANGES: None.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-25)

ATLANTA, GA
RNAV (RNP) Z Rwy 26L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8R/26L	Rwys 8L/26R	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

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

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

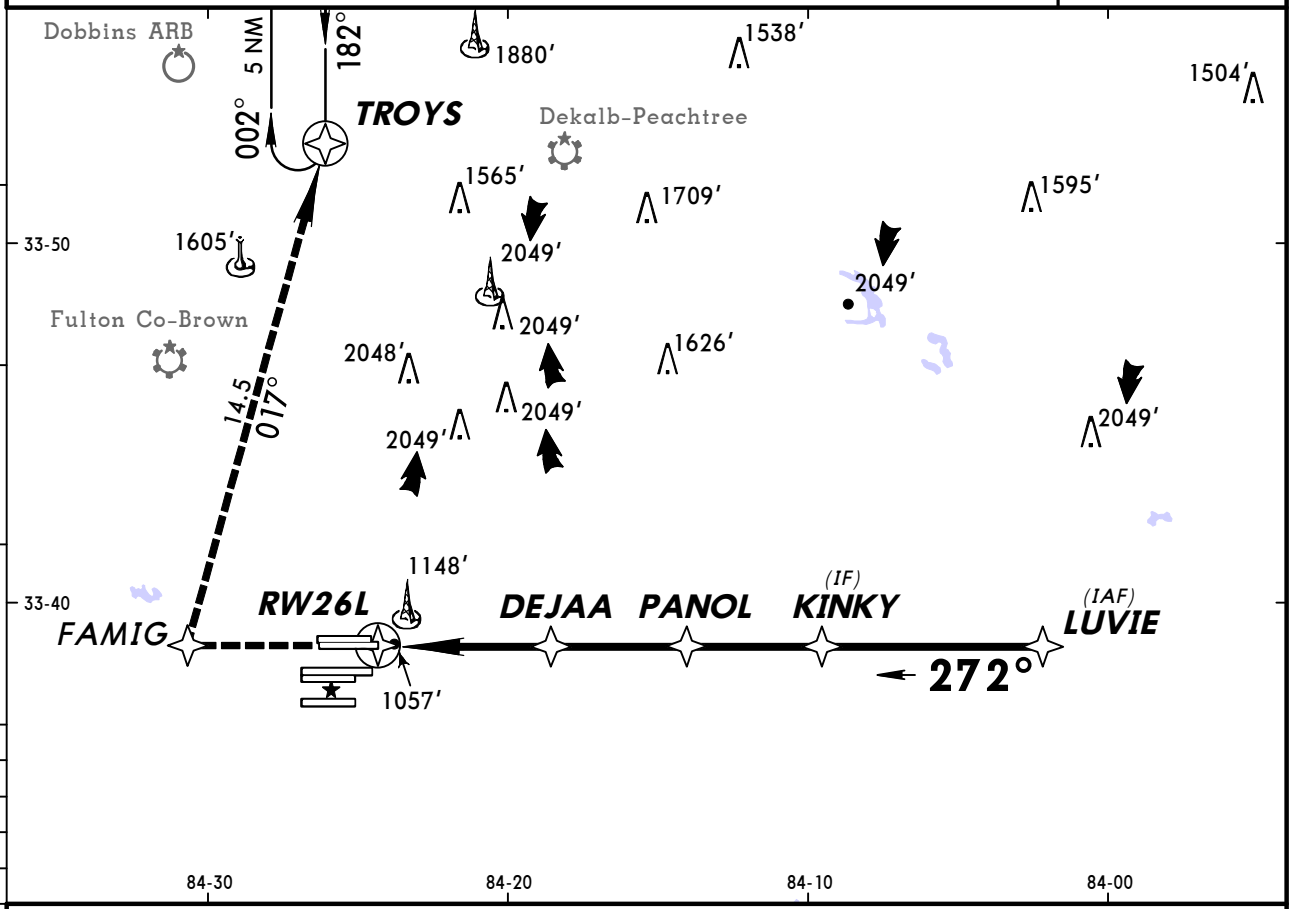
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

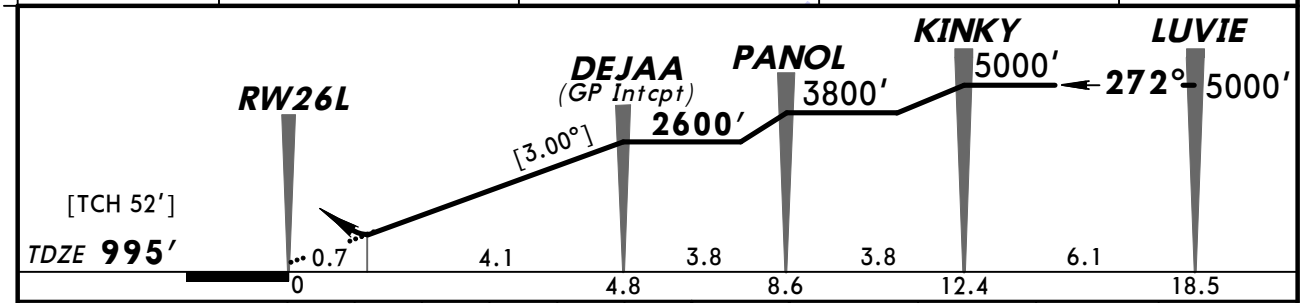
1. AUTHORIZATION REQUIRED. 2. Radar required. 3. GPS required.

4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 46°C (116°F).

3100′

MSA RW26L





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

MALSR PAPI 3500′ FAMIG

STRAIGHT-IN LANDING RWY 26L

	RNP 0.11		RNP 0.15		RNP 0.30	
	1 DA(H) 1274′(279′)	DA(H) 1383′(388′)	DA(H) 1390′(395′)		DA(H) 1427′(432′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A, B, C, D	RVR 24 or ½	RVR 45 or ⅞	RVR 45 or ⅞	RVR 60 or 1¼	RVR 45 or ⅞	RVR 60 or 1¼	RVR 50 or 1	1½

1 Missed approach requires minimum climb of 395′/NM to 1800′.

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (12-26)

ATLANTA, GA
RNAV (RNP) Z Rwy 26R

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 8L/26R	Rwys 8R/26L	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

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

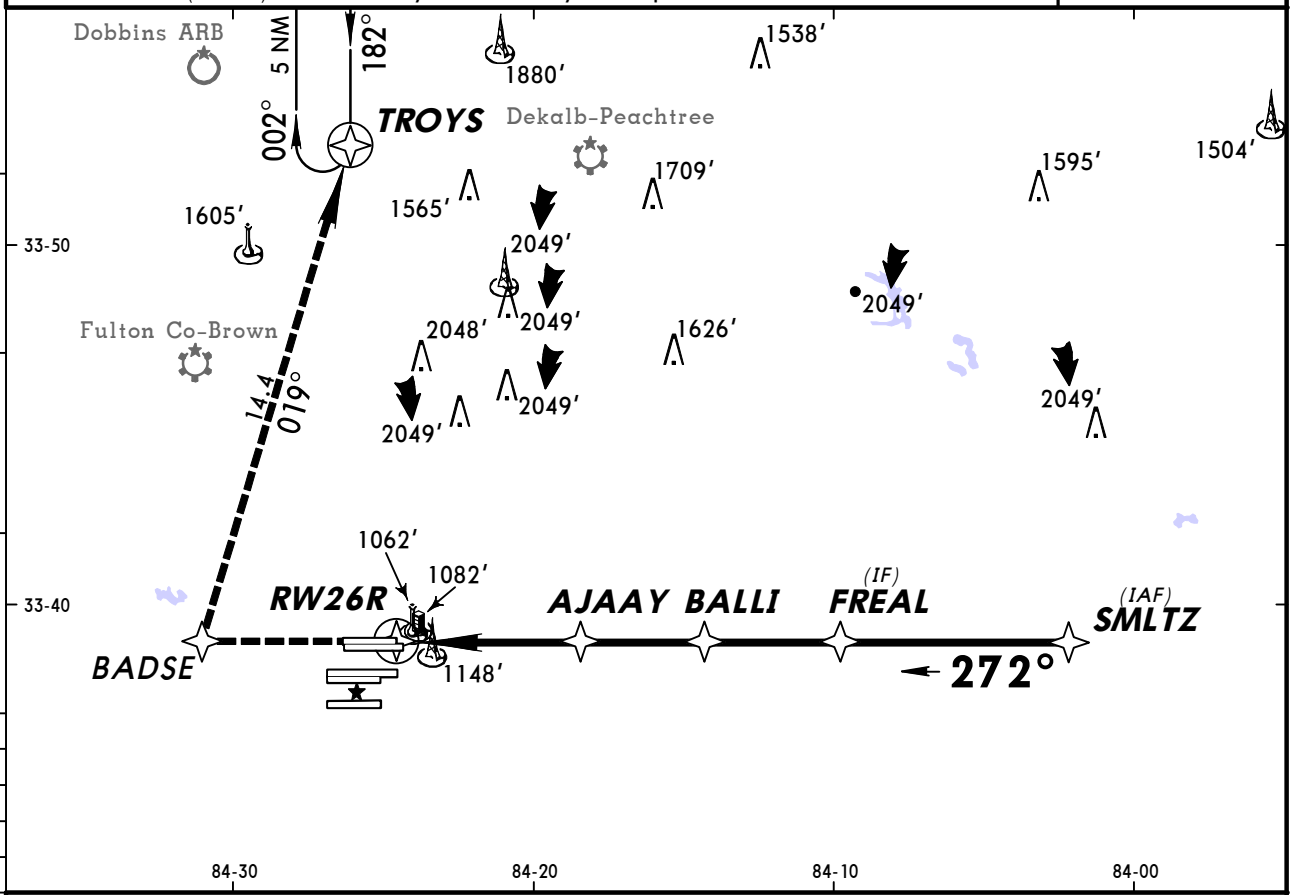
MISSED APCH: Climb to 3500′ direct BADSE and RIGHT turn via track 019° to TROYS and hold.

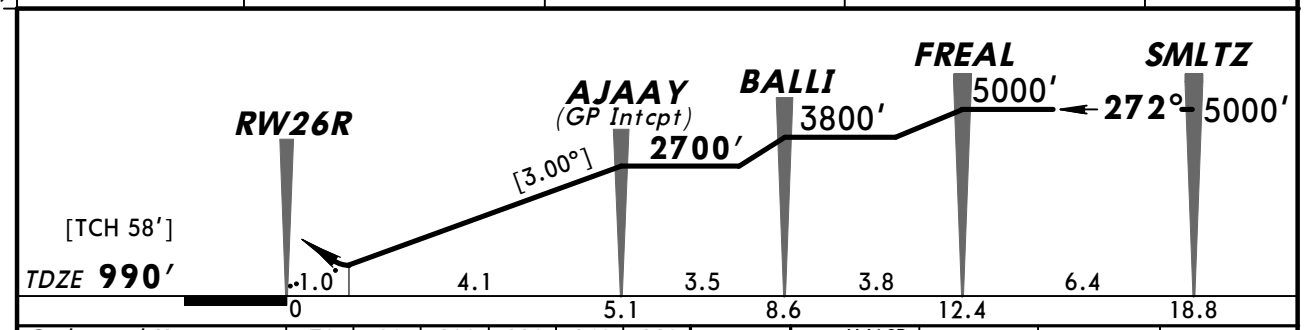
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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.

3100′

MSA RW26R





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

MALSR PAPI 3500′ BADSE

STRAIGHT-IN LANDING RWY 26R

	RNP 0.11 DA(H) 1380′(390′)		RNP 0.15 DA(H) 1387′(397′)		RNP 0.30 DA(H) 1449′(459′)	
		RAIL out / ALS out		RAIL out / ALS out		RAIL out / ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 45 or ⅞	RVR 60 or 1¼	RVR 50 or 1	1½
B						
C						
D						

TERPS AMEND 0B 28 JUL 2011

CHANGES: None.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (12-27)

ATLANTA, GA
RNAV (RNP) Z Rwy 27L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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

RNAV	Final Apch Crs	Minimum Alt DEPOT	RNP 0.11 DA(H)	Apt Elev 1026′
	272°	2800′ (1801′)	1251′ (252′)	TDZE 999′

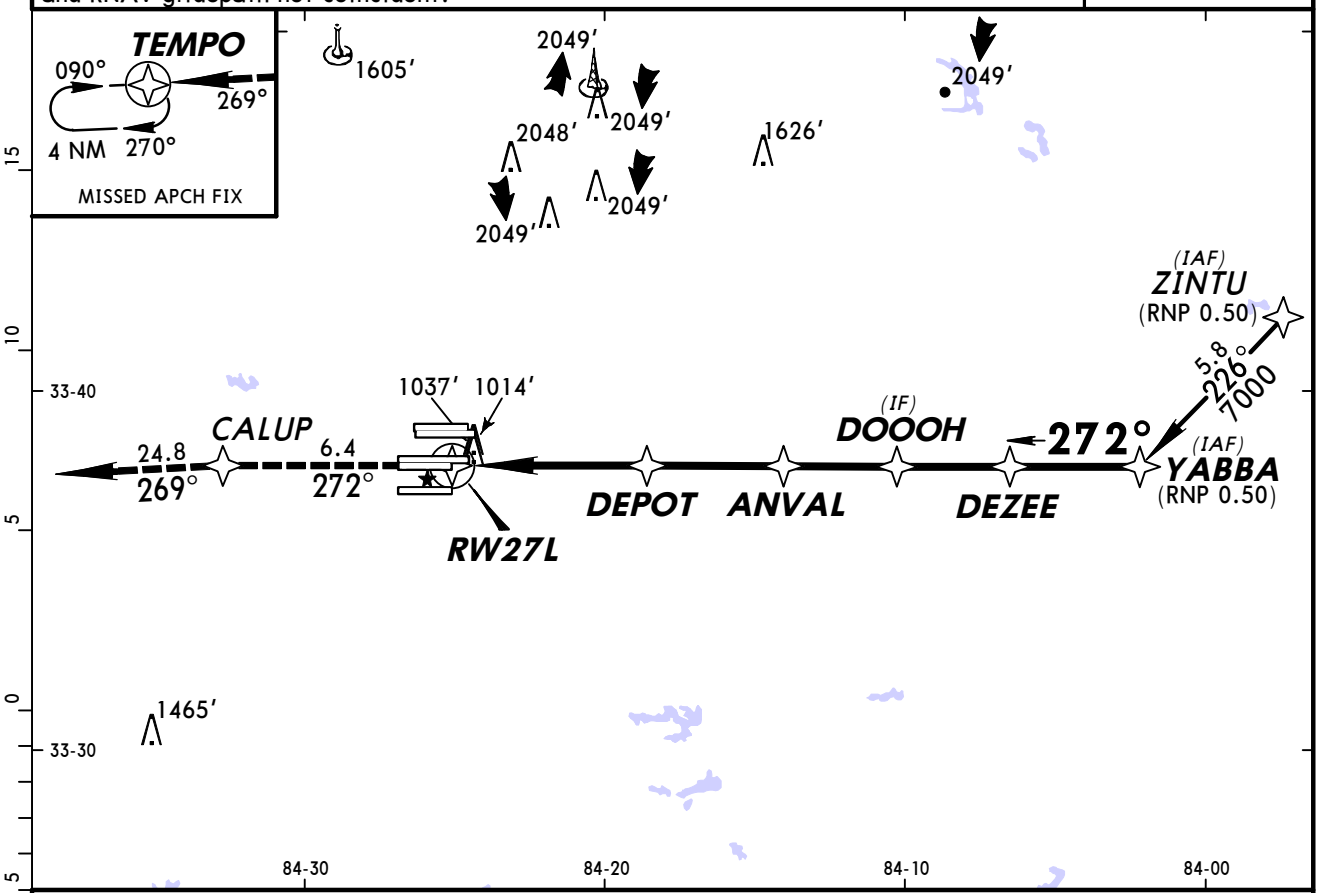
MISSED APCH: Climb to 4000′ via track 272° to CALUP and via track 269° to TEMPO and hold.

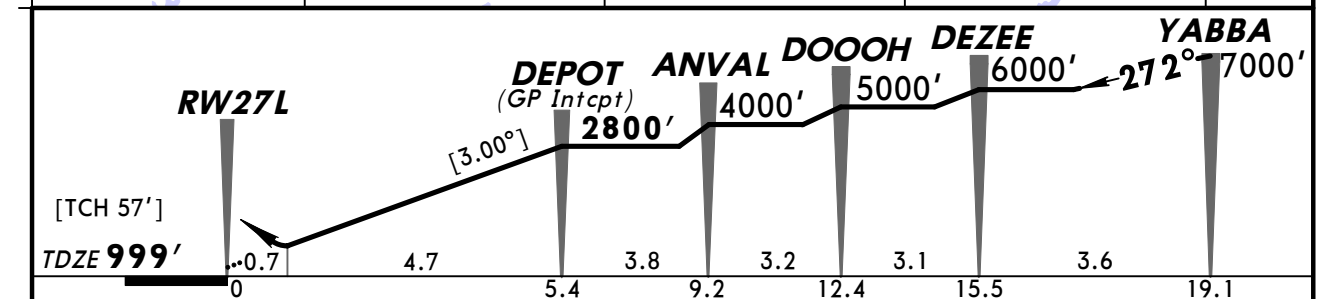
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (17°F) or above 46°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.

3200′

MSA RW27L





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

ALSF-II PAPI

4000′ via 272° CALUP

STRAIGHT-IN LANDING RWY 27L

	RNP 0.11 DA(H) 1251′(252′)	ALS out	RNP 0.15 DA(H) 1324′(325′)	ALS out	RNP 0.30 DA(H) 1471′(472′)	ALS out
A, B, C, D	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾

TERPS AMEND 1A 28 JUL 2011

CHANGES: Lighting, minimums.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-28)

ATLANTA, GA
RNAV (RNP) Z Rwy 27R

BRIEFING STRIP TM

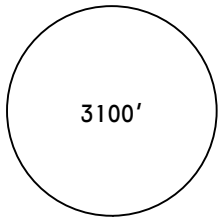
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65

RNAV	Final Apch Crs	Minimum Alt LIAMS	RNP 0.11 DA(H) (CONDITIONAL)	Apt Elev 1026′ TDZE 985′
	272°	2700′ (1715′)	1300′ (315′)	

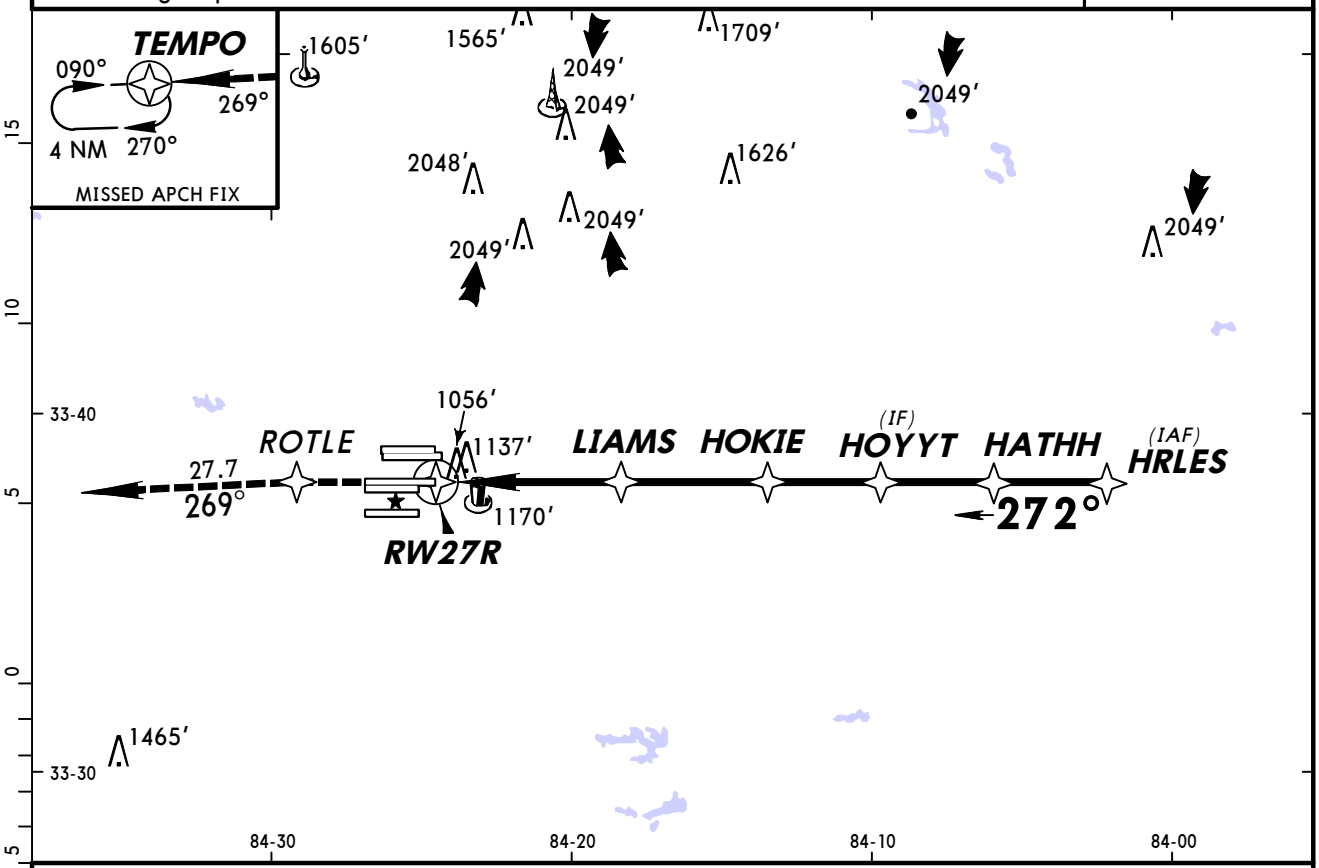
MISSED APCH: Climb to 4000′ direct ROTLE and via track 269° to TEMPO and hold.

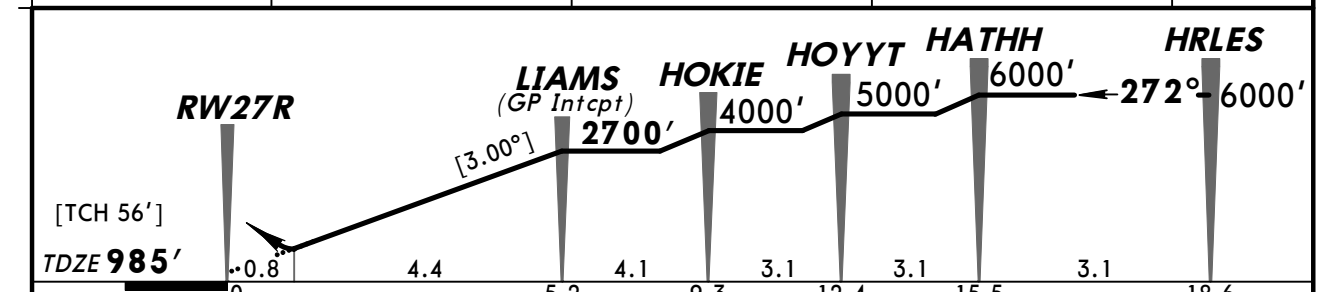
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. 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 RW27R





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

MALS PAPI 4000′ D ROTLE

STRAIGHT-IN LANDING RWY 27R

	RNP 0.11		RNP 0.15		RNP 0.30		
	1 DA(H) 1300′(315′)		DA(H) 1373′(388′)		DA(H) 1399′(414′)		DA(H) 1484′(499′)
		ALS out		ALS out		ALS out	ALS out
A, B, C, D	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼	1½	1½	1¾

1 Missed approach requires minimum climb of 300′/NM to 1700′.

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

22 JUL 11 (12-29)

ATLANTA, GA
RNAV (RNP) Z Rwy 28

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 10/28	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Ground Rwys 10/28	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

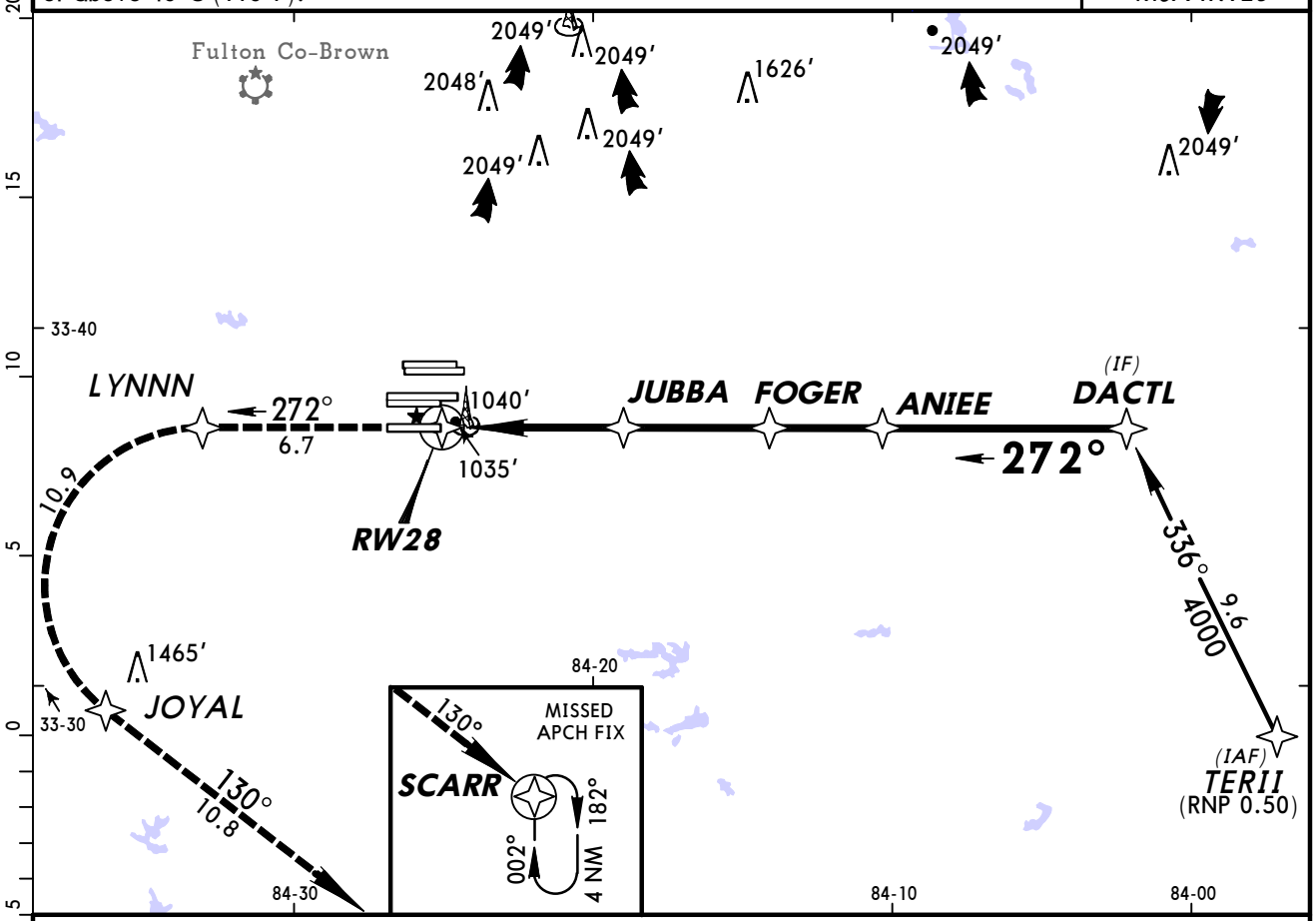
RNAV	Final Apch Crs	Minimum Alt JUBBA	RNP 0.11 DA(H)	Apt Elev 1026′
	272°	2700′ (1702′)	1262′ (264′)	Rwy 28 998′

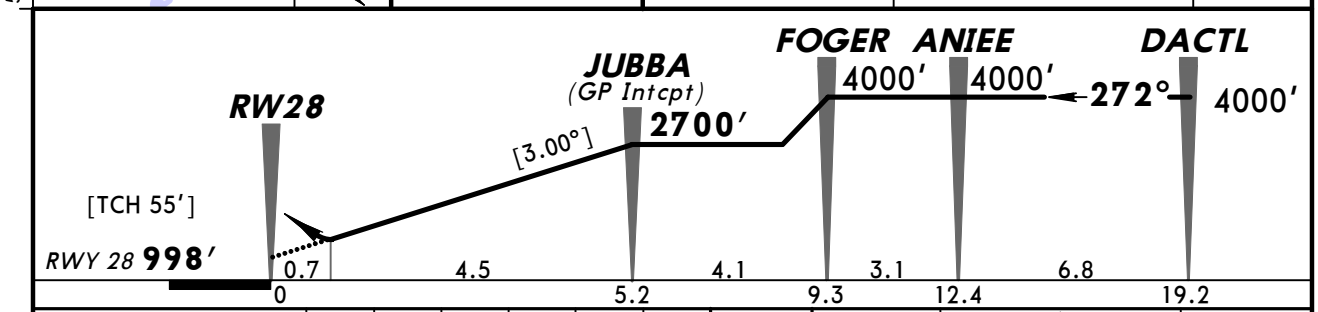
MISSED APCH: Climb to 3000′ on track 272° to LYNNN LEFT turn to JOYAL and on track 130° to SCARR and hold.

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

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required. 4. Radar required.
5. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (17°F) or above 46°C (116°F).

3100′
MSA RW28





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

ALSF-II

3000′ on 272° LYNNN

STRAIGHT-IN LANDING RWY 28

	RNP 0.11 DA(H) 1262′(264′)		RNP 0.15 DA(H) 1269′(271′)		RNP 0.30 DA(H) 1339′(341′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 55 or 1	RVR 24 or ½	RVR 55 or 1	RVR 30 or ⅝	RVR 60 or 1⅛
B						
C						
D						

TERPS AMEND 1 5 MAY 2011

CHANGES: None.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESEN

19 AUG 11 (13-1)

ATLANTA, GA
VOR Rwy 27L

BRIEFING STRIP ™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower Rwys 9R/27L	Rwys 8L/26R	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

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1026′
ATL 116.9	264°	AMATE 2300′ (1301′)	1620′ (621′)	TDZE 999′

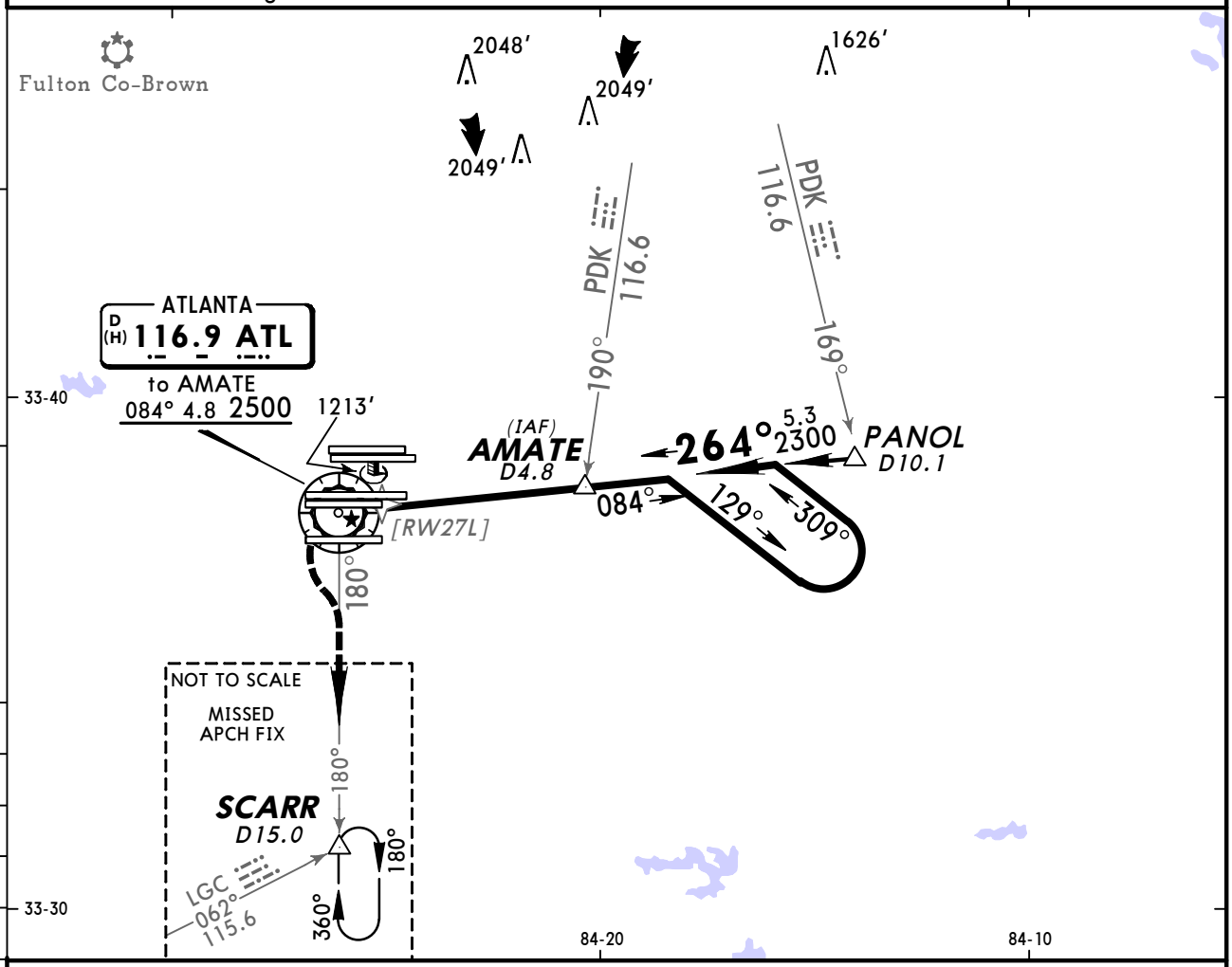
MISSED APCH: Climbing LEFT turn to 3500′ outbound via ATL VOR R-180 to SCARR INT/D15.0 and hold.

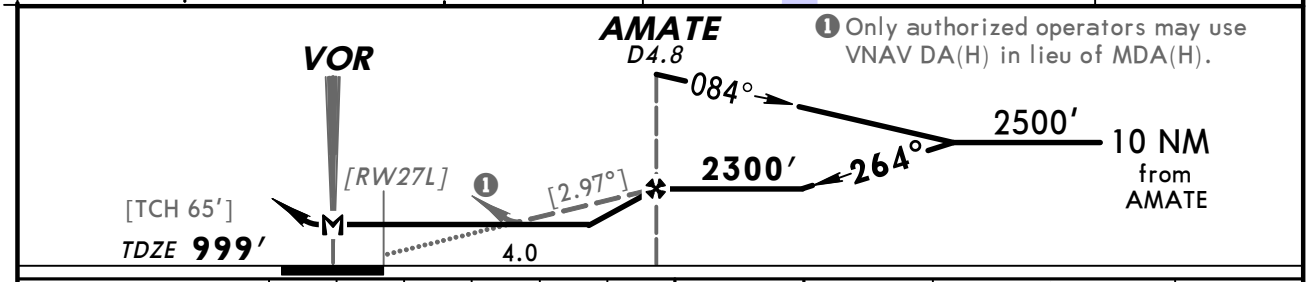
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.

3100′

MSA ATL VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at VOR						

ALSF-II PAPI

3500′ LT via ATL 116.9 R-180 SCARR

STRAIGHT-IN LANDING RWY 27L

MDA(H) 1620′ (621′)

TERPS AMEND 4C

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 60 or 1¼	1¾
D	1½	2

CHANGES: Lighting, minimums.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Brunswick GA USA
IATA Code: BQK
Lat/Long: N31° 15.5' W081° 28.0'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 6.3°W
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1155 Z
Sunset: 2322 Z,

Runway Information

Runway: 07
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Pilot controlled

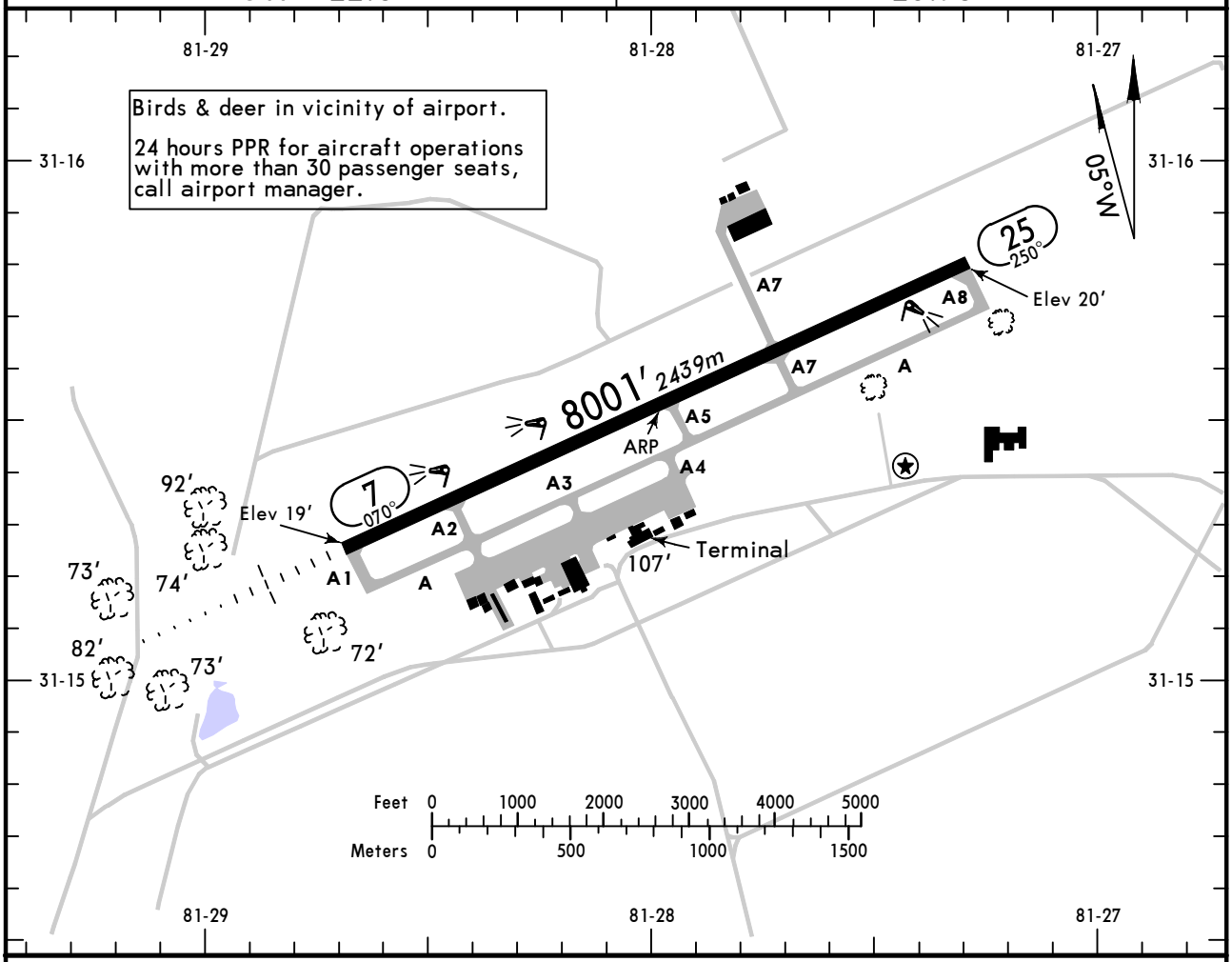
Runway: 25
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 124.175
Brunswick Golden Isles Unicom 122.8 CTAF PCL
Jacksonville Center Clearance Delivery 126.75
Jacksonville Center 126.75 Remote Communications Air-Ground

AWOS-3	JACKSONVILLE Clearance	MACON Radio
VOT 111.0 124.17	126.75	122.2 122.1G

BRUNSWICK GOLDEN ISLES UNICOM	JAX Center (R)
CTAF 122.8	126.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7 ❶ 25	❷ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)		6951′ *2119m*		150′ *46m*
	❷ HIRL REIL ❷ PAPI-L (angle 3.0°)				

❶ Grooved.
❷ Activate on 122.8.

TAKE-OFF	All Rwys Adequate Vis Ref	All Rwys STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE Authorized Only When Local Weather Available	ILS Rwy 7	LOC Rwy 7 RNAV(GPS) Rwy 7 RNAV (GPS) Rwy 25 VOR/DME-B
A	600-2	800-2
B		
C		
D		

AMEND 0

CHANGES: Beacon moved, hangars added.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

AWOS-3	JAX Center (R)	MACON Radio	BRUNSWICK GOLDEN ISLES UNICOM
124.17	126.75	122.2 122.1G	CTAF 122.8

LOC IBQK	Final Apch Crs	GS YOKHO	ILS DA(H) (CONDITIONAL)	Apt Elev 26′
108.5	069°	1700′ (1674′)	226′ (200′)	TDZE 26′

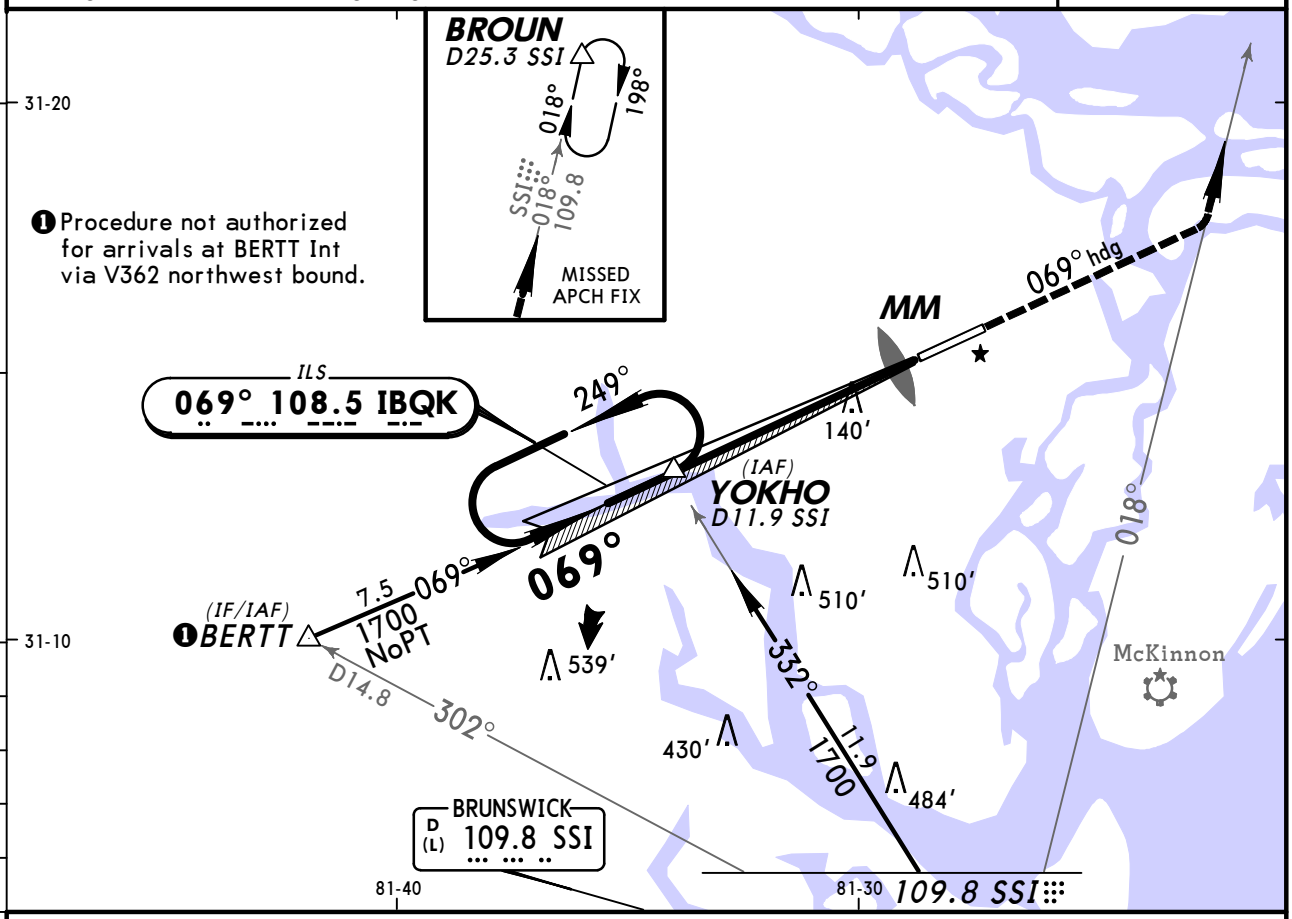
MISSED APCH: Climb to 3000′ via heading 069° and SSI VOR R-018 outbound to BROUN INT/D25.3 SSI and hold.

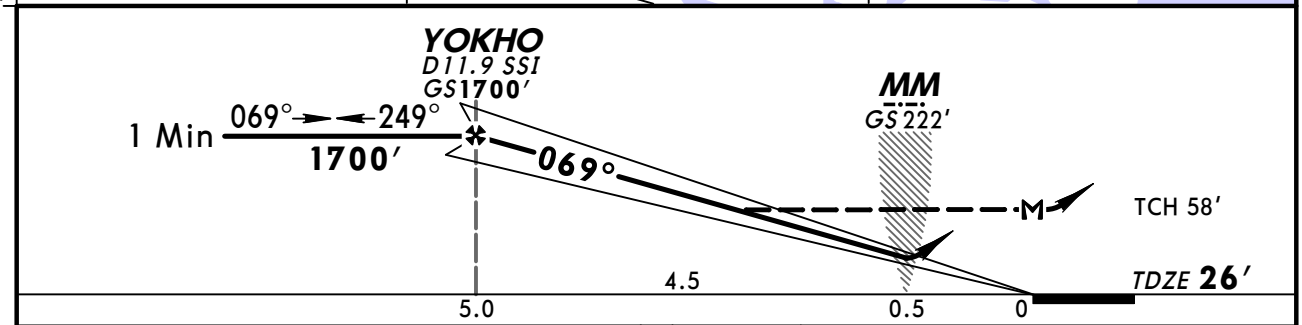
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use local altimeter setting; if not received, use McKinnon altimeter setting. 3. Pilot controlled lighting 122.8.

2700′
MSA SSI VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
YOKHO to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

3000′ via 069° hdg and SSI 109.8 R-018 BROUN

STRAIGHT-IN LANDING RWY 7

	1 ILS DA(H) 226′ (200′) FULL	1 ILS DA(H) 226′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 400′ (374′)	2 LOC (GS out) MDA(H) 400′ (374′) RAIL out	2 LOC (GS out) MDA(H) 400′ (374′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With McKinnon Altimeter Setting MDA(H)
90	540′ (514′)-1	560′ (534′)-1
120		
140	540′ (514′)-1 1/2	560′ (534′)-1 1/2
165	580′ (554′)-2	600′ (574′)-2

1 DA(H)245′(219′) with McKinnon altimeter setting.
2 MDA(H)420′(394′) with McKinnon altimeter setting.

TERPS AMEND 10 22 OCT 2009

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KBQK/BQK
BRUNSWICK GOLDEN ISLES

JEPPESEN 6 JAN 12 (22-1)

BRUNSWICK, GA
RNAV (GPS) Rwy 7

BRIEFING STRIP ™

AWOS-3	JAX Center (R)	MACON Radio	BRUNSWICK GOLDEN ISLES UNICOM
124.17	126.75	122.2 122.1G	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 56501 W-07A	069°	YOKHO 1700′ (1674′)	226′ (200′)	TDZE 26′

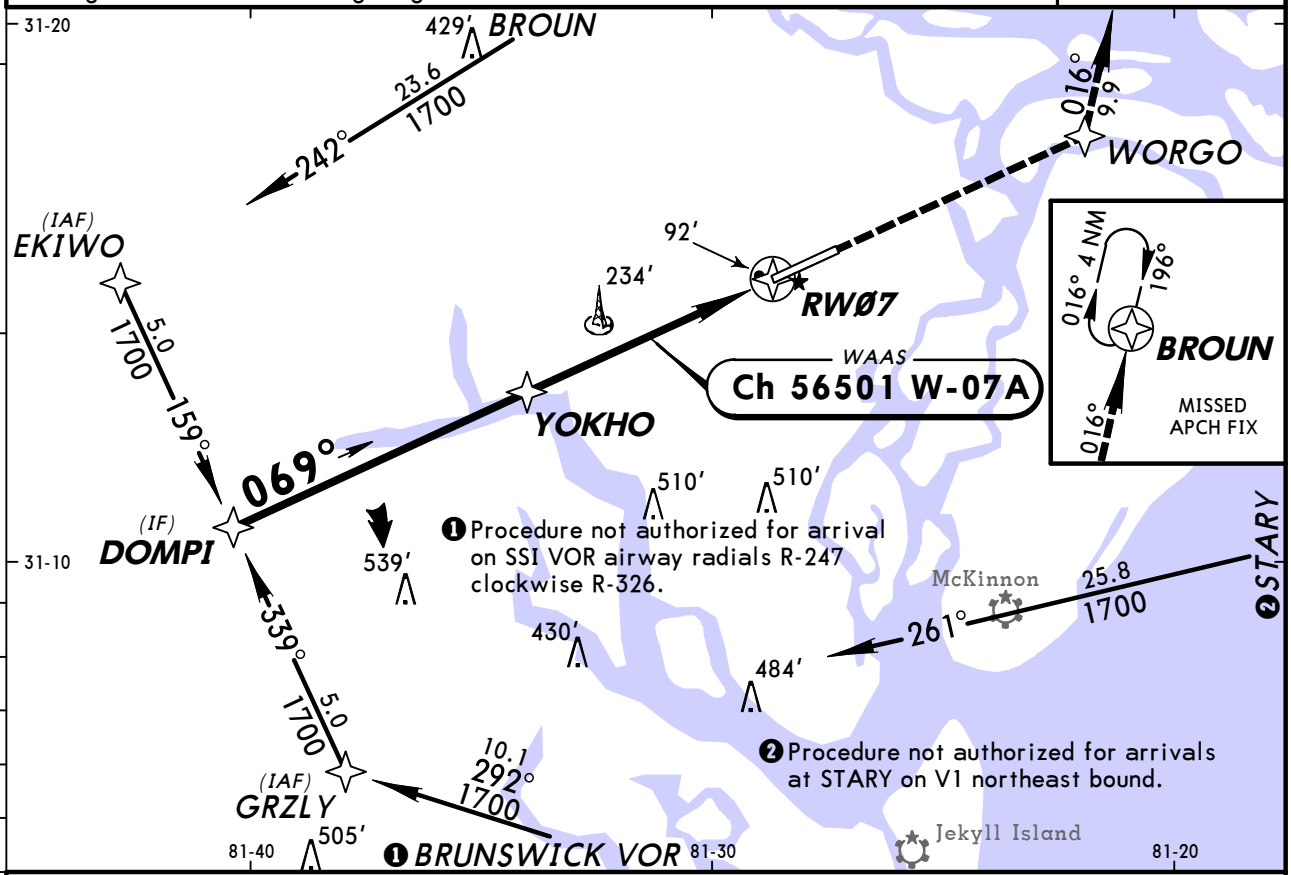
MISSED APCH: Climb to 3000′ direct WORGO and via 016° track to BROUN and hold.

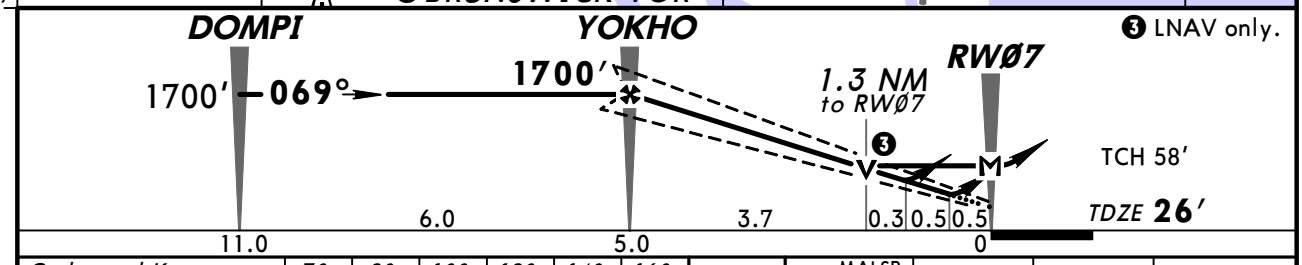
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Malcolm McKinnon altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Malcolm McKinnon altimeter setting. 5. Pilot controlled lighting 122.8.

2500′

MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR PAPI 3000′ WORGO

STRAIGHT-IN LANDING RWY 7

	❶ LPV DA(H) 226′(200′)		❷ LNAV/VNAV DA(H) 384′(358′)		❸ LNAV MDA(H) 500′(474′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	1¼	1/2	3/4	1
B							
C					3/4	1¼	
D					1	1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Malcolm McKinnon Altimeter Setting MDA(H)
90	540′(514′)-1	560′(534′)-1
120		
140	540′(514′)-1½	560′(534′)-1½
165	580′(554′)-2	600′(574′)-2

❶ DA(H) 245′ (219′) with Malcolm McKinnon altimeter setting.
❷ DA(H) 403′ (377′) with Malcolm McKinnon altimeter setting.
❸ MDA(H) 520′ (494′) with Malcolm McKinnon altimeter setting.

TERPS AMEND 1A 12 JAN 2012

CHANGES: Planview notes.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

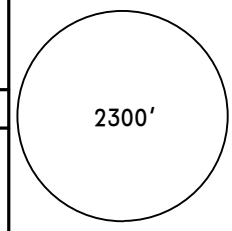
AWOS-3	JAX Center (R)	MACON Radio	BRUNSWICK GOLDEN ISLES UNICOM
124.17	126.75	122.2 122.1G	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 61201 W-25A	249°	WORGO 1700′ (1674′)	226′ (200′)	TDZE 26′

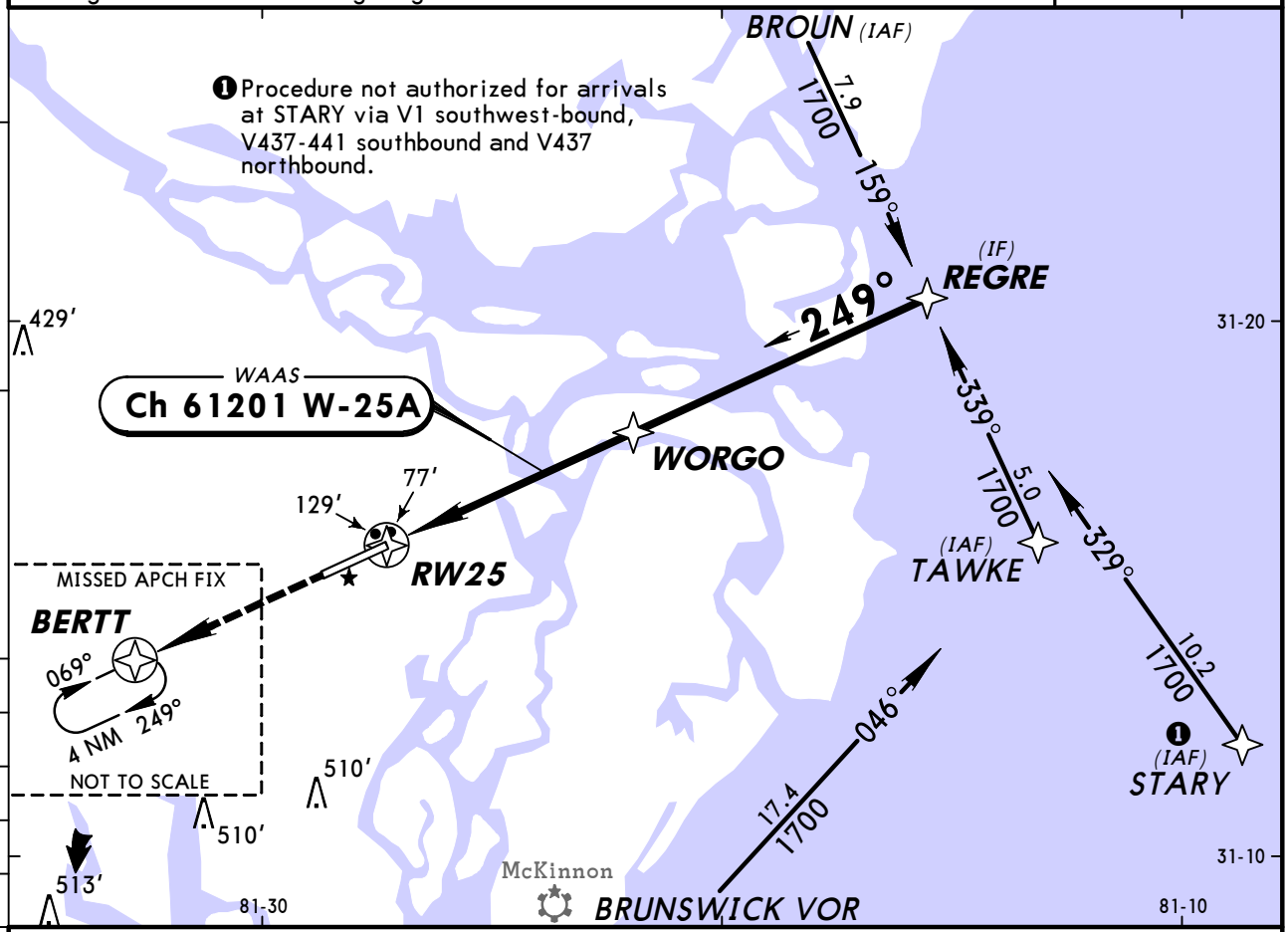
MISSED APCH: Climb to 3000′ direct BERTT and hold.

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

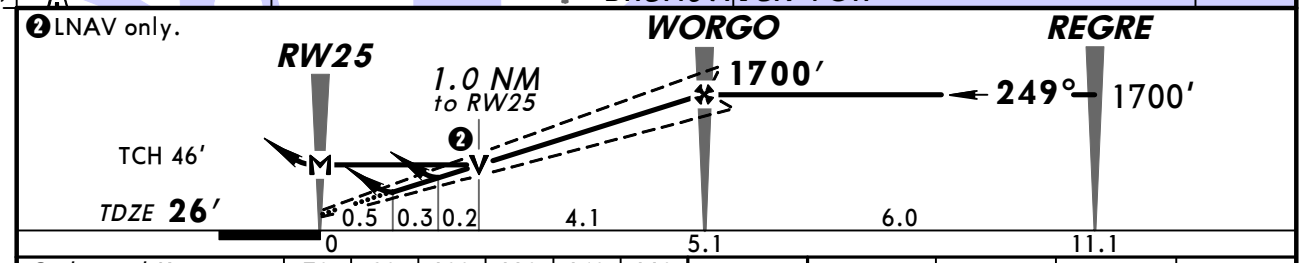
1. Use local altimeter setting; if not received, use Malcolm McKinnon altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Malcolm McKinnon altimeter setting. 5. Pilot controlled lighting 122.8.



MSA RW25



❶ Procedure not authorized for arrivals at STARY via V1 southwest-bound, V437-441 southbound and V437 northbound.



❷ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

REIL
PAPI-L

3000′

BERTT

STRAIGHT-IN LANDING RWY 25

	1 LPV DA(H) 226′ (200′)	2 LNAV/VNAV DA(H) 327′ (301′)	3 LNAV MDA(H) 380′ (354′)
A	3/4	1	1
B			
C			
D			1 1/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Malcolm McKinnon Altimeter Setting MDA(H)
90	540′ (514′)-1	560′ (534′)-1
120		
140	540′ (514′)-1 1/2	560′ (534′)-1 1/2
165	580′ (554′)-2	600′ (574′)-2

1 DA(H) 245′ (219′) with Malcolm McKinnon altimeter setting.
2 DA(H) 346′ (320′) VIS 1 1/4 with Malcolm McKinnon altimeter setting.
3 MDA(H) 400′ (374′) with Malcolm McKinnon altimeter setting.

TERPS AMEND 1 22 OCT 2009

CHANGES: None.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

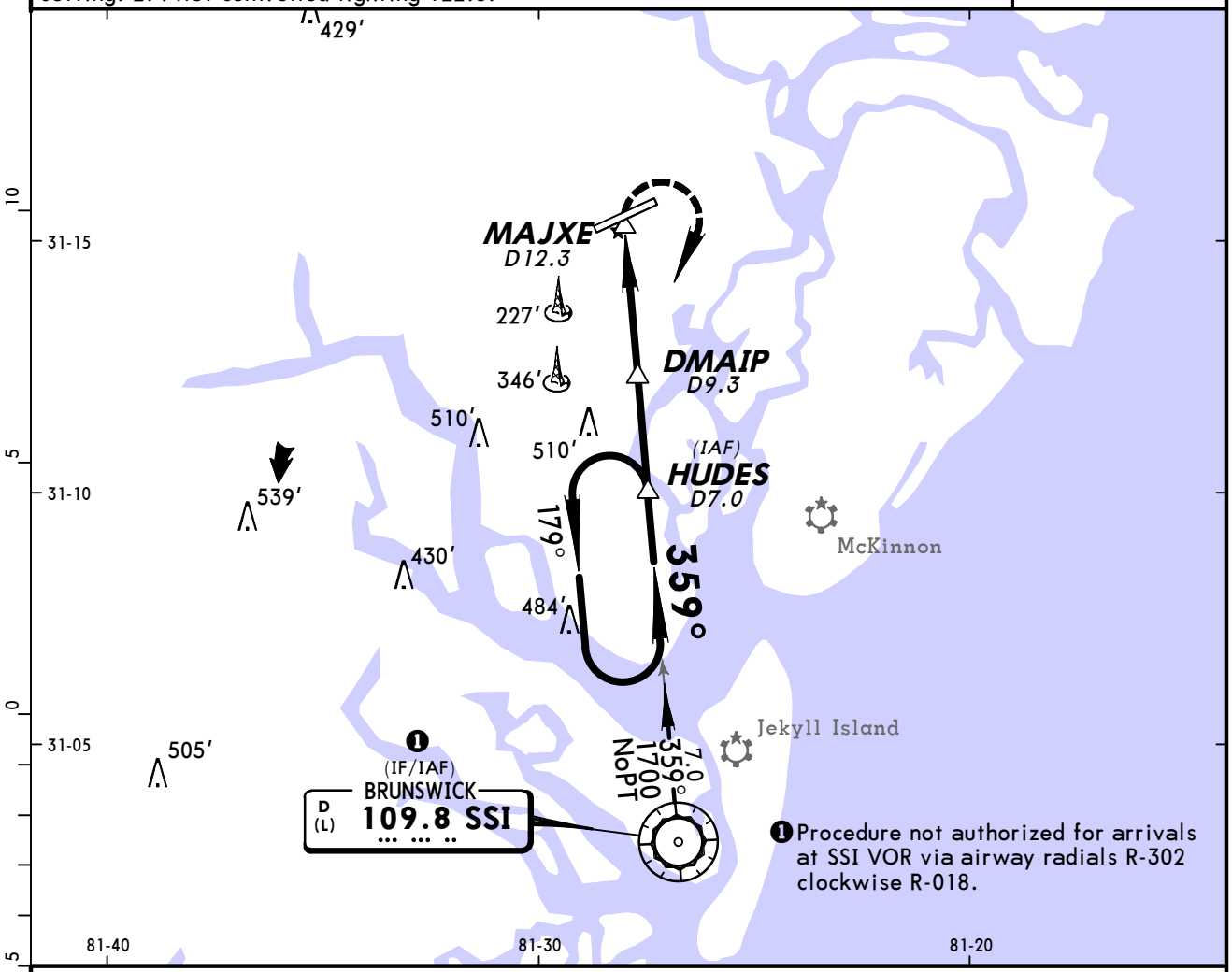
AWOS-3	JAX Center (R)	MACON Radio	BRUNSWICK GOLDEN ISLES UNICOM
124.17	126.75	122.2 122.1G	CTAF 122.8

VOR	Final Apch Crs	Minimum Alt HUDES	MDA(H)	Apt Elev
SSI 109.8	359°	1700′ (1674′)	Refer to Minimums	26′

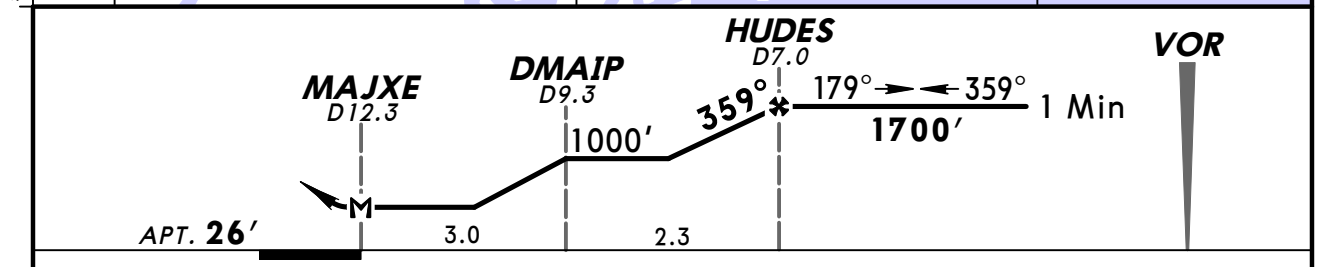
MISSED APCH: Climbing RIGHT turn to 1700′ inbound via SSI VOR R-359 to HUDES/D7.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Malcolm McKinnon altimeter setting. 2. Pilot controlled lighting 122.8.

2700′
MSA SSI VOR



❶ Procedure not authorized for arrivals at SSI VOR via airway radials R-302 clockwise R-018.



MAP at MAJXE								Lighting - Refer to Airport Chart	1700′ RT	SSI via 109.8 R-359	HUDES

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Malcolm McKinnon Altimeter Setting MDA(H)
A	90	540′ (514′) -1	560′ (534′) -1
B	120		
C	140	540′ (514′) -1½	560′ (534′) -1½
D	165	580′ (554′) -2	600′ (574′) -2

TERPS AMEND 9 22 OCT 2009

CHANGES: AWOS frequency.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Columbus GA USA
IATA Code: CSG
Lat/Long: N32° 31.0' W084° 56.3'
Elevation: 397 ft

Airport Use: Public
Magnetic Variation: 4.1°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1210 Z
Sunset: 2335 Z,

Runway Information

Runway: 06
Length x Width: 6997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 380 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 3997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 397 ft
Lighting: Edge, REIL, Part time

Runway: 24
Length x Width: 6997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 391 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 3997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 369 ft
Lighting: Edge, REIL, Part time

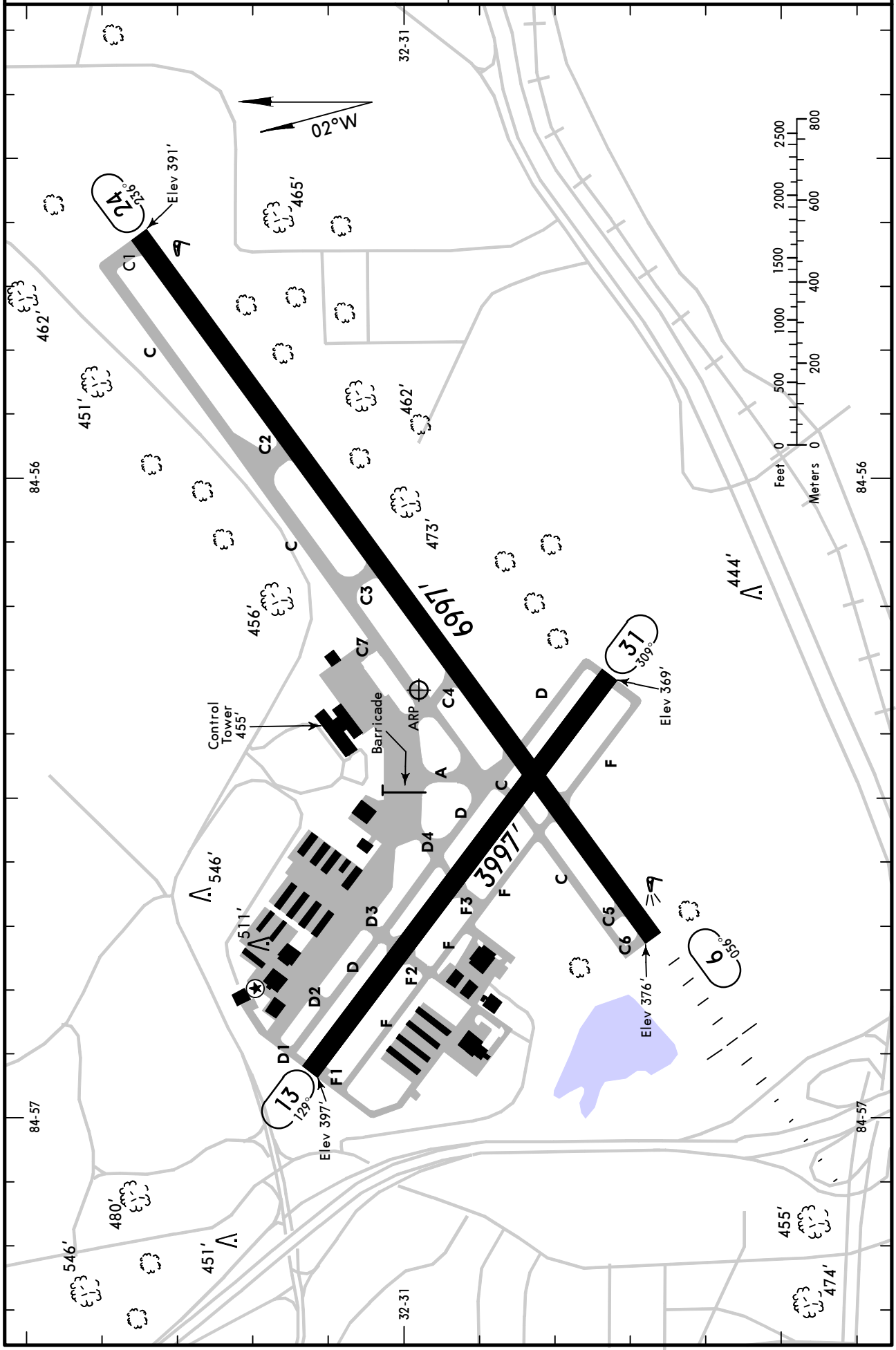
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

ATIS 127.75
Columbus Tower 120.1 CTAF PCL
Columbus Ground Control 121.9
Atlanta Approach Control 125.5
Atlanta Approach Control 126.55 At or above 7000 ft
Columbus ARSA 120.1 PCL
Atlanta Departure Control 125.5
Atlanta Departure Control 126.55 At or above 7000 ft
Columbus Metro Unicom 122.95
Macon Flight Service Station 122.65 RCO
Macon Flight Service Station 122.1 RCO
Macon Flight Service Station 117.1 RCO
Atlanta Center 120.45 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*COLUMBUS Ground	*Tower	UNICOM 122.95
127.75	121.9	CTAF 120.1	

*ATLANTA Departure (R)	ATLANTA Center
125.5	120.45 when Dep inop.



CHANGES: Twy C revised, Twy C7 added.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
6	❶HIRL ❶MALSR ❶PAPI-L (angle 2.6°) grooved RVR		5998′		150′
24	❶HIRL ❶REIL PAPI-L (angle 3.0°) grooved				

❶ Activate on 120.1 after 2100 LT.

13	❷MIRL REIL				150′
31	❷MIRL REIL ❷VASI-L				

❷ Lights unavailable when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 6		Rwy 13				
	Adequate Vis Ref	STD	With Mim climb of 205′/NM to 1200′		❶ With Mim climb Gradient of 200′/NM		For Climb In Visual Conditions
			Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	¼	1	1700-2½
3 & 4 Eng		RVR 24 or ½		½		½	

	Rwy 24			Rwy 31		
	With Mim climb of 225′/NM to 1800′		For Climb In Visual Conditions	With Mim climb of 404′/NM to 700′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	¼	1	1700-2½	¼	1	300-2
3 & 4 Eng		½			½	

❶ Takeoff must occur no later than 1200′ prior to departure end of runway.

OBSTACLE DP

Rwy 6: climb via heading 056° to 1400′ before turning south.

Rwy 13: climb via heading 070° to 2100′ before turning south or for climb in visual conditions cross Columbus Metropolitan Airport at or above 1900′ before proceeding on course.

Rwy 24: climb heading 280° to 1900′ before turning south or for climb in visual conditions cross Columbus Metropolitan Airport at or above 1900′ before proceeding on course.

Rwy 31: climb heading 309° to 1400′ before turning south.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

	ILS Rwy 6	LOC Rwy 6 VOR-A	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 24
A B C D	600-2	800-2	800-2

AMEND 7

CHANGES: Bird note.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

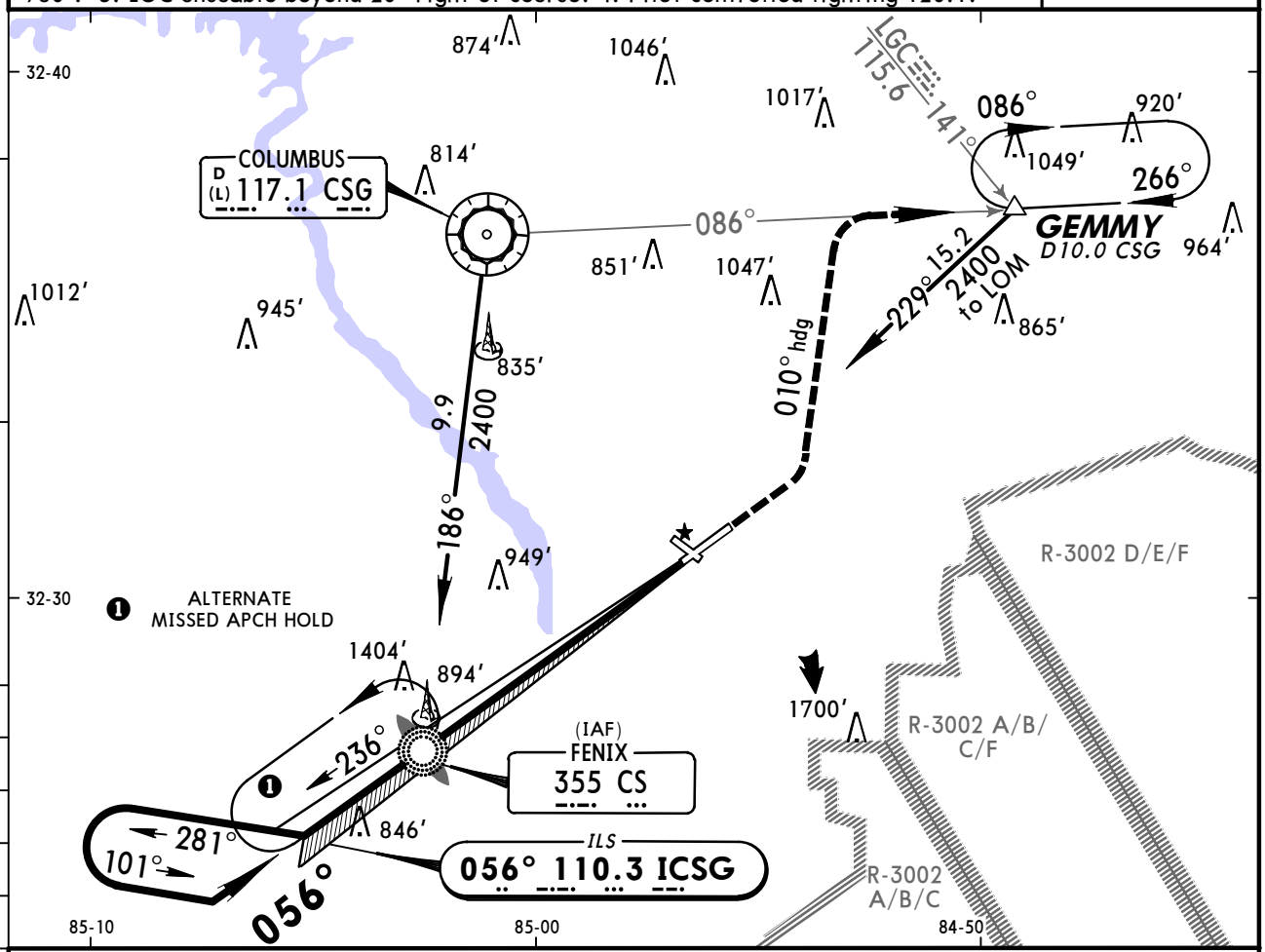
ATIS (ASOS when Twr inop)	*ATLANTA Approach (R)	ATLANTA Center	*COLUMBUS Tower	*Ground
127.75	125.5	120.45 when App inop.	CTAF 120.1	121.9

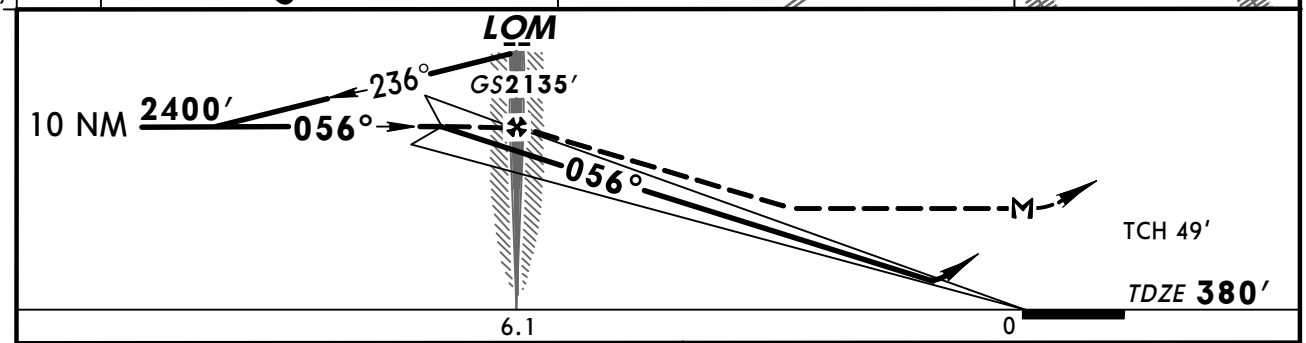
LOC ICSG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 397′
110.3	056°	2135′ (1755′)	580′ (200′)	TDZE 380′

MISSED APCH: Climb to 1300′ then climbing LEFT turn to 2500′ via heading 010° and outbound on CSG VOR R-086 to GEMMY INT/ D10.0 CSG and hold.

3300′
MSA CS LOM

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF or RADAR required. 2. Glide slope unusable for coupled approaches below 780′. 3. LOC unsuable beyond 20° right of course. 4. Pilot controlled lighting 120.1.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.61°	328	422	469	563	657	750
LOM to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR
PAPI

1300′

2500′ LT via 010° hdg and CSG 117.1 R-086

STRAIGHT-IN LANDING RWY 6

	ILS DA(H) 580′ (200′) FULL	ILS DA(H) 580′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 980′ (600′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	980′ (583′)-1
B						120	
C			RVR 50 or 1	1½		140	980′ (583′)-1½
D			RVR 60 or 1¼	1¾		165	980′ (583′)-2

AMEND 25 TERPS

CHANGES: Approach frequency.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KCSG/CSG
COLUMBUS METRO

JEPPESEN

21 JAN 11 (12-1)

COLUMBUS, GA
RNAV (GPS) Rwy 6

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R)	ATLANTA Center	*COLUMBUS Tower	*Ground
127.75	125.5	120.45 when App inop.	CTAF 120.1	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 397′
Ch 40001 W-Ø6A	056°	COMOD 2100′ (1720′)	670′ (290′)	TDZE 380′

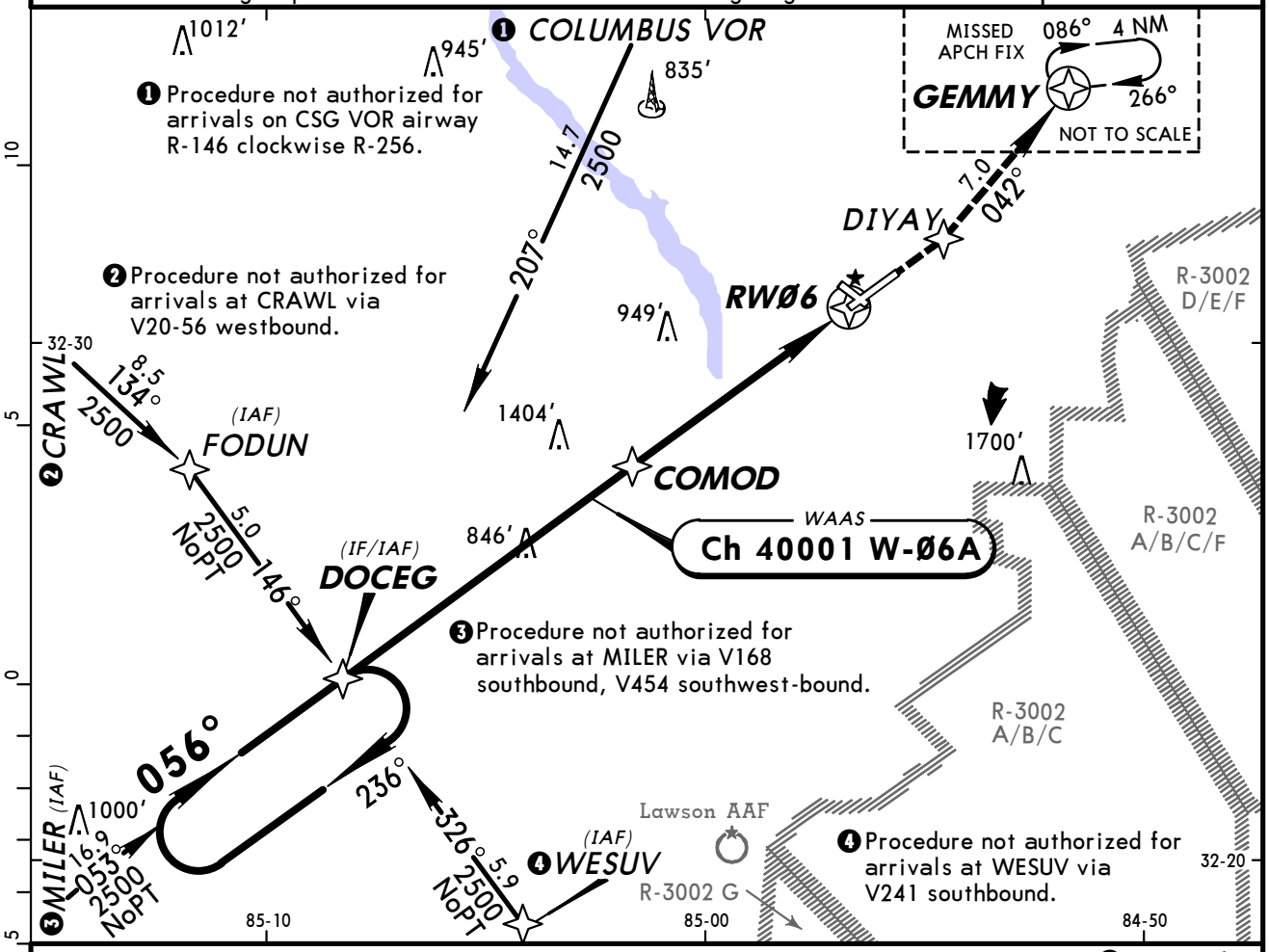
MISSED APCH: Climb to 2500′ direct DIYAY and via 042° track to GEMMY and hold.

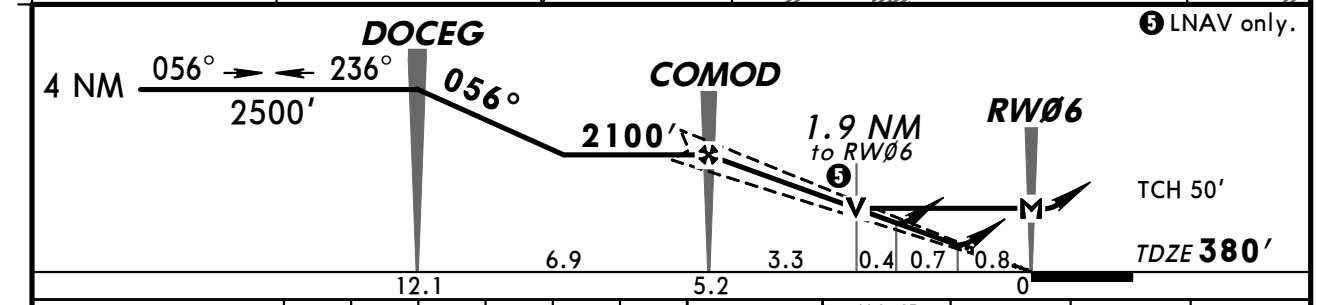
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F).
3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 120.1.

3500′

MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

MALSR PAPI 2500′ DIYAY

STRAIGHT-IN LANDING RWY 6

	LPV DA(H) 670′ (290′)		LNAV/VNAV DA(H) 900′ (520′)		LNAV MDA(H) 960′ (580′)			CIRCLE-TO-LAND Circling to Rwy 13 Not Authorized at Night. When VGSI Inoperative, Circling Rwy 24, 31 Not Authorized at Night.	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts.	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	960′ (563′) - 1¾
B								120	
C					RVR 50 or 1	1½		140	
D					RVR 60 or 1¼	1¾		165	960′ (563′) - 2

AMEND 0 TERPS

CHANGES: Approach frequency.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R)	ATLANTA Center	*COLUMBUS Tower	*Ground
127.75	125.5	120.45 when App inop.	CTAF 120.1	121.9

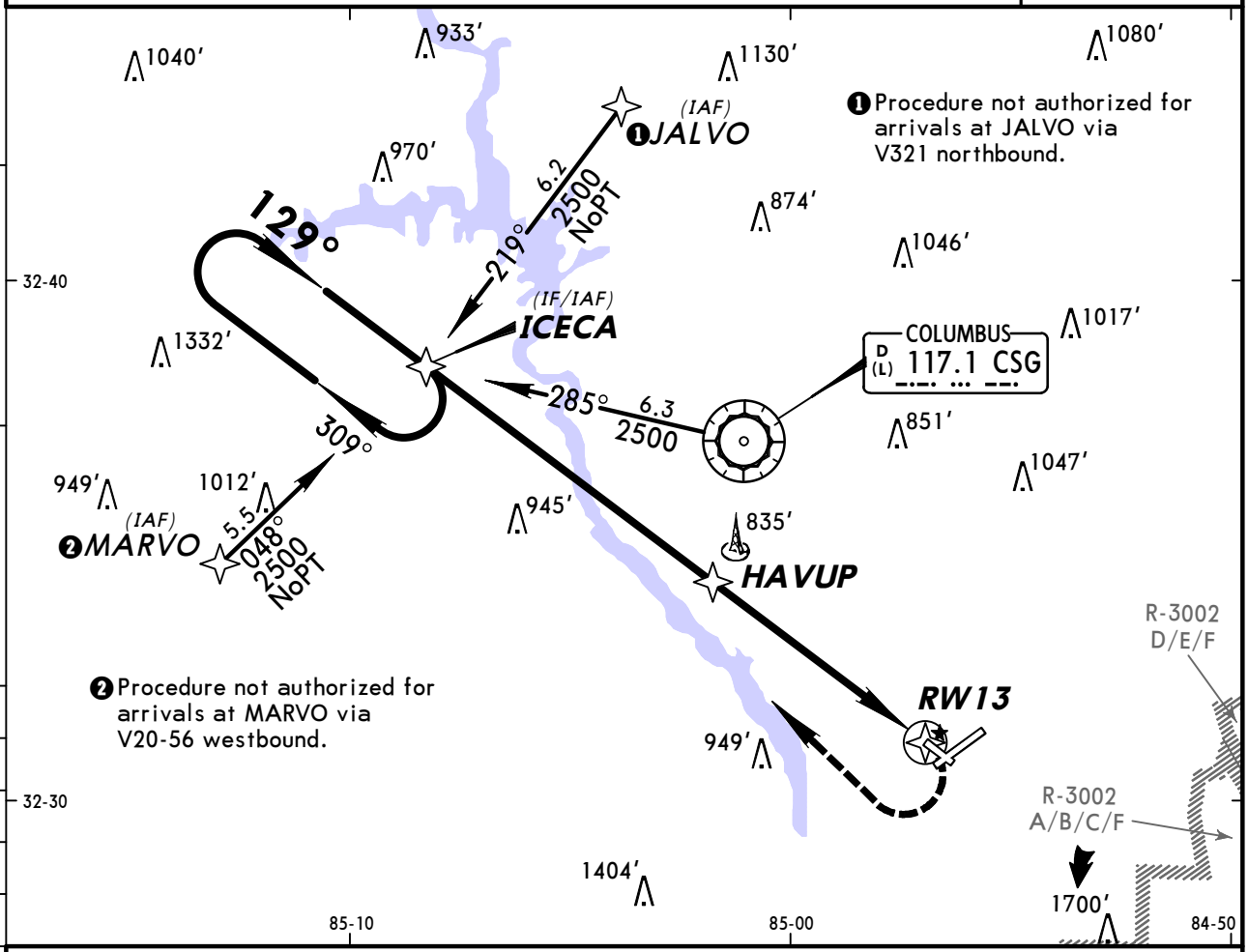
RNAV	Final Apch Crs	Minimum Alt HAVUP	LNAV MDA(H)	Apt Elev 397′
	129°	2100′(1703′)	940′(543′)	TDZE 397′

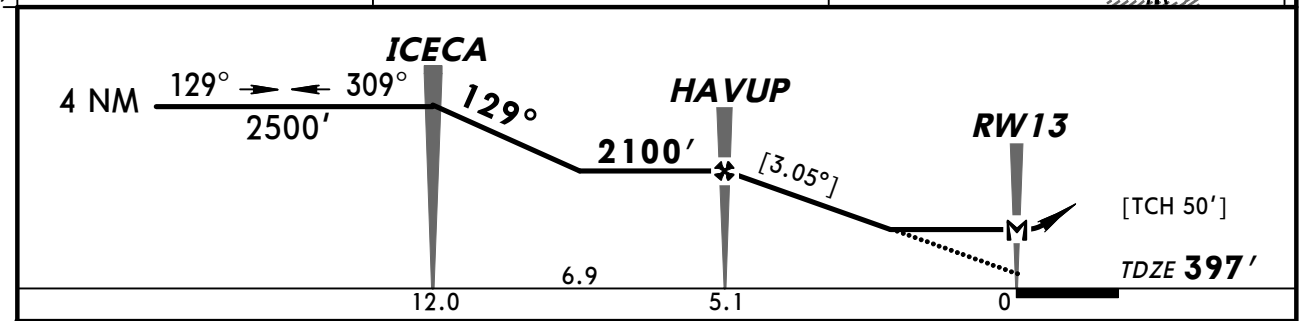
MISSED APCH: Climbing RIGHT turn to 2500′ direct ICECA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 120.1.

3500′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW13						

REIL 2500′ RT ICECA

STRAIGHT-IN LANDING RWY 13 LNAV MDA(H) 940′(543′)		CIRCLE-TO-LAND When VGSI Inoperative, Circling Rwy 24, 31 Not Authorized at Night.	
		Max Kts	MDA(H)
A	1	90	940′ (543′)-1
B		120	
C	1½	140	940′ (543′)-1½
D	1¾	165	960′ (563′)-2

AMEND TERPS

CHANGES: Approach frequency.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KCSG/CSG
COLUMBUS METRO

JEPPESEN

21 JAN 11 (12-3)

COLUMBUS, GA
RNAV (GPS) Rwy 24

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R)	ATLANTA Center	*COLUMBUS Tower	*Ground
127.75	125.5	120.45 when App inop.	CTAF 120.1	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 397′
Ch 45501 W-24A	236°	HODOE 2300′(1909′)	740′(349′)	TDZE 391′

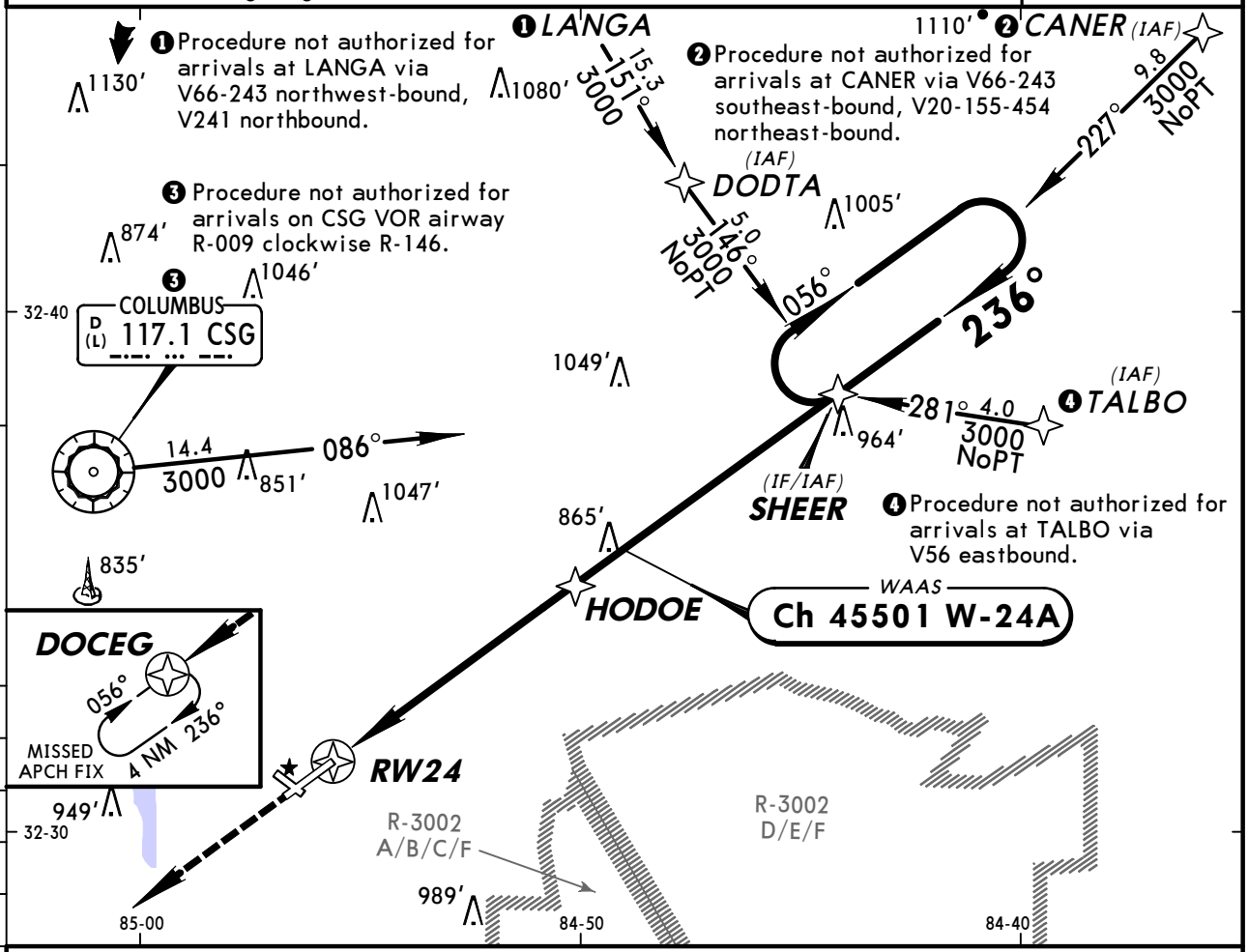
MISSED APCH: Climb to 2500′ direct DOCEG and hold.

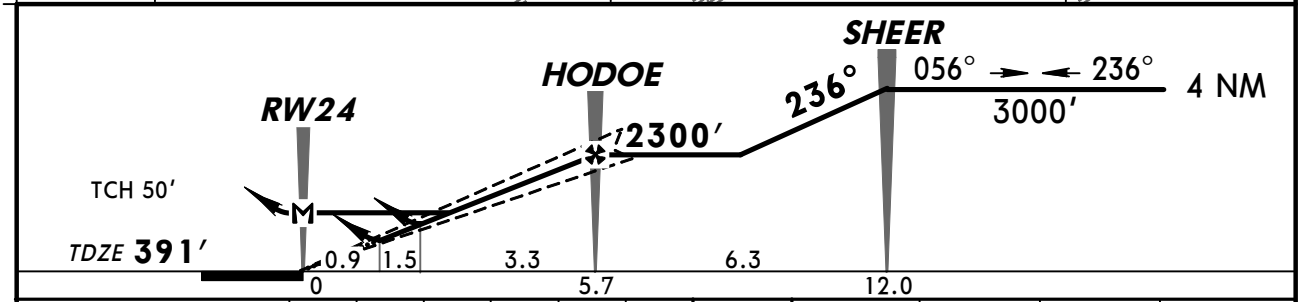
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When VGSI inoperative, procedure not authorized at night.
2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15°C (5°F).
4. Pilot controlled lighting 120.1.

3500′

MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

REIL
PAPI-L

2500′

DOCEG

STRAIGHT-IN LANDING RWY 24

	LPV DA(H) 740′(349′)	LNAV/VNAV DA(H) 920′(529′)	LNAV MDA(H) 940′(549′)
A	1¼	1¾	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND
Circling to Rwy 13 Not Authorized at Night.
When VGSI Inoperative, Circling Rwy 31 Not Authorized at Night.

Max Kts	MDA(H)
90	940′ (543′) - 1¾
120	
140	
165	960′ (563′) - 2

TERPS AMENDED

CHANGES: Approach frequency.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R)	ATLANTA Center	*COLUMBUS Tower	*Ground
127.75	125.5	120.45 when App inop.	CTAF 120.1	121.9

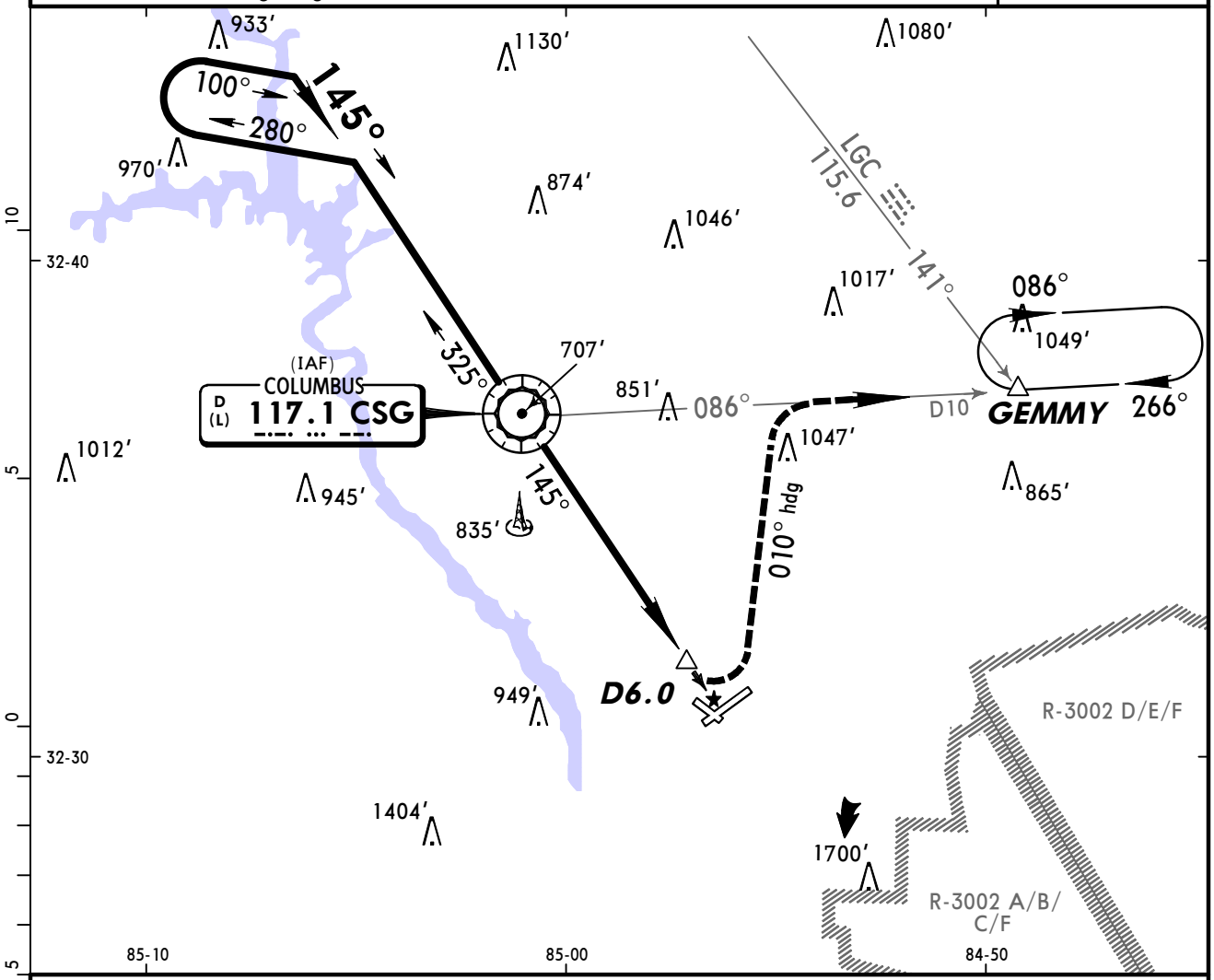
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
CSG 117.1	145°	VOR 2500′ (2103′)	Refer to Minimums	397′

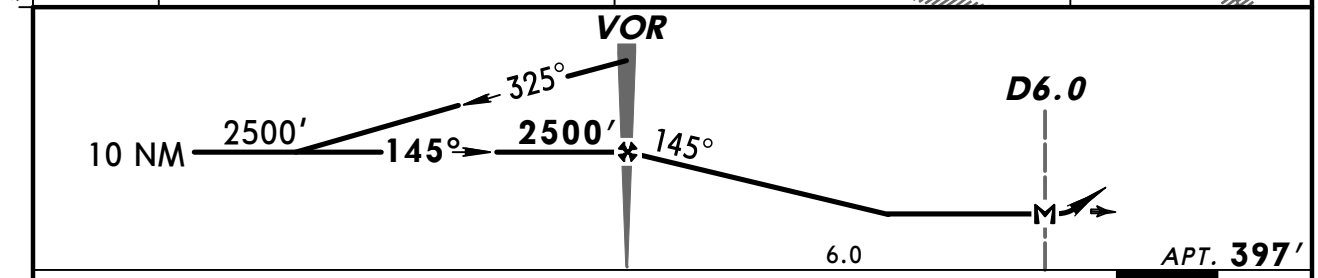
MISSED APCH: Climbing LEFT turn to 2500′ via 010° heading and outbound on CSG VOR R-086 to GEMMY INT and hold.

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

1. Pilot controlled lighting 120.1.

3500′
MSA CSG VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D6.0 or VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

Lighting - Refer to Airport Chart

2500′ LT via 010° hdg and CSG 117.1 R-086 GEMMY

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	980′ (583′)-1
B	120	980′ (583′)-1½
C	140	980′ (583′)-2
D	165	

TERPS AMEND 23

CHANGES: Approach frequency.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Eastman GA USA
IATA Code:
Lat/Long: N32° 13.0' W083° 07.7'
Elevation: 304 ft

Airport Use: Public
Magnetic Variation: 5.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1203 Z
Sunset: 2328 Z,

Runway Information

Runway: 02
Length x Width: 6506 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 300 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 6506 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 304 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 119.425
AWOS 119.425
Heart of Georgia Tower 124.55 CTAF PCL
Heart of Georgia Ground Control 121.175
Atlanta Approach Control 124.2
Atlanta Approach Control 119.6
Atlanta Departure Control 124.2
Atlanta Departure Control 119.6
Heart of Georgia Regl Unicom 123.0
Jacksonville Center 127.575 Remote Communications Air-Ground

KEZM

Apt Elev **304′**
N32 13.0 W083 07.7

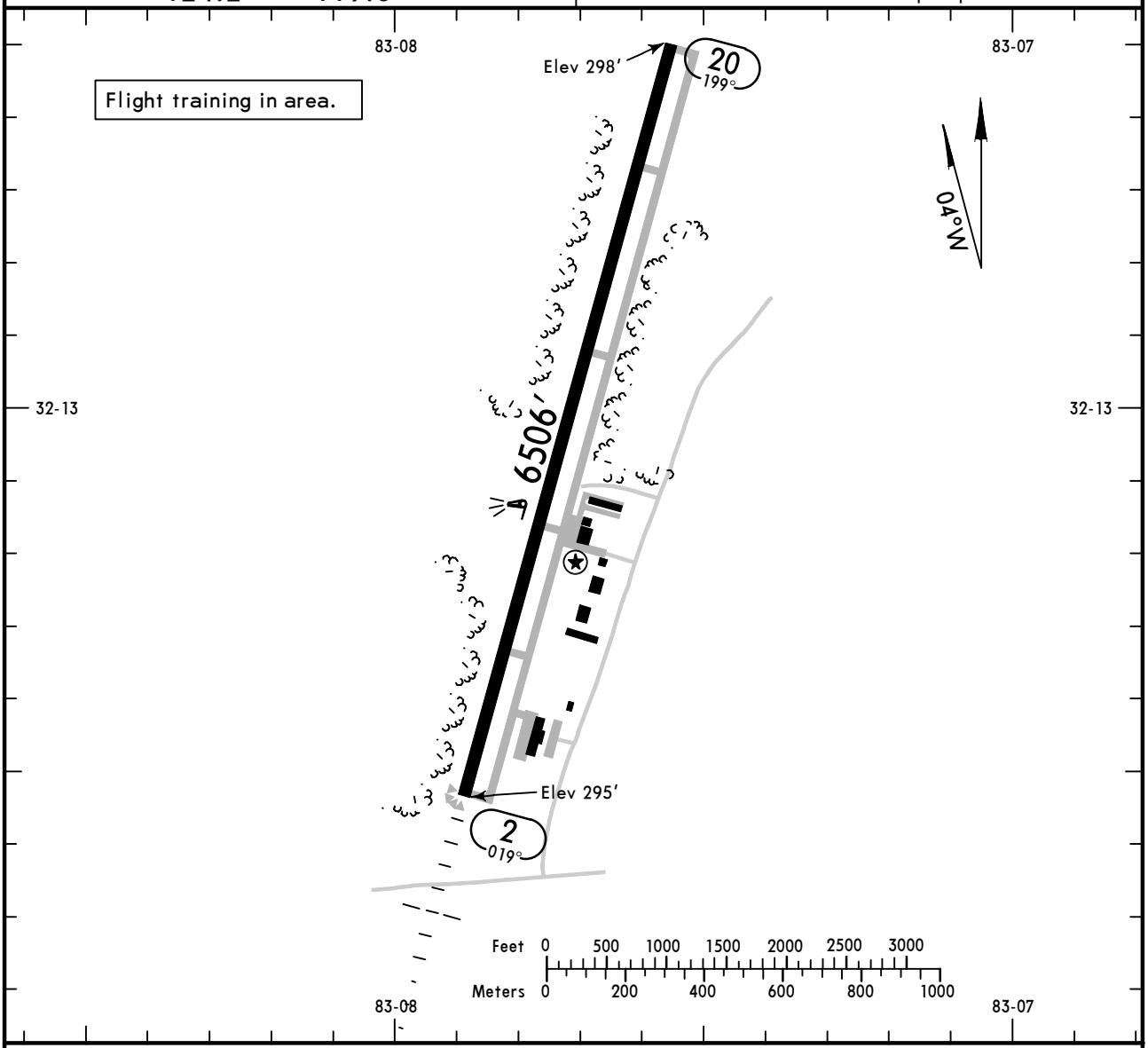
JEPPESEN

2 SEP 11 (11-1)

EASTMAN, GA
HEART OF GEORGIA REGL

ATIS (AWOS-3 when Twr inop)	*HEART OF GEORGIA Ground	*Tower
119.42	121.17	CTAF 124.55

*ATLANTA Departure (R) (below 7000′)	(7000′ & above)	JAX Center (R)
124.2	119.6	127.57 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ HIRL ❷ MALSR ❸ PAPI-L (angle 3.5°, TCH 23′)		5583′		100′
20	❶ HIRL ❷ REIL ❸ PAPI-L (angle 4.0°)				

❶ Increase intensity, and activate after 2200 LT on 124.55.
❷ Activate on 124.55.
❸ Activate after 2200 LT on 124.55.

	TAKE-OFF All Rwys: Adequate Vis Ref	STD	FOR FILING AS ALTERNATE	
1 & 2 Eng	1/4	1	A B	NA
3 & 4 Eng		1/2	C D	

AMEND 0

CHANGES: Communications.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

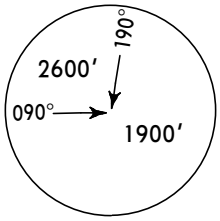
ATIS (AWOS-3 when Twr inop)	*ATLANTA Approach (R) (7000' & above)	(below 7000')	JAX Center (R)	*HEART OF GEORGIA Tower	*Ground
119.42	119.6	124.2	127.57 when App inop.	CTAF 124.55	121.17

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 304'
IHUV 109.55	019°	APTUW 2000' (1700')	500' (200')	TDZE 300'

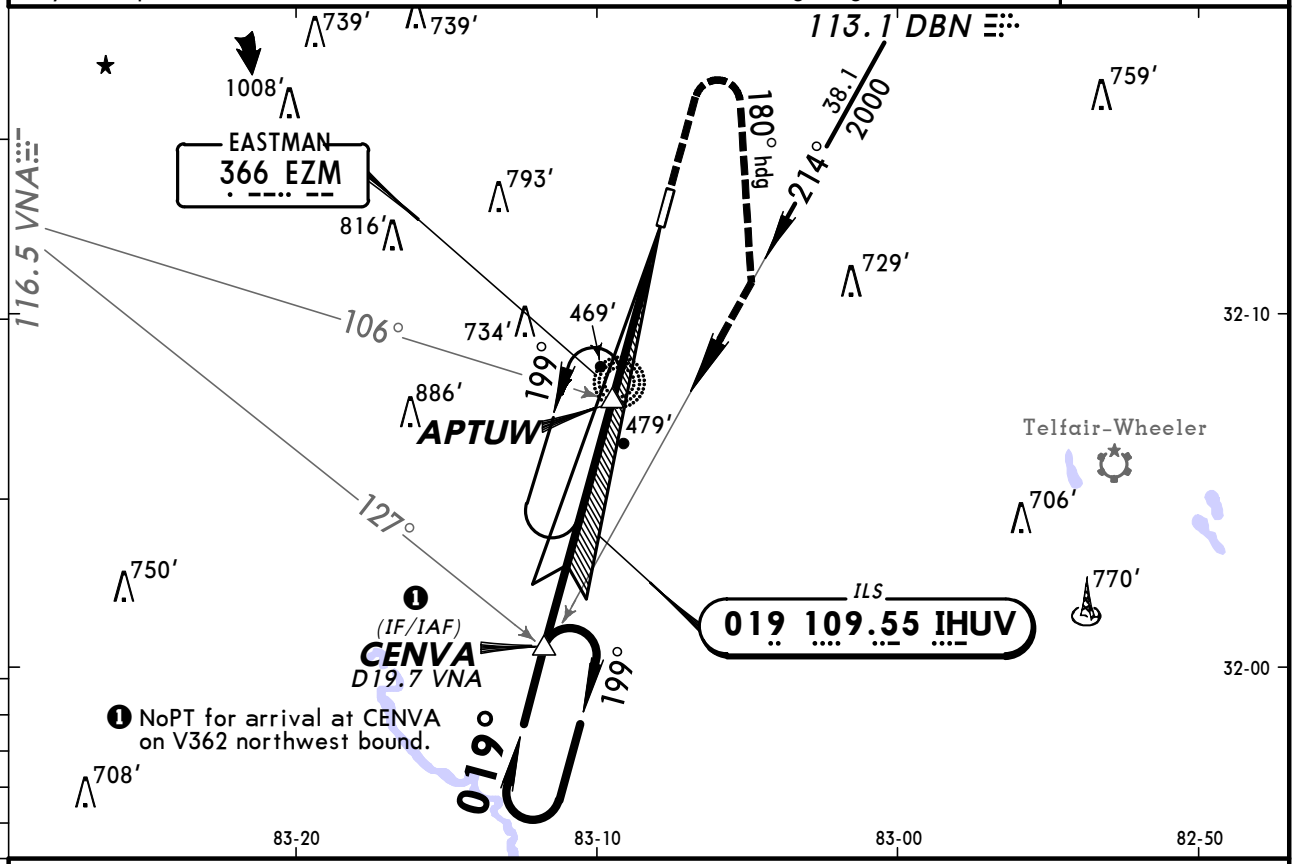
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via 180° heading and outbound DBN VOR R-214 to CENVA INT and hold.

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

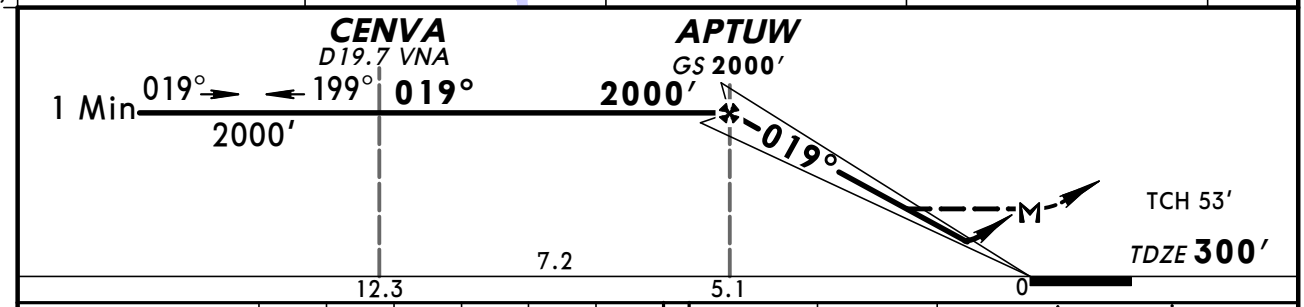
1. Use local altimeter setting; if not received, use Dublin altimeter setting.
2. VGSI and ILS glide path not coincident. 3. Use of VNA VOR and DBN VOR radials may be required to locate CENVA intersection. 4. Pilot controlled lighting 124.55.



MSA EZM NDB



❶ NoPT for arrival at CENVA on V362 northwest bound.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
APTUW to MAP	5.1	4:22	3:24	3:06	2:33	2:11	1:55

MALSR
PAPI

800'

2000' RT via 180° hdg and DBN 113.1 R-214

STRAIGHT-IN LANDING RWY 2

	❶ ILS DA(H) 500'(200')		❷ LOC (GS out) MDA(H) 720'(420')		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Dublin Altimeter Setting MDA(H)
90	760'(456')-1	820'(516')-1
120	820'(516')-1	880'(576')-1
140	820'(516')-1 1/2	880'(576')-1 1/2
160	860'(556')-2	920'(616')-2

AMEND 1

TERPS

❶ ILS: DA(H) 552'(252'); when using Dublin altimeter setting.
❷ LOC (GS out): MDA(H) 780'(480') VIS CAT D: 1 mile; 1 1/2 miles with lights out when using Dublin altimeter setting.

CHANGES: Communications, charted obstructions.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATIS (AWOS-3 when Twr inop)	*ATLANTA Approach (R) (7000' & above)	(below 7000')	JAX Center (R)	*HEART OF GEORGIA Tower	*Ground
119.42	119.6	124.2	127.57 when App inop.	CTAF 124.55	121.17

BRIEFING STRIP ™

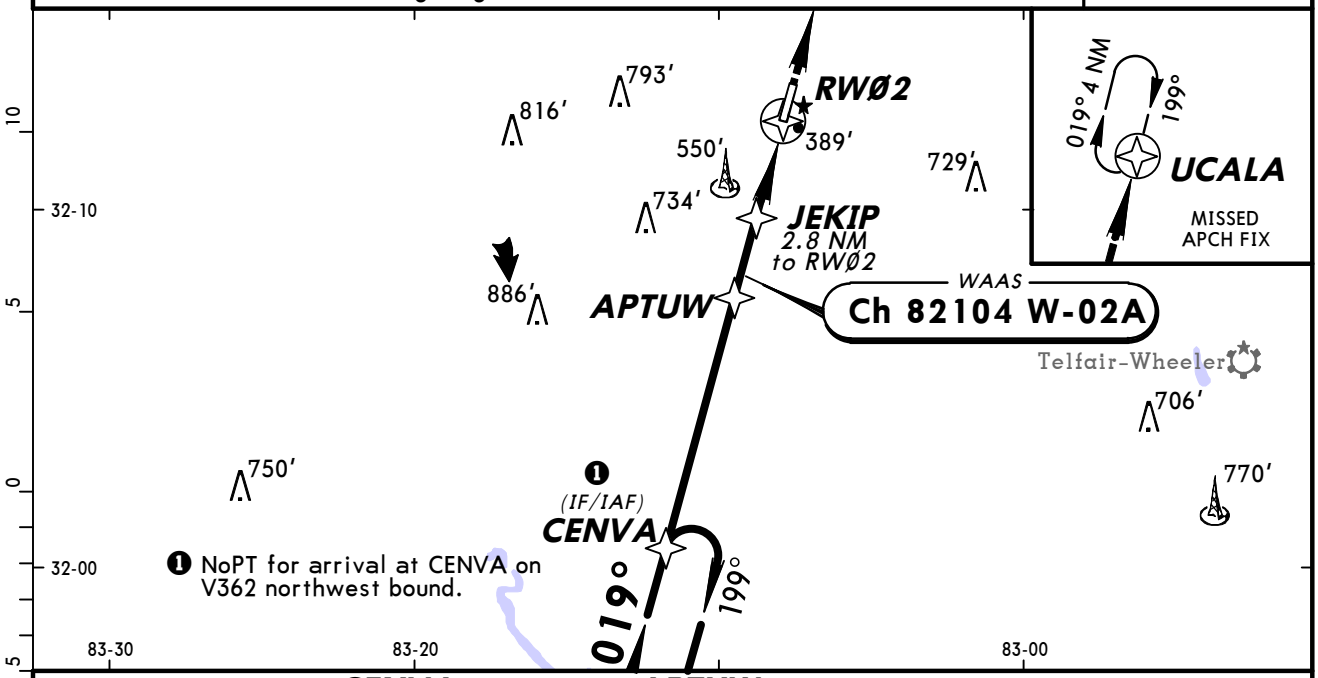
WAAS	Final Apch Crs	Minimum Alt APTUW	LPV MDA(H) (CONDITIONAL)	Apt Elev 304'
Ch 82104 W-02A	019°	2000' (1700')	550' (250')	TDZE 300'

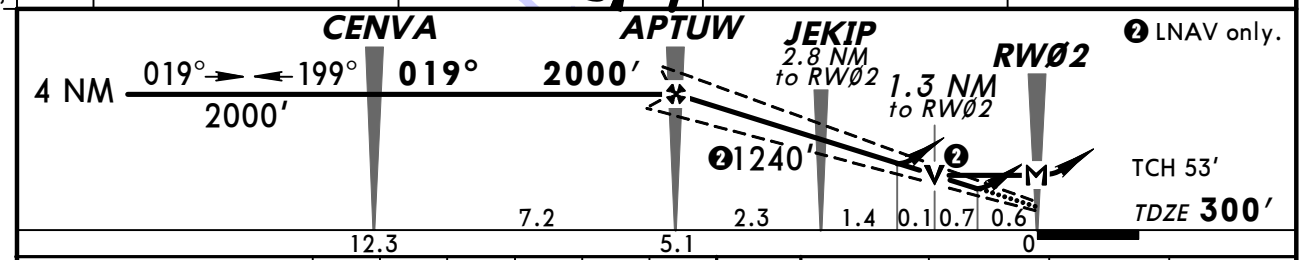
MISSED APCH: Climb to 2000' direct UCALA and hold.

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

1. Use local altimeter setting; if not received, use Dublin altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV and VDP not authorized when using Dublin altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 124.55.

2600'
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

MALSR PAPI 2000' UCALA

STRAIGHT-IN LANDING RWY 2
With Local Altimeter Setting.

	LPV DA(H) 550' (250')		LNAV/VNAV DA(H) 798' (498')		LNAV MDA(H) 760' (460')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

With Dublin Altimeter Setting

	LPV DA(H) 610' (310')		LNAV/VNAV DA(H) 858' (558')		LNAV MDA(H) 820' (520')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1	1 1/2	2	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Dublin Altimeter Setting MDA(H)
90	760' (456')-1	820' (516')-1
120	820' (516')-1	880' (576')-1
140	820' (516')-1 1/2	880' (576')-1 1/2
165	860' (556')-2	920' (616')-2

AMEND 1
TERPS

CHANGES: Communications, charted obstructions.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KEZM
HEART OF GEORGIA REGL

JEPPESEN

2 SEP 11 (12-2)

EASTMAN, GA
RNAV (GPS) Rwy 20

BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	JAX Center (R)	*HEART OF GEORGIA Tower	*Ground
119.42	119.6	124.2	127.57 when App inop.	CTAF 124.55	121.17

RNAV	Final Apch Crs	Minimum Alt LAPTE	LNAV MDA(H) (CONDITIONAL)	Apt Elev 304′ TDZE 304′
	199°	2000′ (1696′)	740′ (436′)	

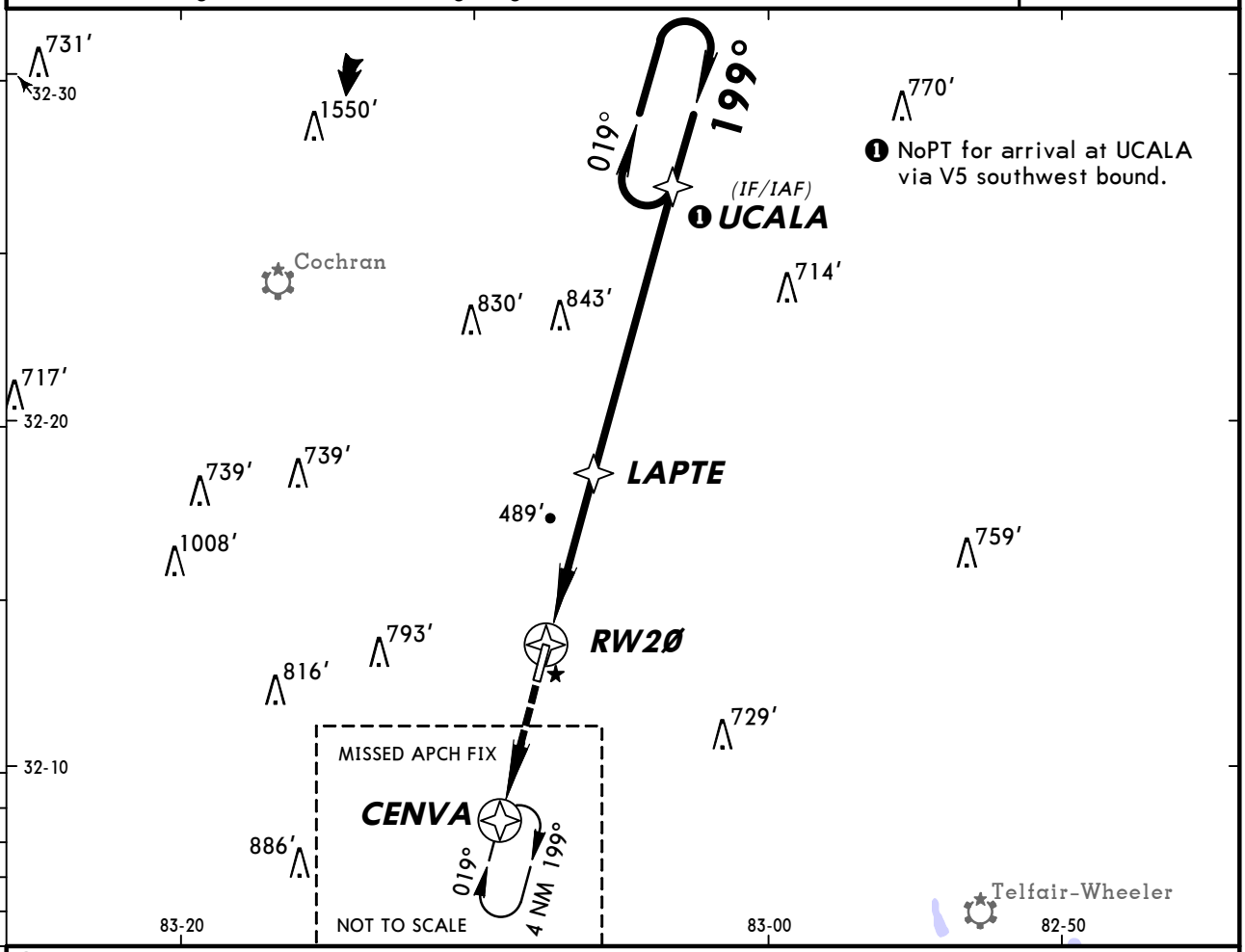
MISSED APCH: Climb to 2000′ direct CENVA and hold.

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

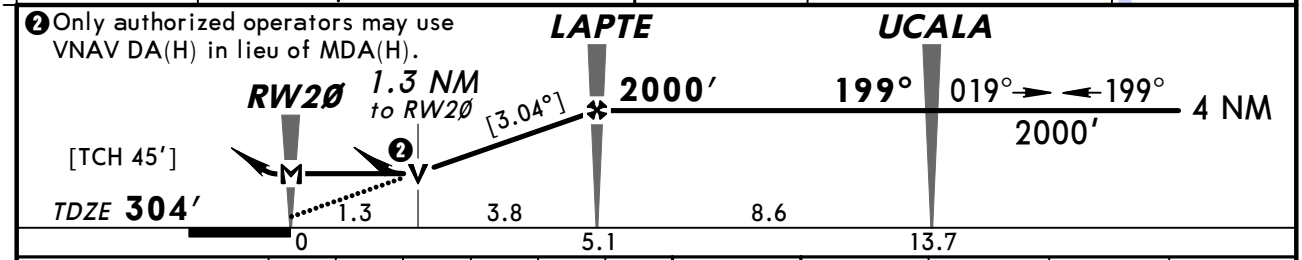
1. Use local altimeter setting; if not received, use Dublin altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Dublin altimeter setting. 4. Pilot controlled lighting 124.55.

2600′

MSA RW2Ø



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.04°]	376	484	538	645	753	861
MAP at RW2Ø						

REIL
PAPI-L

2000′

CENVA

STRAIGHT-IN LANDING RWY 20 LNAV	MDA(H) 740′ (436′) With Local Altimeter Setting	MDA(H) 800′ (496′) With Dublin Altimeter Setting
A	1	1
B		
C	1¼	1¼
D	1½	1½

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Dublin Altimeter Setting MDA(H)
90	760′ (456′)-1	820′ (516′)-1
120	820′ (516′)-1	880′ (576′)-1
140	820′ (516′)-1½	880′ (576′)-1½
160	860′ (556′)-2	920′ (616′)-2

AMEND 1 TERPS

CHANGES: Communications, charted obstructions.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

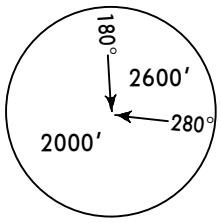
ATIS (AWOS-3 when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	JAX Center (R)	*HEART OF GEORGIA Tower	*Ground
119.42	119.6	124.2	127.57 when App inop.	CTAF 124.55	121.17

VOR VNA	Final Apch Crs	Minimum Alt APULE	MDA(H) Refer to Minimums	Apt Elev
116.5	088°	2000′ (1696′)		304′

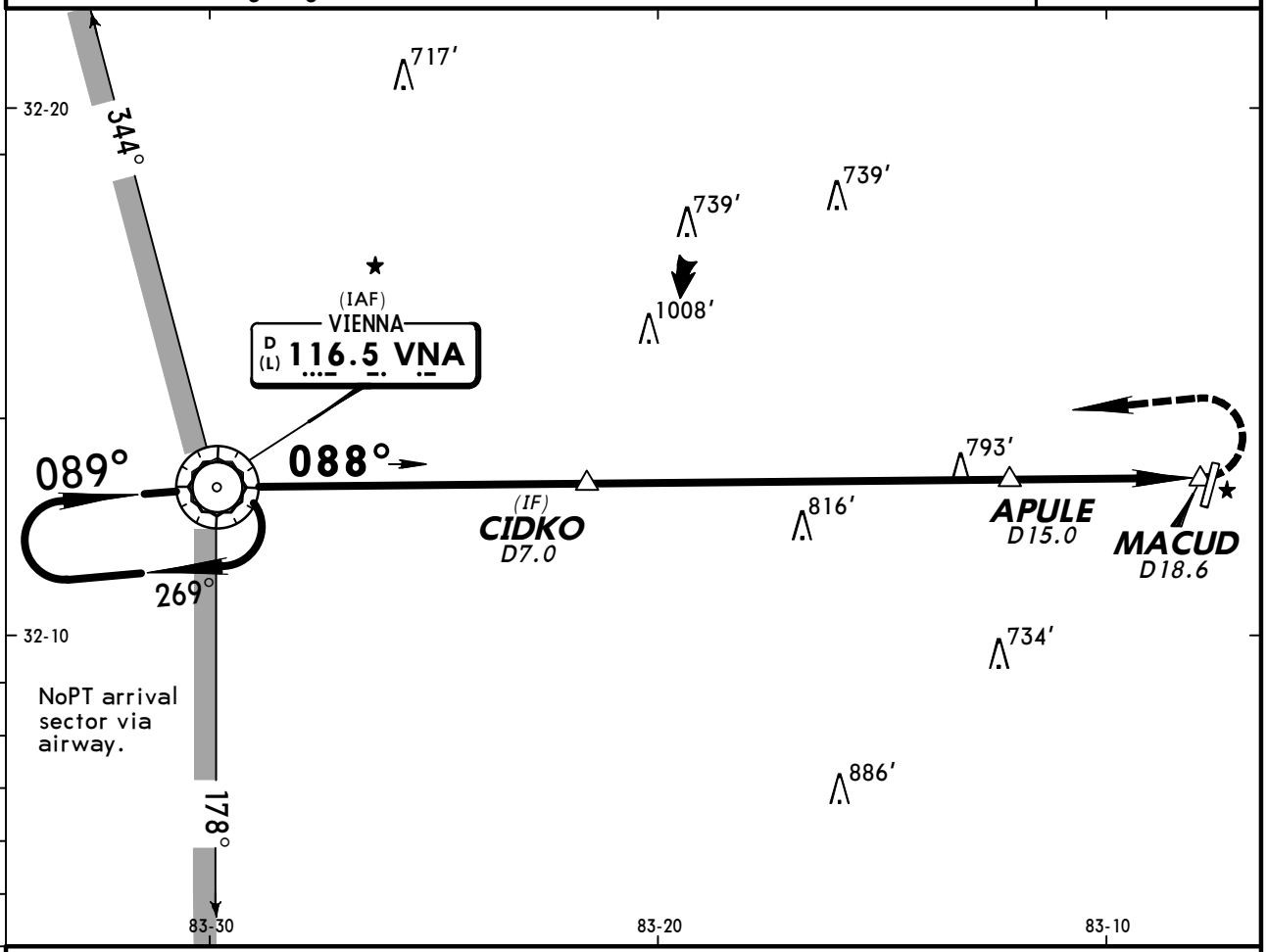
MISSED APCH: Climbing LEFT turn to 2100′ direct VNA VOR and hold.

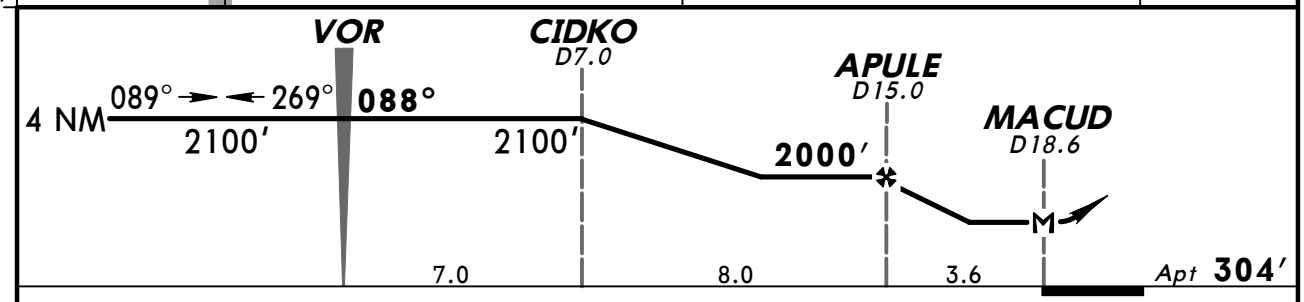
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dublin altimeter setting.
2. Pilot controlled lighting 124.55.



MSA VNA VOR





MAP at MACUD	Lighting - Refer to Airport Chart	2100′ LT	D	VNA 116.5

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Dublin Altimeter Setting MDA(H)
A	90	760′ (456′)-1	820′ (516′)-1
B	120	820′ (516′)-1	880′ (576′)-1
C	140	820′ (516′)-1½	880′ (576′)-1½
D	160	860′ (556′)-2	920′ (616′)-2

BRIEFING STRIP™ TERPS AMEND 8

CHANGES: Communications, charted obstructions.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

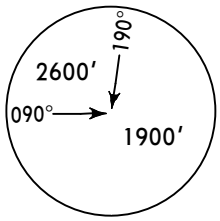
ATIS (AWOS-3 when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	JAX Center (R)	*HEART OF GEORGIA Tower	*Ground
119.42	119.6	124.2	127.57 when App inop.	CTAF 124.55	121.17

NDB EZM	Final Apch Crs	Minimum Alt NDB	MDA(H) (CONDITIONAL)	Apt Elev 304′
366	019°	1900′ (1600′)	900′ (600′)	TDZE 300′

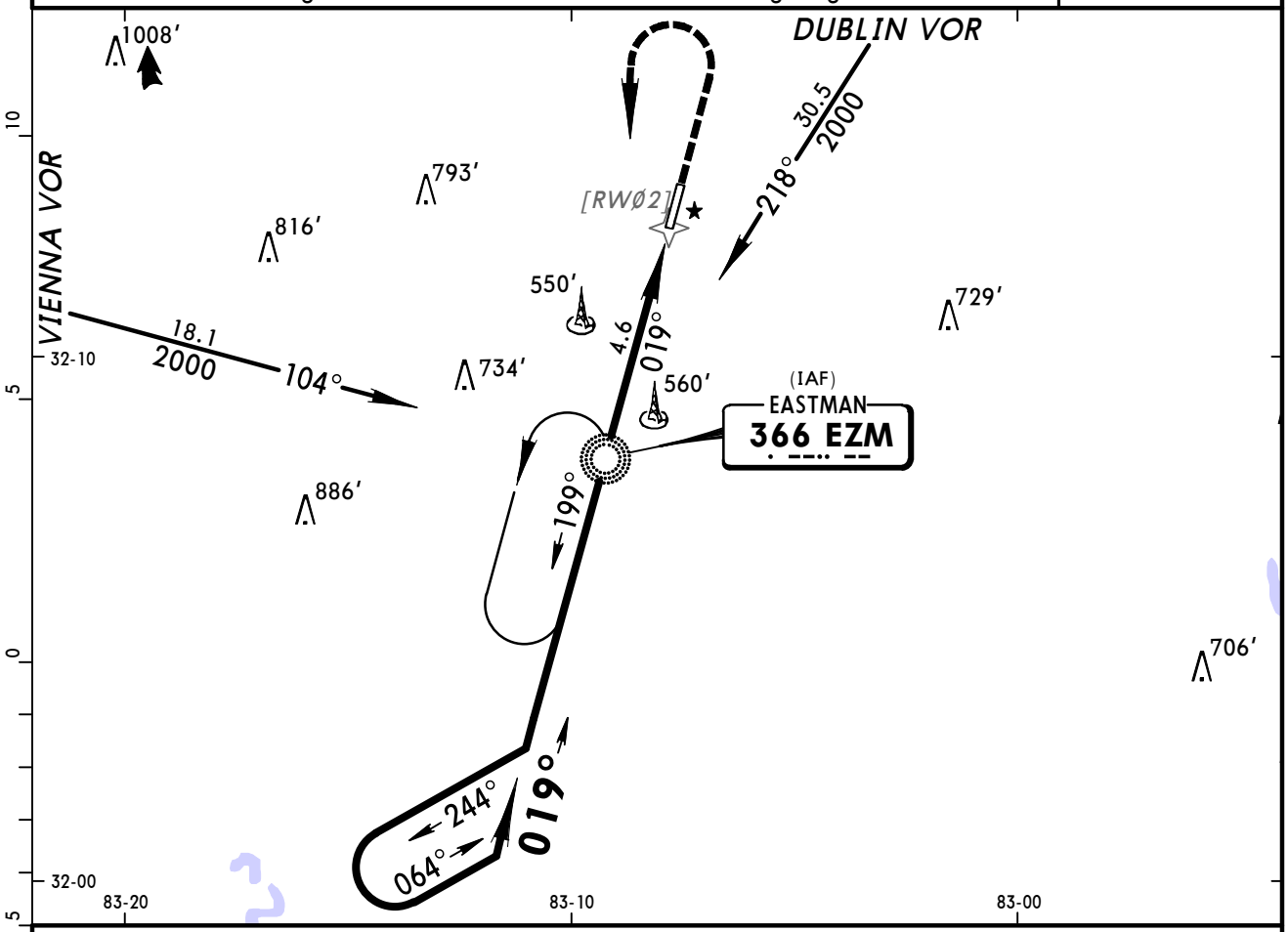
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 2000′ direct EZM NDB and hold.

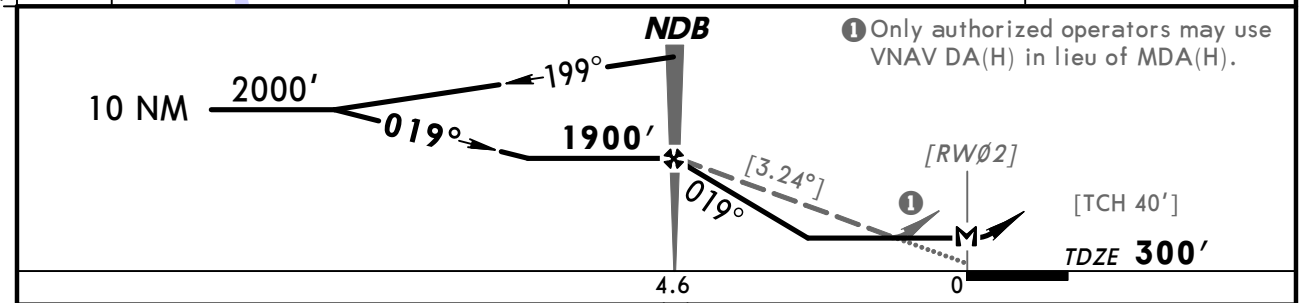
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dublin altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 124.55.



MSA EZM NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.24°]	401	516	573	688	803	917
NDB to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:44

MALSR PAPI | 1500′ | 2000′ LT | D | EZM 366

STRAIGHT-IN LANDING RWY 2					CIRCLE-TO-LAND		
	MDA(H) 900′ (600′) With Local Altimeter Setting		MDA(H) 960′ (660′) With Dublin Altimeter Setting			With Local Altimeter Setting	With Dublin Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	900′ (596′)-1	960′ (656′)-1
B					120		
C	1	1 1/2	1 1/4	1 3/4	140	900′ (596′)-1 1/2	960′ (656′)-1 3/4
D	1 1/2	1 3/4	1 3/4	2	160	900′ (596′)-2	960′ (656′)-2

TERPS AMEND 2

CHANGES: Communications, charted obstructions.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: FT Benning GA USA
IATA Code: LSF
Lat/Long: N32° 20.2' W084° 59.5'
Elevation: 232 ft

Airport Use: Military
Magnetic Variation: 4.0°W
Sectional Chart: Atlanta

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1210 Z
Sunset: 2335 Z,

Runway Information

Runway: 15
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 226 ft
Lighting: Edge, Pilot controlled

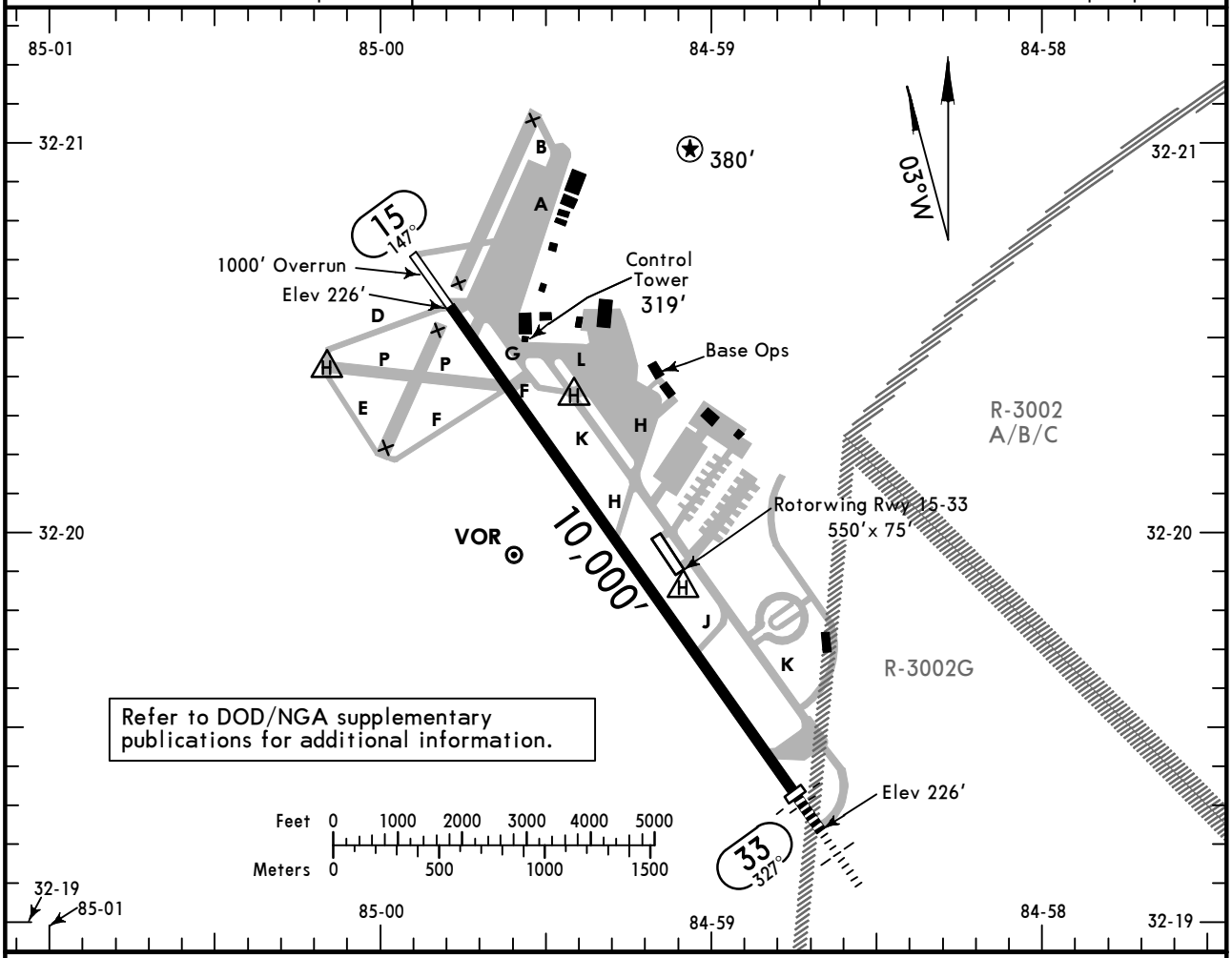
Runway: 33
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 226 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 700 ft
Stopway: 1800 ft

Communication Information

ATIS 134.375
Lawson Tower 119.05 CTAF
Lawson Ground Control 121.7
Lawson Clearance Delivery 121.7
Atlanta Approach Control 125.5
Atlanta Approach Control 126.55 At or above 7000 ft
Atlanta Departure Control 125.5
Atlanta Departure Control 126.55 At or above 7000 ft
Lawson Radar 121.05
Atlanta Center 120.45 Remote Communications Air-Ground

*ATIS	*LAWSON Clearance	*Ground	*Tower
134.37	121.7	121.7	119.05

LAWSON Base Ops (LAA)	*ATLANTA Departure (R)	ATLANTA Center (R)
134.1 when Twr inop.	125.5	120.45 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	❶ HIRL RVR				150′
33	❶ HIRL SALSF RVR	9300′	7550′		

❶ Activate on 119.05 after 2400 LT.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 15		Rwy 33		
	Adequate Vis Ref	STD	With Mim climb of 300′/NM to 1000′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	400-2
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 33	LOC Rwy 33 VOR-A VOR DME Rwy 15	Other
A, B, C, D	600-2	800-2	NA

OBSTACLE DP: Rwy 15, climb via heading 150° to 2000′ before turning left. Rwy 33, climb via heading 330° to 1000′ before turning right.

AMEND 3

CHANGES: Notes.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)
134.37	125.5	120.45 when App inop.
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

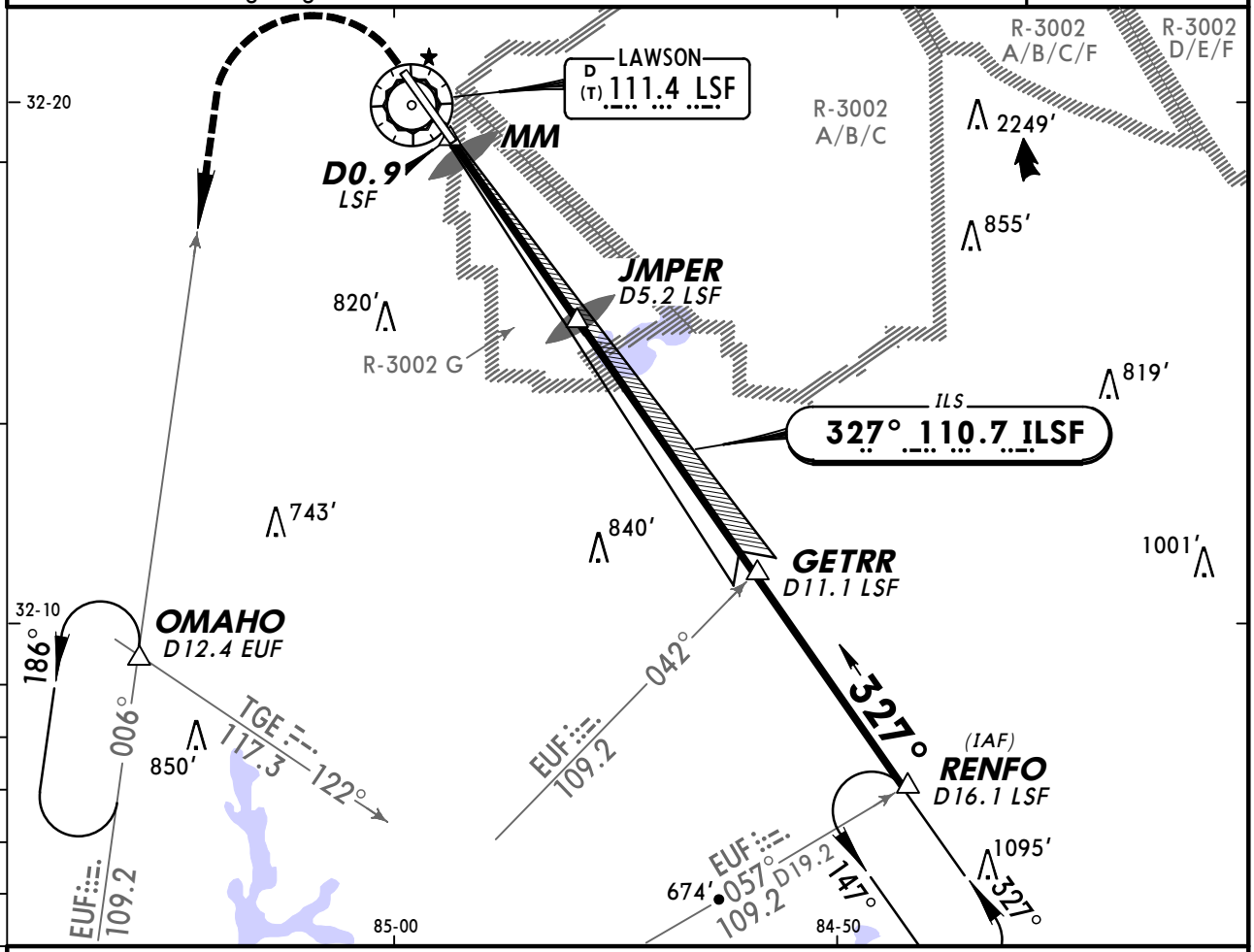
LOC ILSF	Final Apch Crs	GS JMPER	ILS DA(H)	Apt Elev 232′
110.7	327°	1454′ (1228′)	426′ (200′)	TDZE 226′

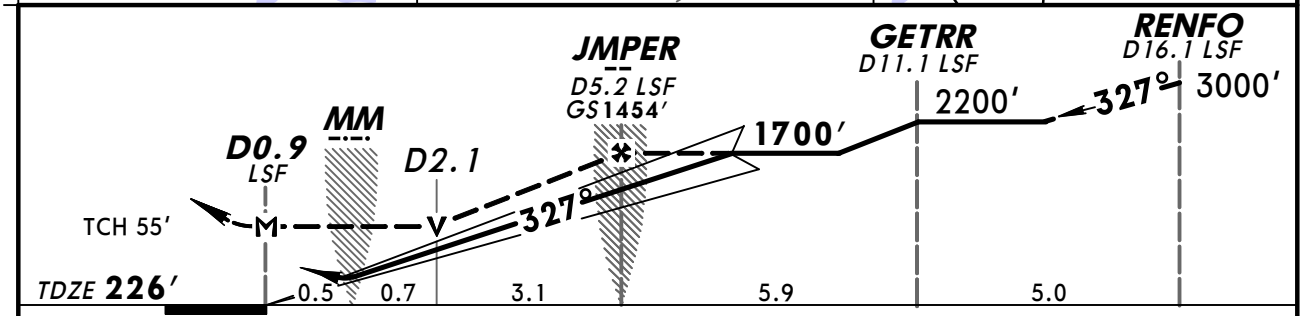
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2400′ inbound via EUF VOR R-006 to OMAHO INT/D12.4 EUF and hold.

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

1. Pilot controlled lighting 119.05.

3300′
MSA LSF VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.9 LSF or JMPER to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

SALSF | 1000′ | 2400′ LT | EUF via 109.2 R-006 | OMAHO

STRAIGHT-IN LANDING RWY33

	ILS DA(H) 426′ (200′) FULL	ILS DA(H) 426′ (200′) ALS out	LOC (GS out) MDA(H) 640′ (414′)	LOC (GS out) MDA(H) 640′ (414′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 50 or 1	RVR 60 or 1¼
D				

CIRCLE-TO-LAND
Not Authorized East of Rwy 15-33

Max Kts	MDA(H)
90	820′ (588′) - 1
120	
140	840′ (608′) - 1¾
165	880′ (648′) - 2

AMEND TERPS

CHANGES: None.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)
134.37	125.5	120.45 when App inop.
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

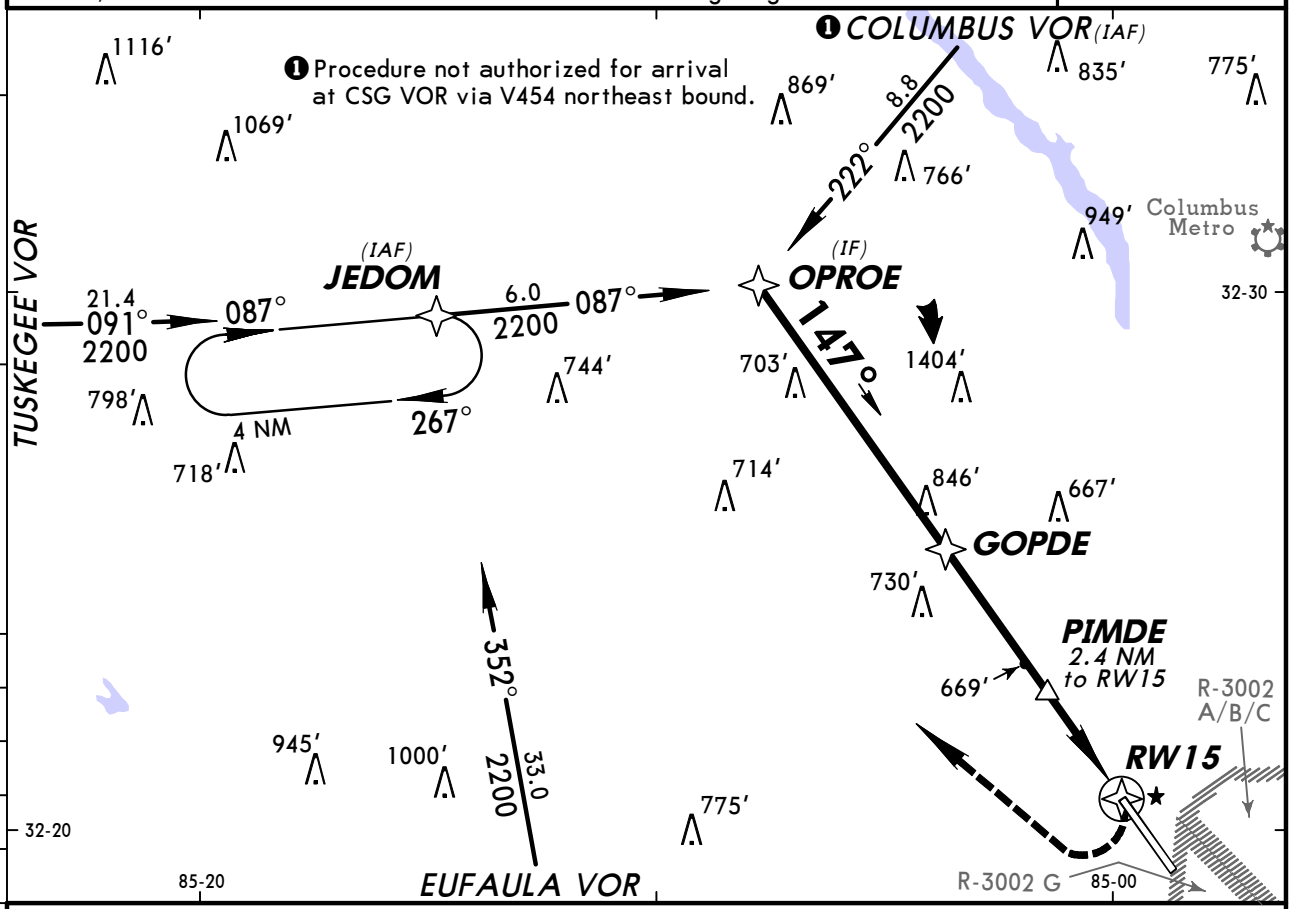
RNAV	Final Apch Crs	Minimum Alt GOPDE	LNAV MDA(H)	Apt Elev 232′ TDZE 226′
	147°	2100′ (1874′)	820′ (594′)	

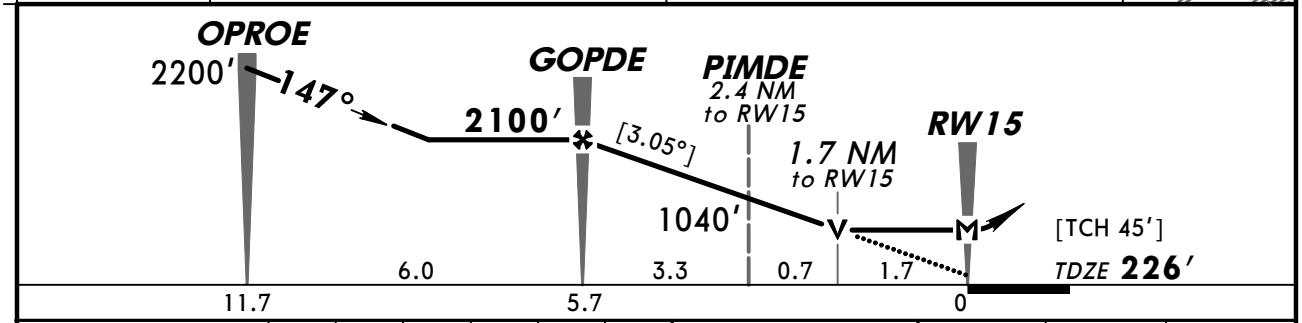
MISSED APCH: Climbing RIGHT turn to 2200′ direct JEDOM and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 119.05.

3300′
MSA RW15





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW15						

2200′ RT — JEDOM

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND
LNAV MDA(H) 820′ (594′)		Not Authorized East of Rwy 15-33

		Max Kts	MDA(H)
A	RVR 50 or 1	90	820′ (588′) -1
B		120	
C	1½	140	840′ (608′) -1¾
D	1¾	165	880′ (648′) -2

AMEND 0 TERPS

CHANGES: Communications, airspace.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)
134.37	125.5	120.45 when App inop.
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

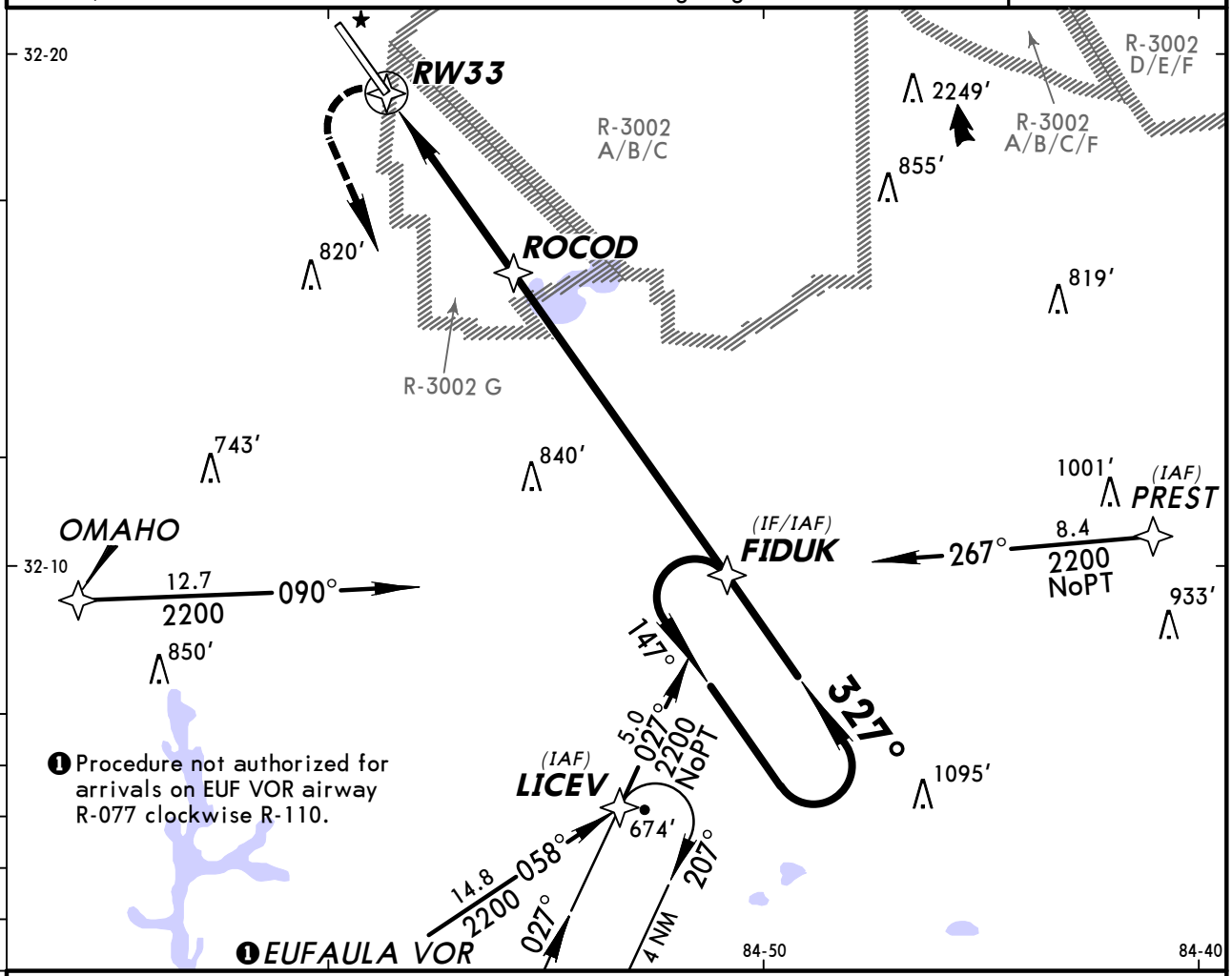
RNAV	Final Apch Crs	Minimum Alt ROCOD	LNAV MDA(H)	Apt Elev 232' / TDZE 226'
	327°	1700' (1474')	660' (434')	

MISSED APCH: Climbing LEFT turn to 2200' direct LICEV and hold.

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

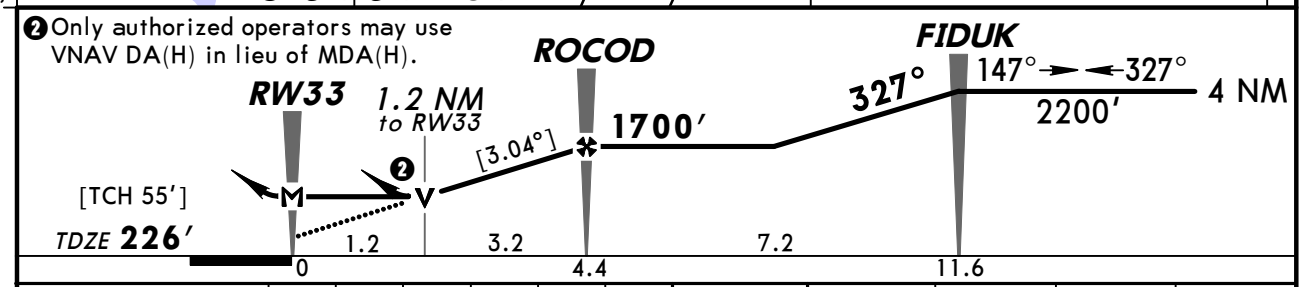
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 119.05.

3300'
MSA RW33



❶ Procedure not authorized for arrivals on EUF VOR airway R-077 clockwise R-110.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW33						

SALSF 2200' LT D LICEV

STRAIGHT-IN LANDING RWY 33 LNAV MDA(H) 660' (434')		ALS out	CIRCLE-TO-LAND Not Authorized East of Rwy 15-33 Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	820' (588') -1
B			120	
C	RVR 50 or 1	RVR 60 or 1¼	140	840' (608') -1¾
D	RVR 60 or 1¼	1½	165	880' (648') -2

AMEND TERPS 0

CHANGES: Communications, airspace.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

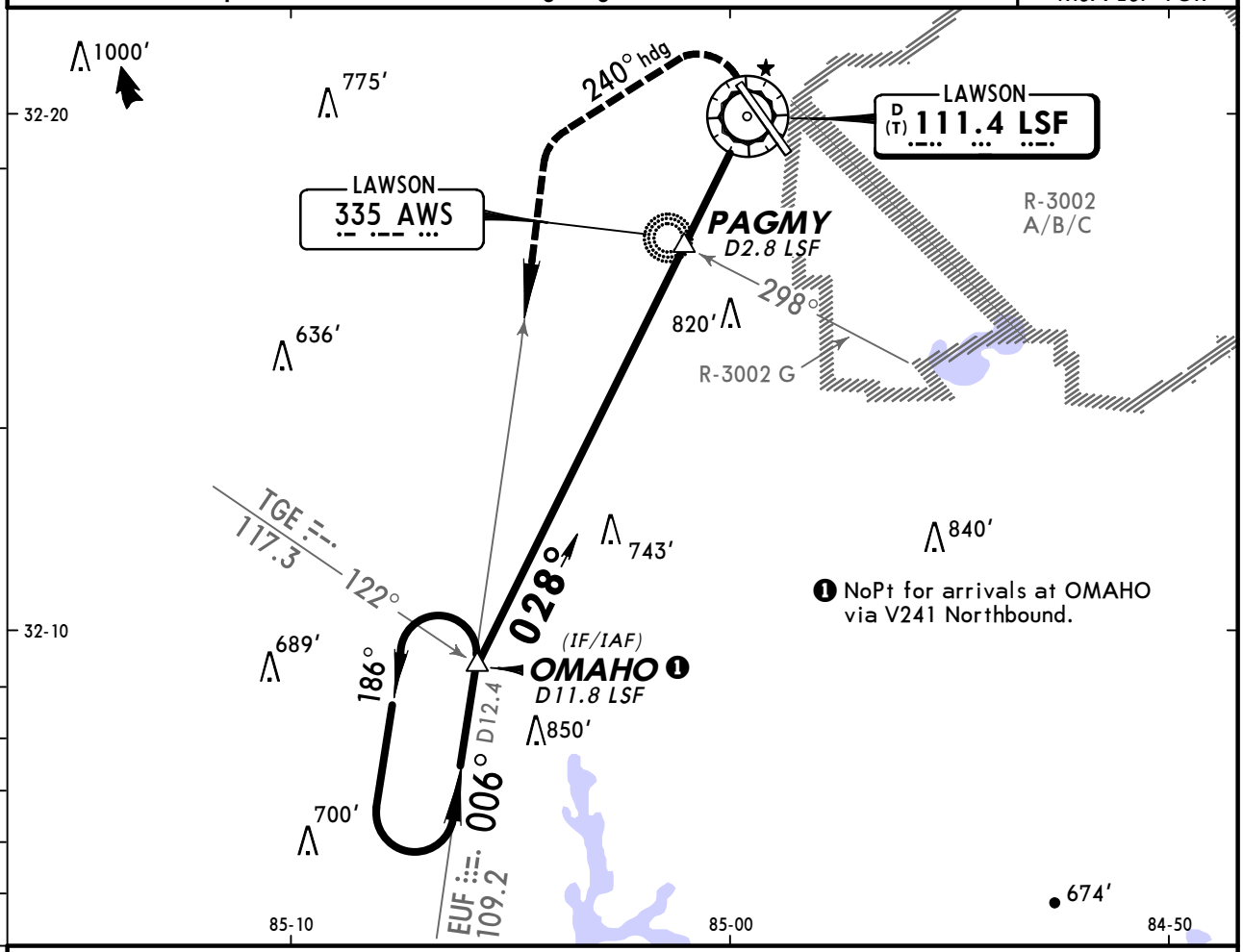
*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)
134.37	125.5	120.45 when App inop.
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

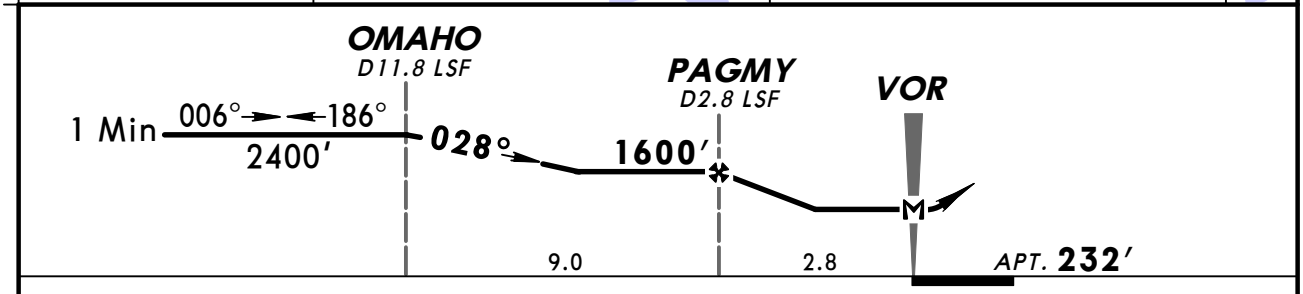
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
LSF 111.4	028°	PAGMY 1600′(1368′)	Refer to Minimums	232′

3300′
MSA LSF VOR

MISSED APCH: Climbing LEFT turn to 2400′ via 240° heading and inbound on EUF VOR R-006 to OMAHO INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF or DME required. 2. Pilot controlled lighting 119.05.





MAP at VOR	Lighting - Refer to Airport Chart	2400′ LT	via 240° hdg	and EUF 109.2 R-006	OMAHO

CIRCLE-TO-LAND

Not Authorized East of Rwy 15-33

	Max Kts	MDA(H)
A	90	820′(588′) -1
B	120	
C	140	840′(608′) -1¾
D	165	880′(648′) -2

AMEND 8
TERPS

CHANGES: Communications, airspace.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

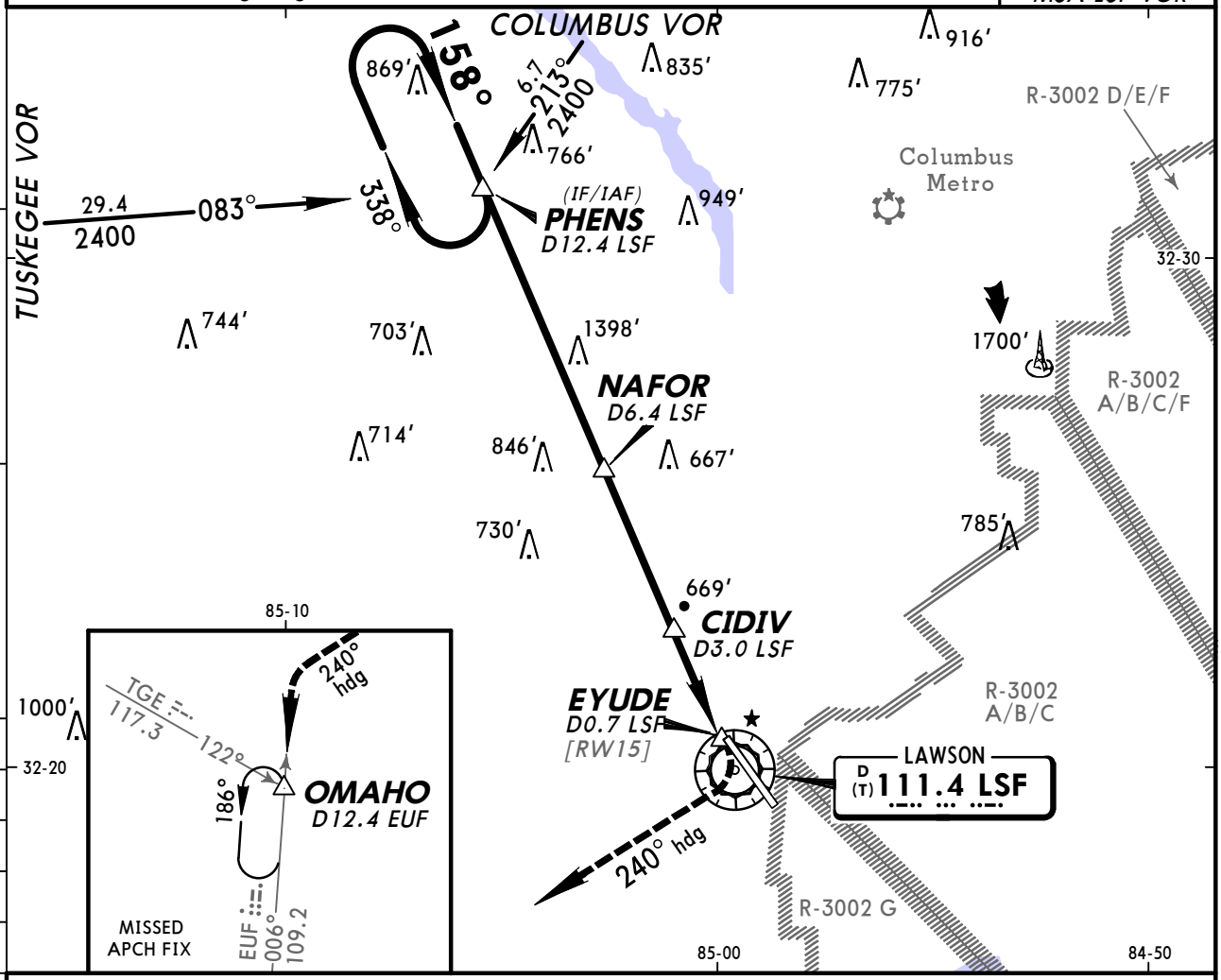
*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)
134.37	125.5	120.45 when App inop.
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

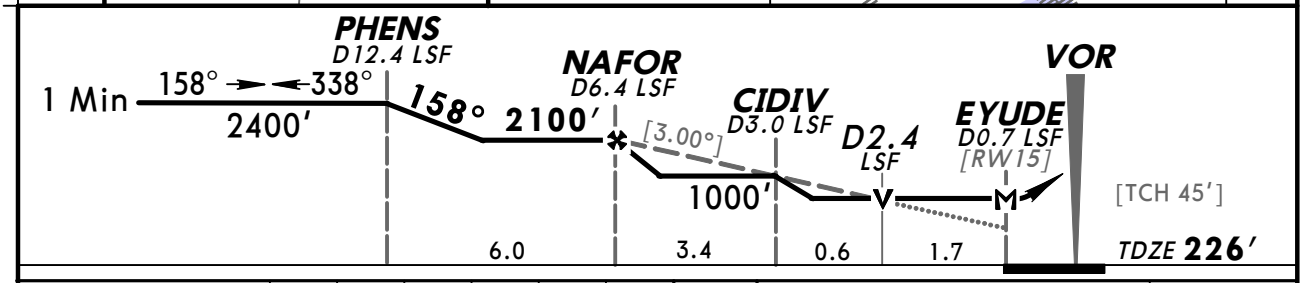
VOR LSF	Final Apch Crs	Minimum Alt NAFOR	MDA(H)	Apt Elev 232′ / TDZE 226′
111.4	158°	2100′ (1874′)	820′ (594′)	

MISSED APCH: Climbing RIGHT turn to 2400′ via 240° heading and inbound on EUF VOR R-006 to OMAHO INT/D12.4 EUF and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 119.05.

MSA LSF VOR: 3300′





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

2400′ RT via 240° hdg and EUF 109.2 R-006 — OMAHO

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND Not Authorized East of Rwy 15-33	
MDA(H) 820′ (594′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	820′(588′)-1
B		120	
C	1½	140	840′(608′)-1¾
D	1¾	165	880′(648′)-2

AMEND 9A TERPS

CHANGES: Communications, airspace.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*ATLANTA Approach (R)	ATLANTA Center (R)	*LAWSON Radar
134.37	125.5	120.45 when App inop.	132.4 133.52

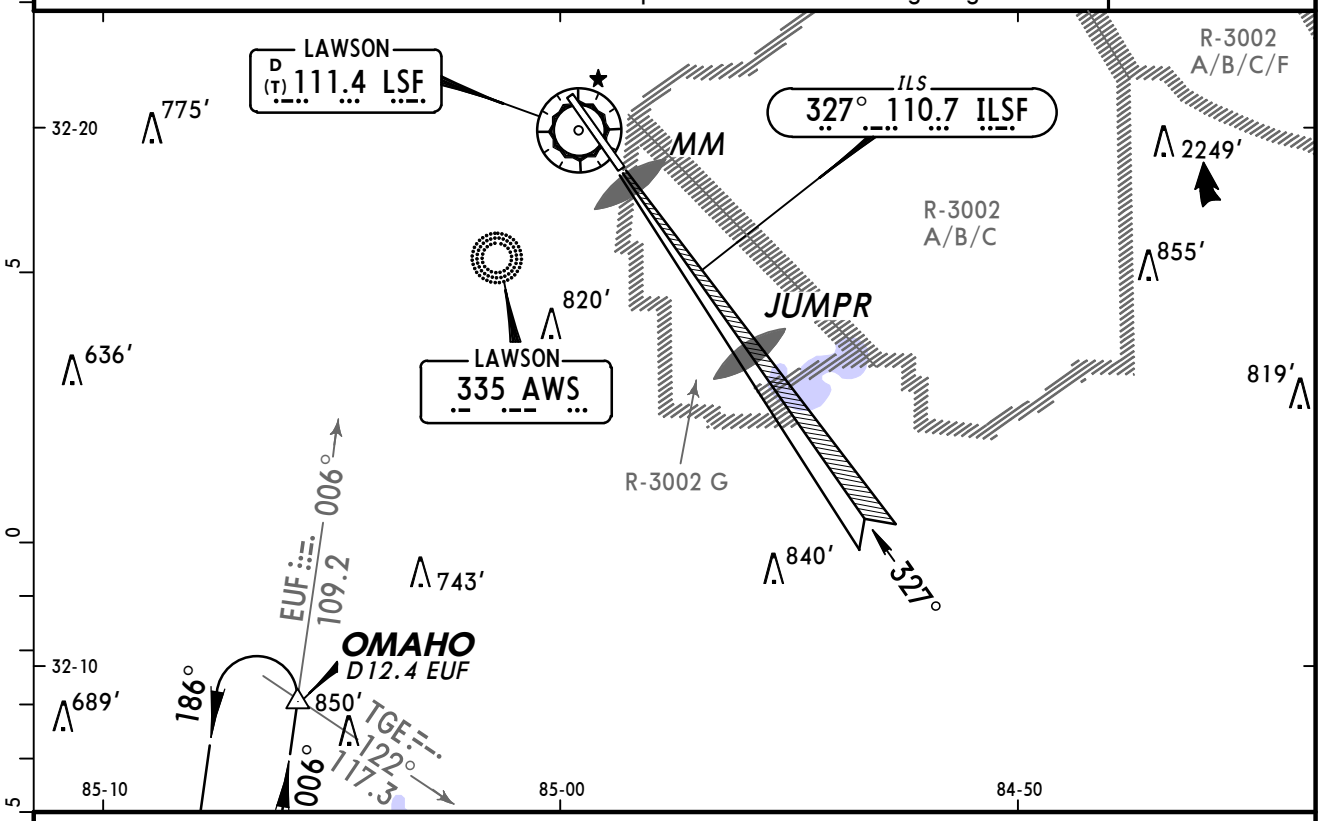
*LAWSON Tower	*Ground	LAWSON Base Ops (LAA)
119.05	121.7	134.1 when Twr inop.

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 232′ TDZE - See below	No MSA Published

Missed Approach-See below

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

1. Procedure not authorized when Lawson Tower inop. 2. Pilot controlled lighting 119.05.



MISSED APPROACH:

Runway 15: Climbing RIGHT turn to 2400′ via 240° heading and inbound via EUF VOR R-006 to OMAHO INT/D12.4 EUF and hold.

Runway 33: Climbing LEFT turn to 2400′ via 240° heading and inbound via EUF VOR R-006 to OMAHO INT/D12.4 EUF and hold.

	RWY 15 TDZE 226′	RWY 33 TDZE 226′						Lighting - Refer to Airport Chart
ASR Rwys 15, 33: MAP at Rwy Thr								

	STRAIGHT-IN LANDING ASR 15 MDA(H) 880′(654′)	ASR 33 MDA(H) 740′(514′)	ASR 33 ALS out	CIRCLE-TO-LAND Not Authorized East of Rwy 15-33 Max Kts	MDA(H)
A	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	880′(648′)-1
B	RVR 60 or 1¼	RVR 50 or 1		120	880′(648′)-1¼
C	1¾	RVR 60 or 1¼	1½	140	880′(648′)-1¾
D	2	1¾	2	165	880′(648′)-2

TERPS AMEND 1

CHANGES: Communications, airspace.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Macon GA USA
IATA Code: MCN
Lat/Long: N32° 41.6' W083° 39.0'
Elevation: 354 ft

Airport Use: Public
Magnetic Variation: 5.0°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1205 Z
Sunset: 2330 Z,

Runway Information

Runway: 05
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 345 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 354 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 354 ft
Lighting: Edge, REIL, Pilot controlled

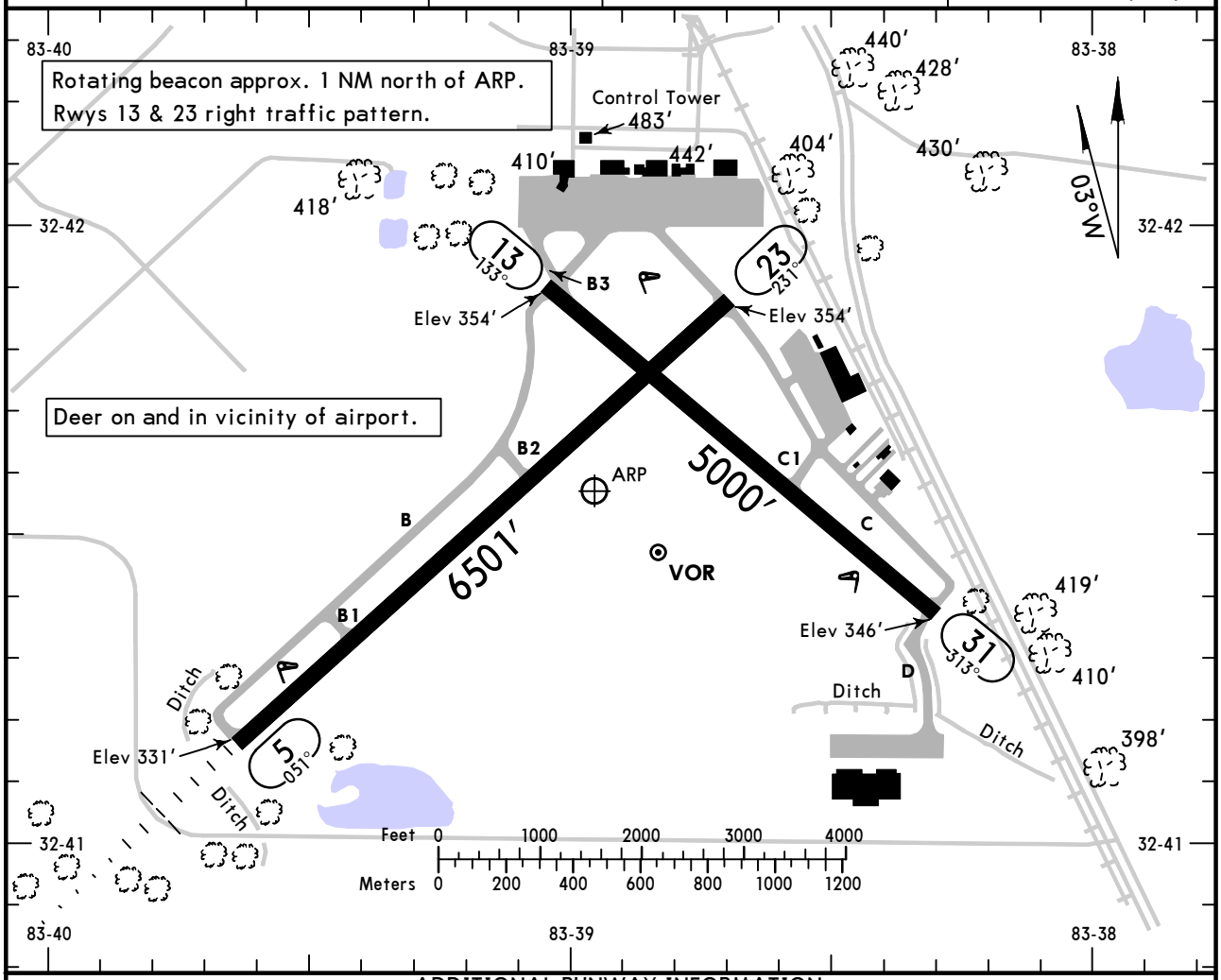
Runway: 31
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 351 ft
Lighting: Edge, REIL, Pilot controlled

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

ATIS 120.775
ASOS 120.775
Macon Tower 128.2 CTAF PCL
Macon Ground Control 121.65
Atlanta Approach Control 124.2
Atlanta Approach Control 119.6
Atlanta Departure Control 124.2
Atlanta Departure Control 119.6
Middle Georgia Regl Unicom 122.95
Macon Radio Flight Service Station 128.2 AAS PCL
Macon Flight Service Station 117.1 RCO
Macon Flight Service Station 116.9 RCO
Macon Flight Service Station 116.6 RCO
Macon Flight Service Station 116.5 RCO
Macon Flight Service Station 115.95 RCO
Macon Flight Service Station 115.8 RCO
Macon Flight Service Station 115.6 RCO
Macon Flight Service Station 115.1 RCO
Macon Flight Service Station 114.8 RCO
Macon Flight Service Station 114.2 RCO
Macon Flight Service Station 113.1 RCO
Macon Flight Service Station 111.6 RCO
Macon Flight Service Station 110.2 RCO
Macon Flight Service Station 109.8 RCO
Atlanta Center 134.5 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*MACON Ground	*Tower	*ATLANTA Departure (R) (below 7000′)	(7000′ & above)	ATLANTA Center
120.77	121.65	CTAF 128.2	124.2	119.6	134.5 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL	❶ MALSR	grooved	RVR		5221′		150′
23	❶ HIRL	❶ REIL VASI-L	grooved					
13	❶ MIRL	❶ REIL VASI-L						150′
31	❶ MIRL	❶ REIL	❶ VASI-L					

❶ Activate on 128.2.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 23, 31		Rwy 5		
	Adequate Vis Ref	STD	With Mim climb of 210′/NM to 1500′ Adequate Vis Ref	STD	For Climb In Visual Conditions
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	1000-2½
3 & 4 Eng		1/2		RVR 24 or 1/2	

OBSTACLE DP: Rwy 5, For climb in visual conditions proceeding on course. cross Middle Georgia Regl at or above 1200′ before

FOR FILING AS ALTERNATE

	Authorized Only When Tower Operating ILS Rwy 5	LOC DME Rwy 5	VOR Rwy 13	VOR Rwy 23	Other
A	600-2	800-2	1000-2	1300-2	800-2
B					
C			1000-2¾	1300-3	
D			1000-3		

AMEND 3

CHANGES: Rwy 5 MALSR pilot activated lighting added.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KMCN/MCN
MIDDLE GEORGIA REGL

JEPPESEN
2 SEP 11 (11-1)

MACON, GA
ILS or LOC DME Rwy 5

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

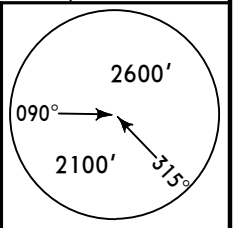
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 354′
IMCN 109.5	051°	EHVEZ 2000′ (1655′)	545′ (200′)	TDZE 345′

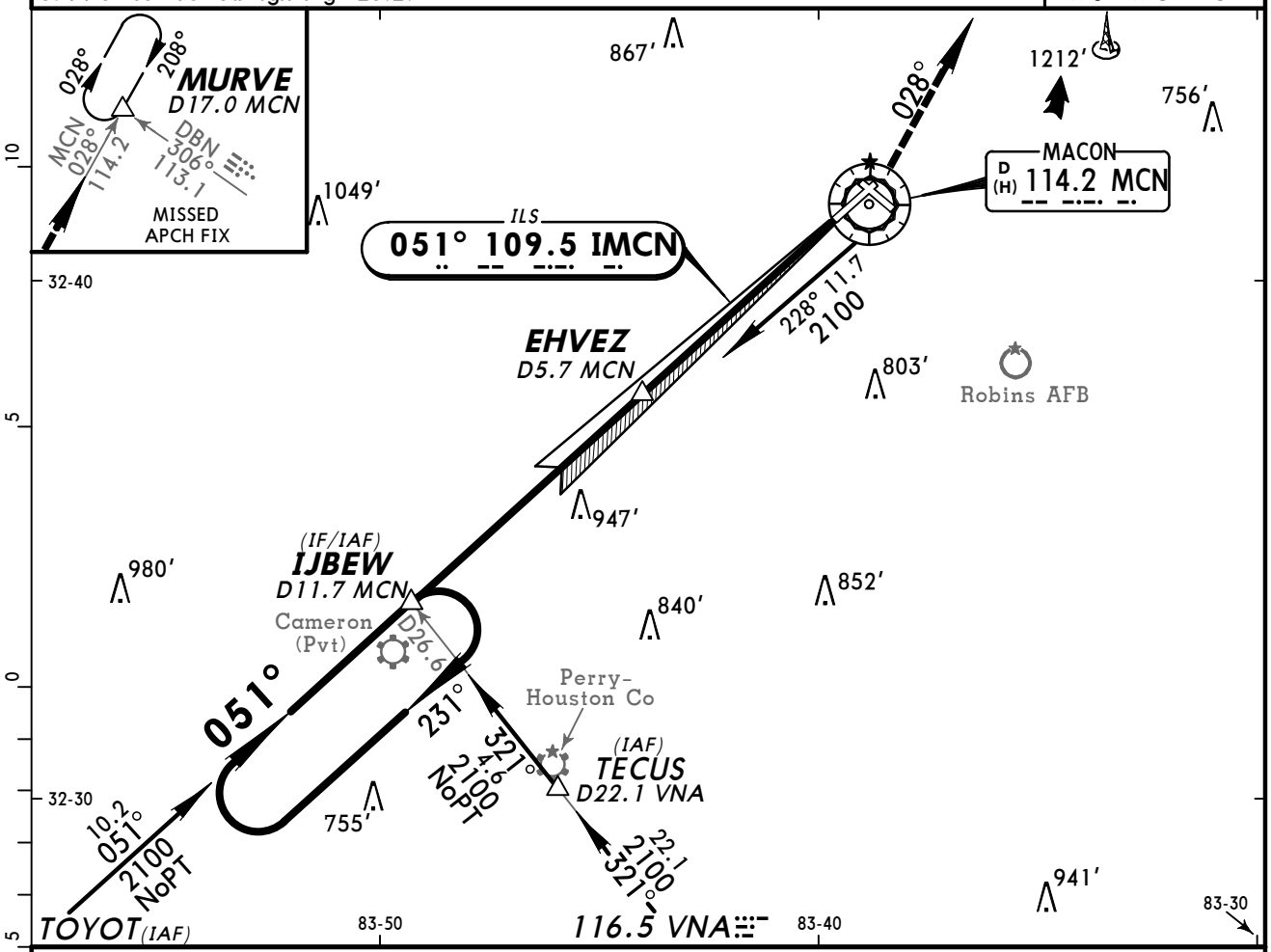
MISSED APCH: Climb to 800′ then climbing LEFT turn to 2300′ outbound via MCN VOR R-028 to MURVE INT/D17.0 MCN and hold.

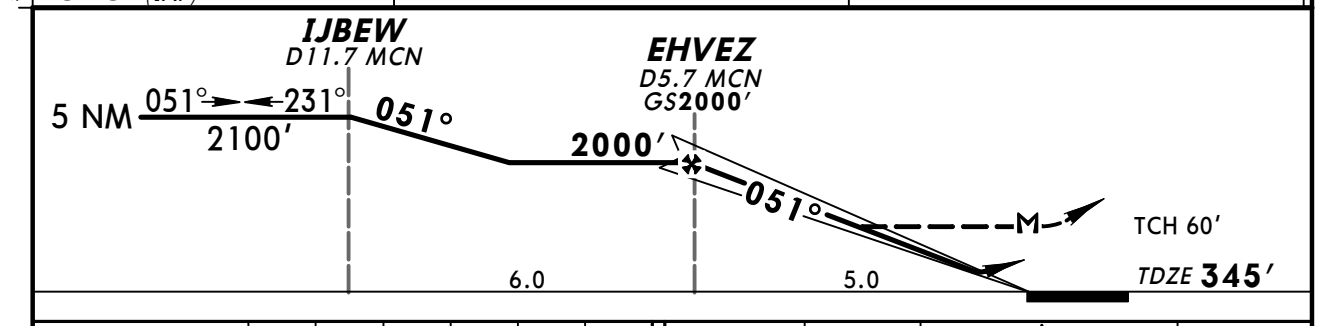
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IMCN and MCN DME required. 2. DME from MCN VOR.
3. Pilot controlled lighting 128.2.



MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
EHVEZ to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR | 800′ | 2300′ LT via MCN 114.2 R-028 | MURVE

STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 545′ (200′) FULL	ILS DA(H) 545′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 960′ (615′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized at Night to Rwy 13/31 when VGSI Inop. MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	960′ (606′) -1
B						120	
C			RVR 60 or 1¼	1¾		140	960′ (606′) -1¾
D			1½	2		165	960′ (606′) -2

TERPS AMEND OB

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KMCN/MCN
MIDDLE GEORGIA REGL

JEPPESEN
19 AUG 11 (12-1) Eff 25 Aug

MACON, GA
RNAV (GPS) Rwy 5

BRIEFING STRIP ™

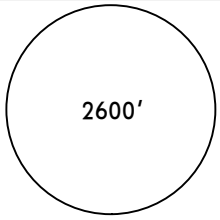
ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

WAAS	Final Apch Crs	Minimum Alt EHVEZ	LPV DA(H)	Apt Elev 354′
Ch 97315 W-05A	051°	2000′ (1655′)	595′ (250′)	TDZE 345′

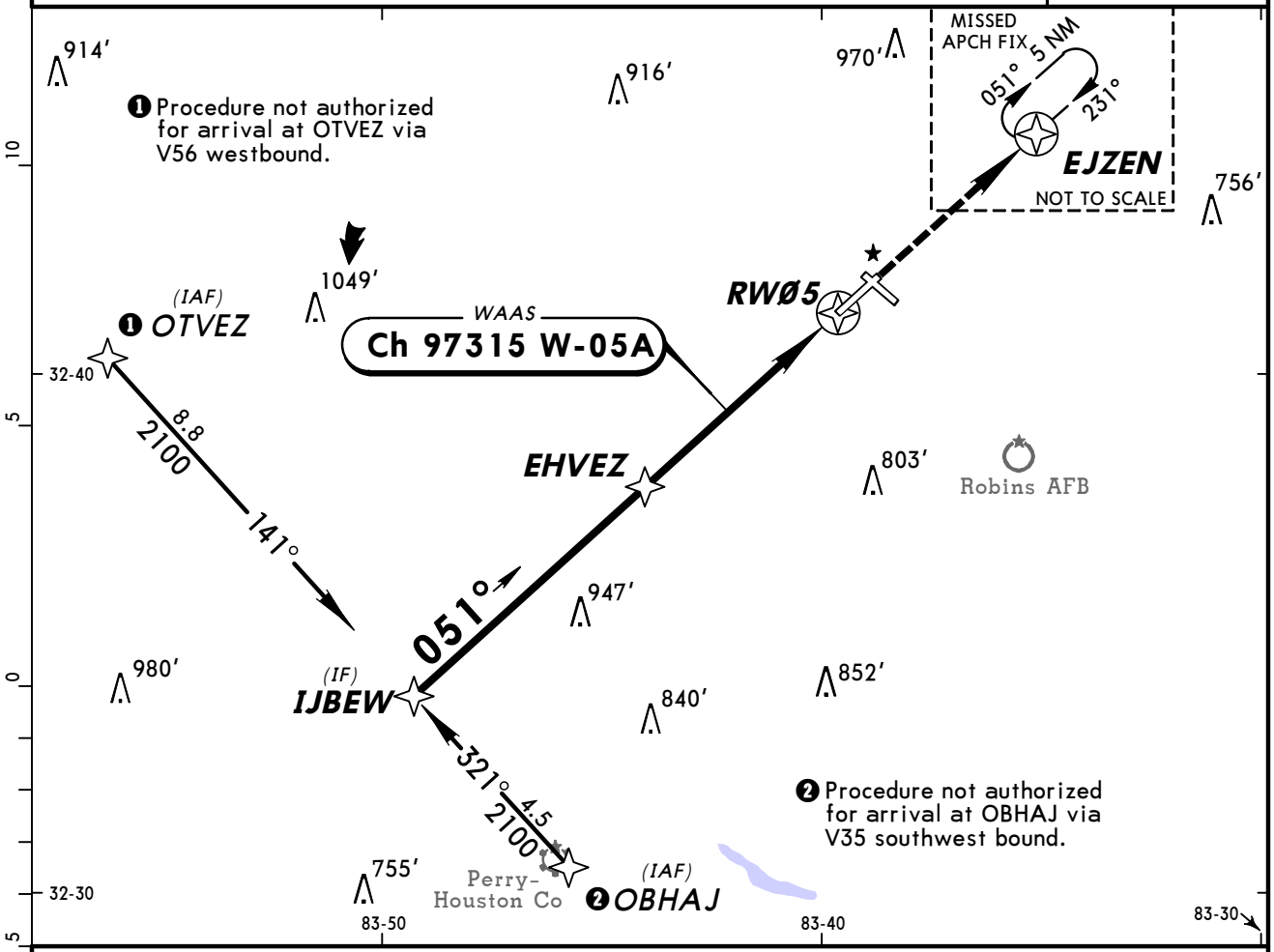
MISSED APCH: Climb to 2300′ direct EJZEN and hold.

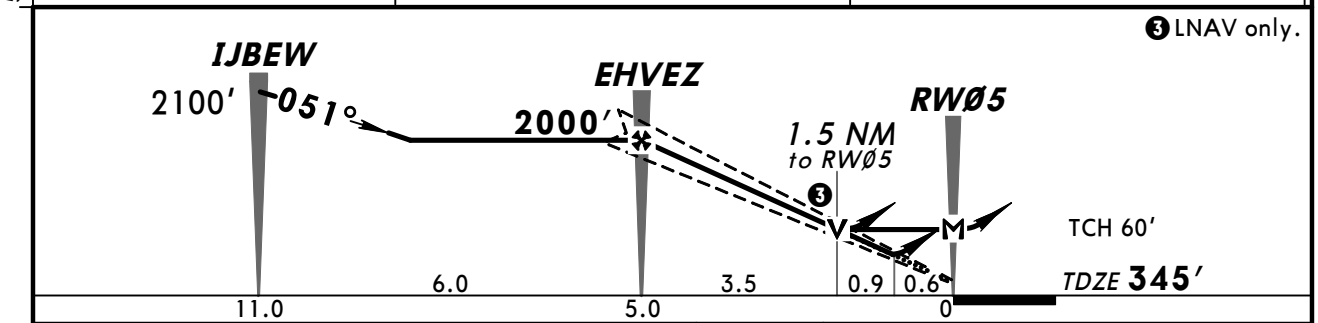
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F).
3. Pilot controlled lighting 128.2.



MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR

2300′

EJZEN

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 595′ (250′)		LNAV/VNAV DA(H) 883′ (538′)		LNAV MDA(H) 860′ (515′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1 1/2	
D					RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND
When VGSI inop, circling Rwy 13,31 & 23 not authorized at night

Max Kts	MDA(H)
90	900′ (546′)-2
120	
140	
165	960′ (606′)-2

TERPS AMEND 0A 10 MAR 2011

CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000' & above)	(below 7000')	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

WAAS	Final Apch Crs	Minimum Alt CAYSE	LPV DA(H)	Apt Elev 354'
Ch 90322 W-13A	133°	2000' (1646')	652' (298')	Rwy 13 354'

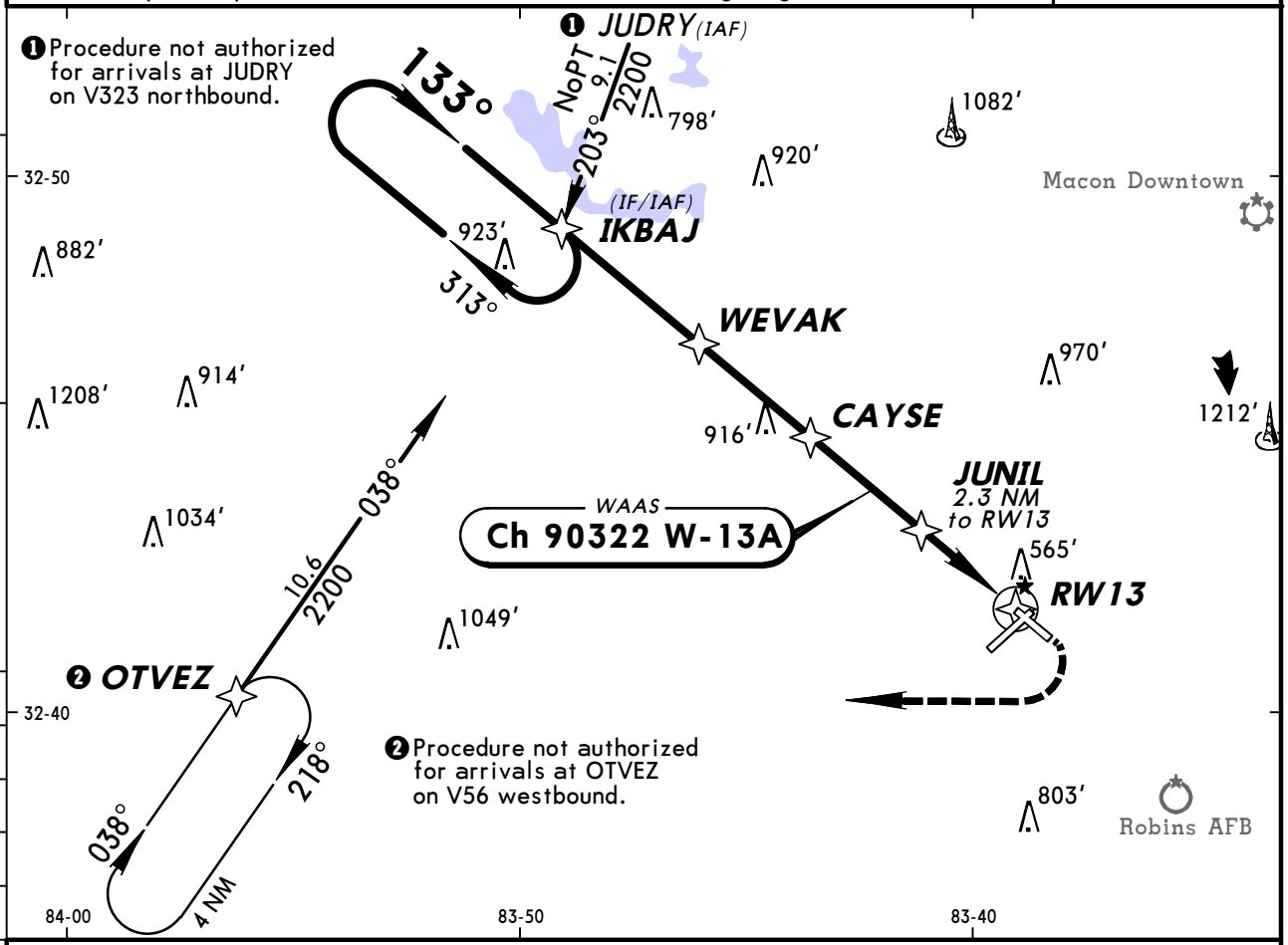
MISSED APCH: Climb to 900' then climbing RIGHT turn to 2500' direct OTVEZ and hold.

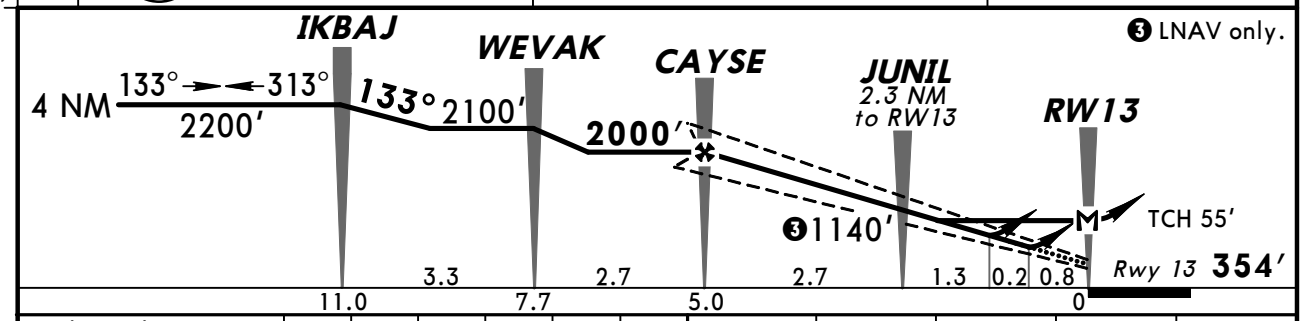
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 128.2.

2600'
MSA RW13

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	900'	2500' RT		OTVEZ
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW13											

1 STRAIGHT-IN LANDING RWY 13

	LPV DA(H) 652' (298')	LNAV/VNAV DA(H) 726' (372')	LNAV MDA(H) 820' (466')
A	1	1¼	1
B			
C			1⅜
D			

1 CIRCLE-TO-LAND
When VGSI inop, circling Rwy 31 not authorized at night

Max Kts	MDA(H)
90	880' (526')-1
120	
140	900' (546')-1½
165	960' (606')-2

1 When VGSI inop, straight-in landing Rwy 13 procedure not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KMCN/MCN
MIDDLE GEORGIA REGL

JEPPESEN
4 MAR 11 (12-3)

MACON, GA
RNAV (GPS) Rwy 23

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

WAAS	Final Apch Crs	Minimum Alt JOHGY	LPV DA(H)	Apt Elev 354′
Ch 40419 W-23A	231°	2100′ (1746′)	627′ (273′)	TDZE 354′

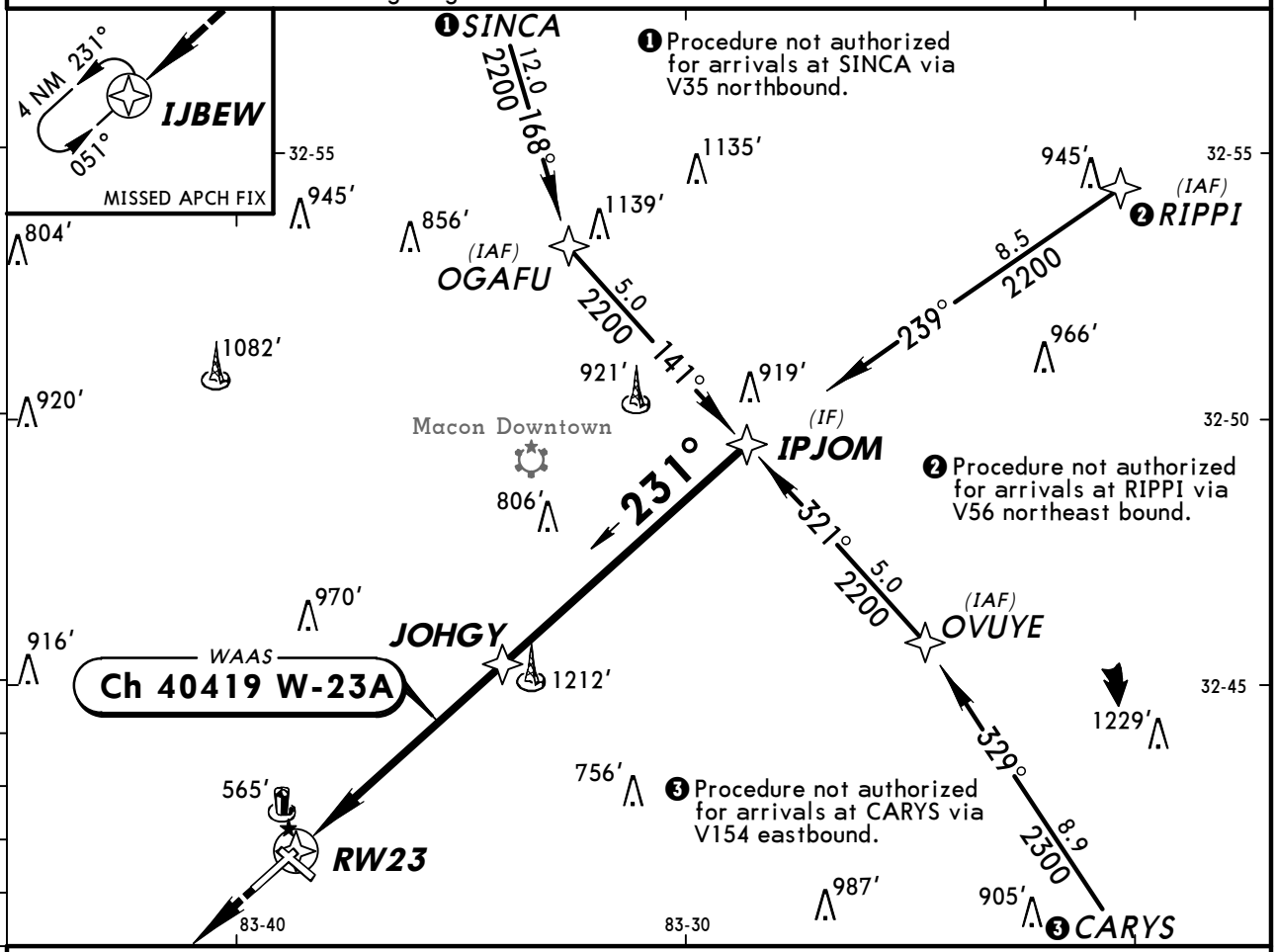
MISSED APCH: Climb to 2100′ direct IJBEW and hold.

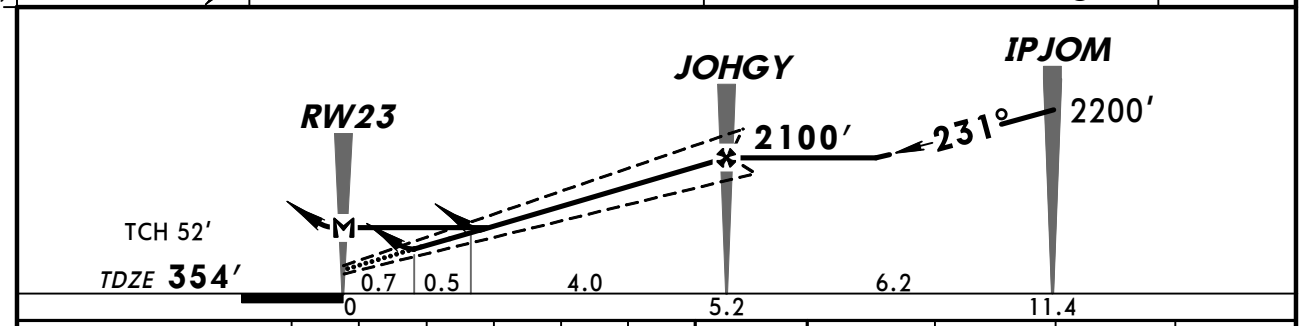
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When VGSI inop, procedure not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 128.2.

2600′
MSA RW23

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL
VASI-L
2100′
IJBEW

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 627′ (273′)	LNAV/VNAV DA(H) 793′ (439′)	LNAV MDA(H) 800′ (446′)
A	1	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	880′ (526′)-1
120	
140	900′ (546′)-1½
165	960′ (606′)-2

TERPS AMEND 1 23 SEP 2010

CHANGES: None.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KMCN/MCN
MIDDLE GEORGIA REGL

JEPPESEN

4 MAR 11 (12-4)

MACON, GA
RNAV (GPS) Rwy 31

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

RNAV	Final Apch Crs	Minimum Alt EMBIJ	LNAV MDA(H)	Apt Elev 354′ TDZE 351′
	313°	2000′ (1649′)	700′ (349′)	

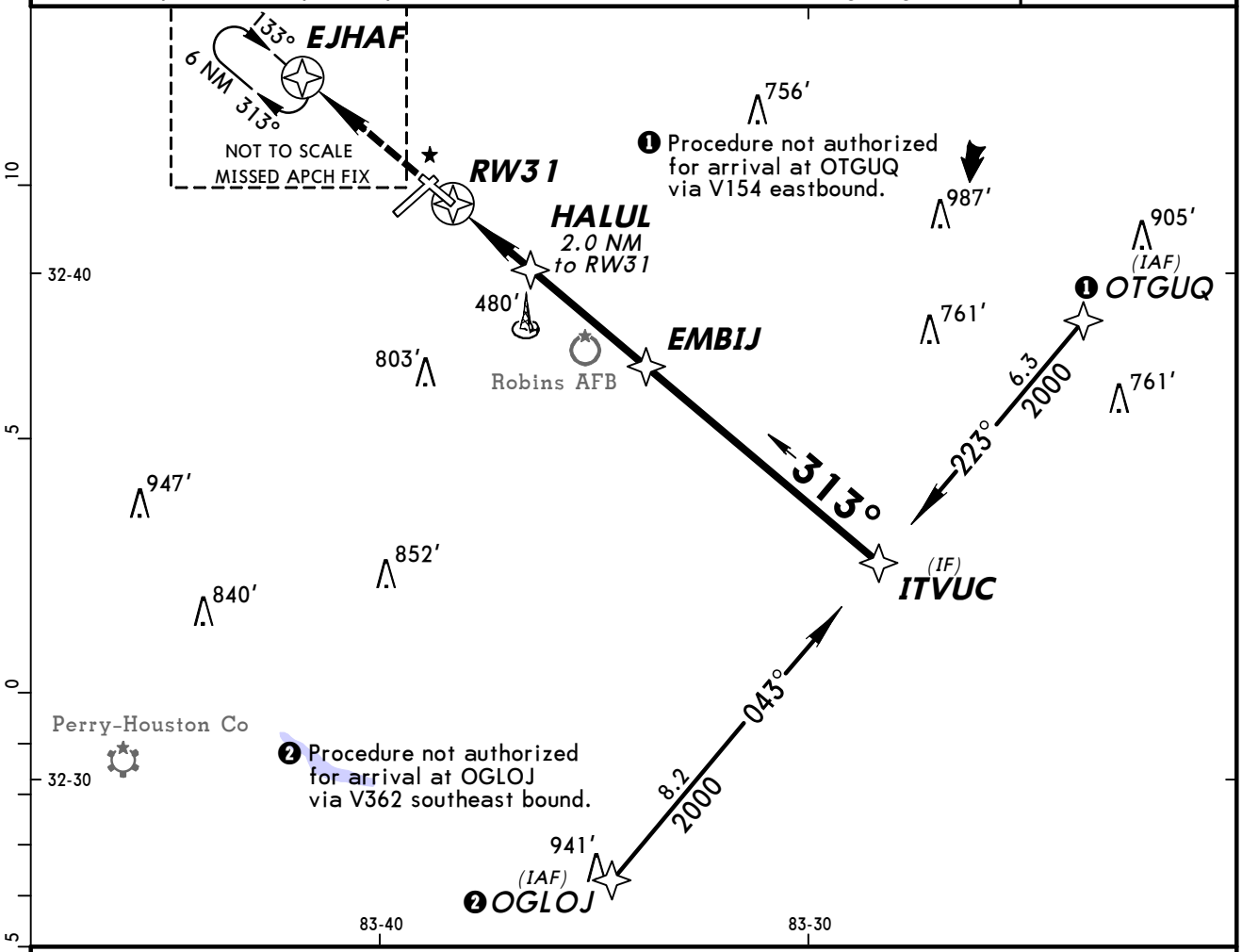
MISSED APCH: Climb to 2100′ direct EJHAF and hold.

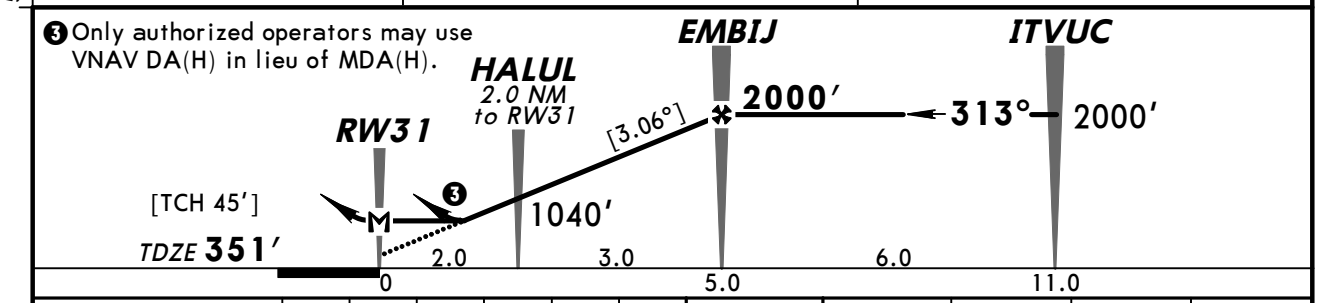
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 128.2.

2600′

MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RW31						

REIL
VASI-L

2100′

EJHAF

1 STRAIGHT-IN LANDING RWY **31**
LNAV
MDA(H) **700′** (349′)

		Max Kts	MDA(H)
A	1	90	880′ (526′)-1
B		120	
C		140	900′ (546′)-1½
D	1¼	165	960′ (606′)-2

CIRCLE-TO-LAND
Not Authorized at Night to Rwys 13, 23 & 31 when VGSI Inop.

1 Not authorized at night when VGSI inop.

TERPS AMEND 0B 10 MAR 2011

CHANGES: Notes, minimums.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

KMCN/MCN
MIDDLE GEORGIA REGL

JEPPESEN

4 MAR 11 (13-1)

MACON, GA
VOR Rwy 13

BRIEFING STRIP ™

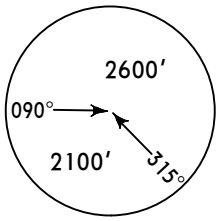
ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

VOR	Final Apch Crs	Minimum Alt JIVET	MDA(H) (CONDITIONAL)	Apt Elev 354′
MCN 114.2	144°	1280′ (926′)	820′ (466′)	TDZE 354′

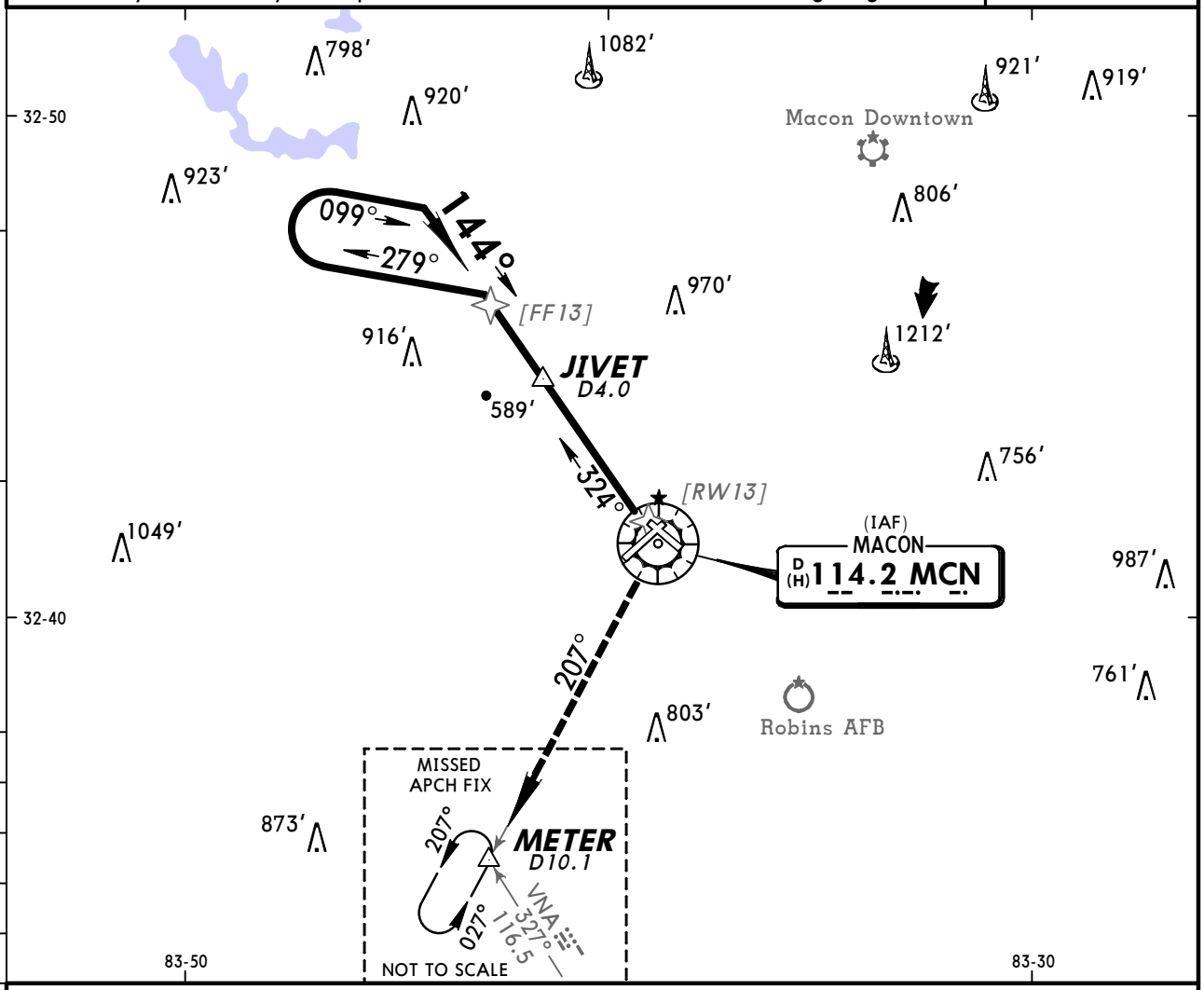
MISSED APCH: Climbing RIGHT turn to 2100′ outbound via MCN VOR R-207 to METER INT/D10.1 and hold.

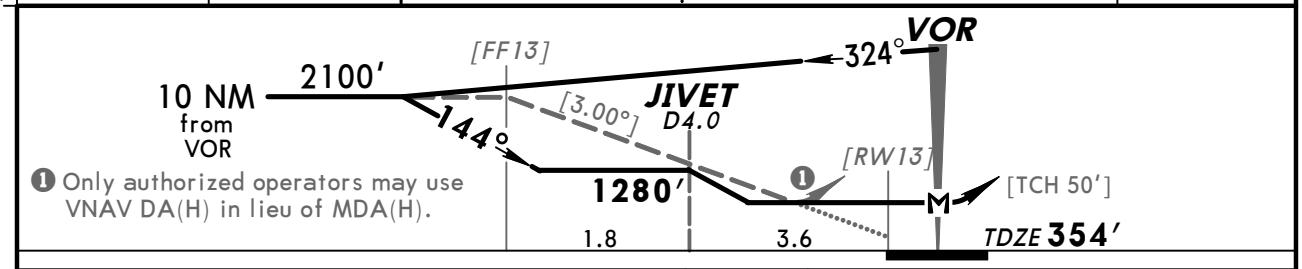
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 128.2.



MSA MCN VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

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

REIL
VASI-L

2100′ RT via MCN 114.2 R-207

METER

❶ STRAIGHT-IN LANDING RWY 13

	MDA(H) 820′ (466′) With JIVET	MDA(H) 1280′ (926′) Without JIVET
A	1	1¼
B		
C	1¼	2¾
D	1½	3

CIRCLE-TO-LAND

Not Authorized at Night to Rwys 13, 23 & 31 when VGSI Inop.

Max Kts	With JIVET MDA(H)	Without JIVET MDA(H)
90	880′ (526′)-1	1280′ (926′)-1¼
120		
140	900′ (546′)-1½	1280′ (926′)-2¾
165	960′ (606′)-2	1280′ (926′)-3

❶ Not authorized at night when VGSI inop.

TERPS AMEND 9A 10 MAR 2011

CHANGES: Notes, minimums.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

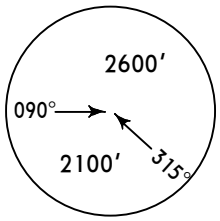
ATIS (ASOS when Twr inop)	*ATLANTA Approach (R) (7000′ & above)	(below 7000′)	ATLANTA Center	*MACON Tower	*Ground
120.77	119.6	124.2	134.5 when App inop.	CTAF 128.2	121.65

VOR	Final Apch Crs	Minimum Alt ICAVO	MDA(H) (CONDITIONAL)	Apt Elev 354′ TDZE 354′
MCN 114.2	212°	1580′ (1226′)	820′ (466′)	

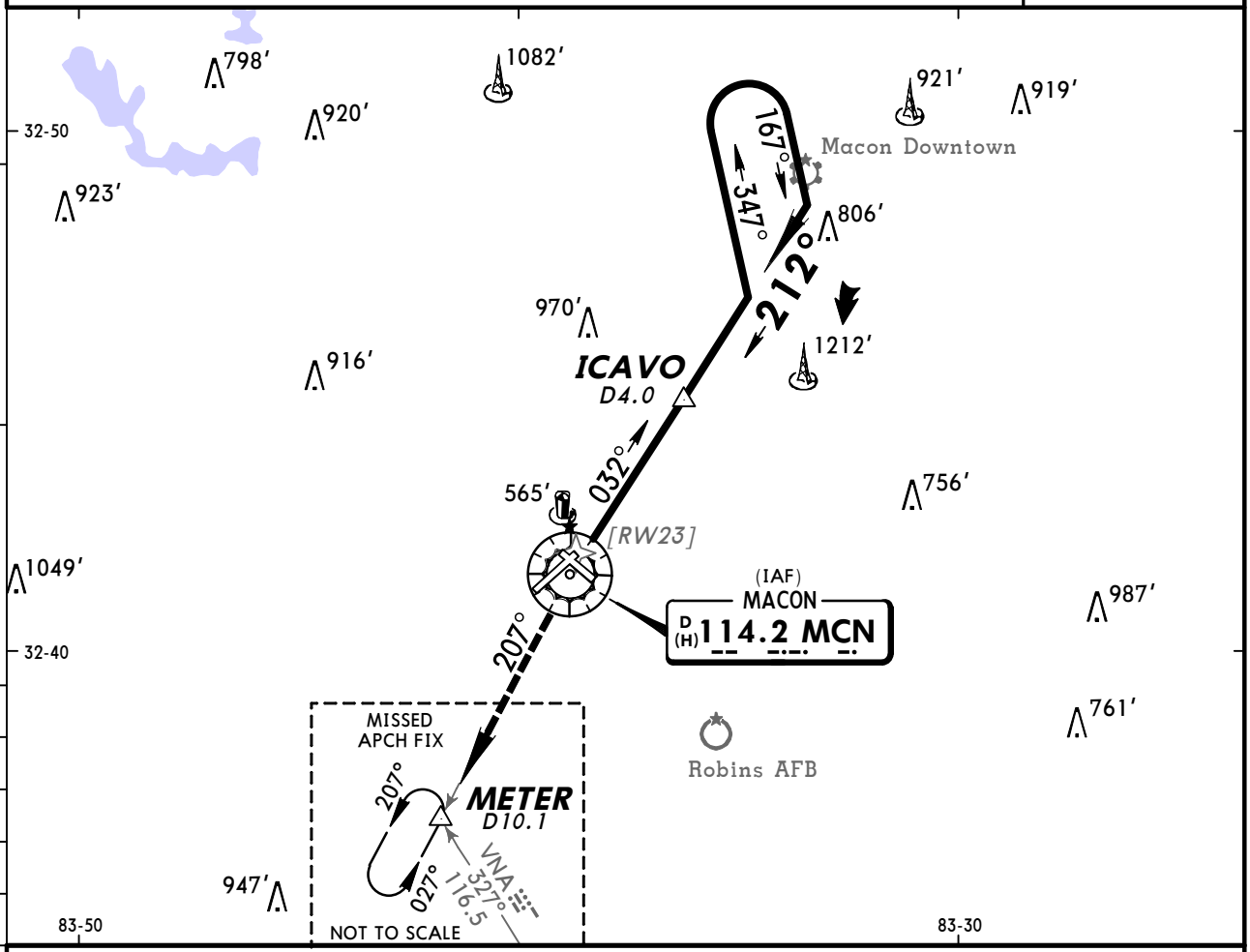
MISSED APCH: Climb to 2100′ outbound via MCN VOR R-207 to METER INT/D10.1 and hold.

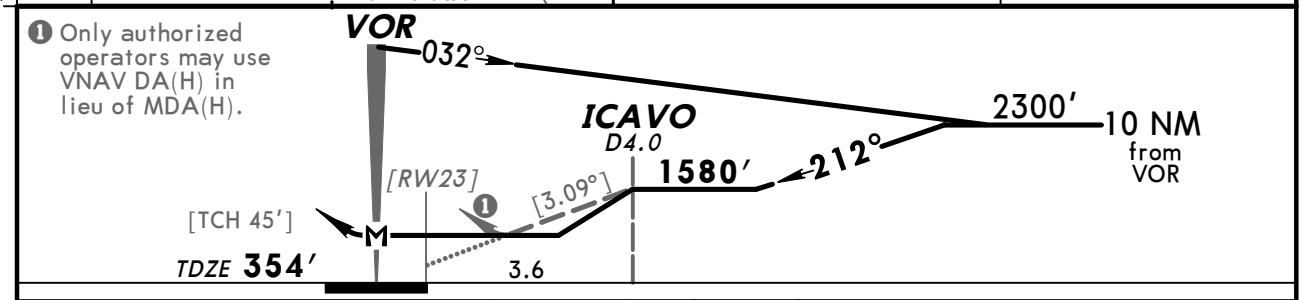
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 128.2.



MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at VOR						

REIL
VASI-L

2100′ ↑ MCN via 114.2 R-207

METER

❶ STRAIGHT-IN LANDING RWY 23

	MDA(H) 820′(466′) With ICAVO	MDA(H) 1580′ (1226′) Without ICAVO
A	1	1¼
B		1½
C	1¼	3
D	1½	

CIRCLE-TO-LAND
Not Authorized at Night to Rwys 13, 23 & 31 when VGSI Inop.

Max Kts	With ICAVO MDA(H)	Without ICAVO MDA(H)
90	880′(526′)-1	1580′(1226′)-1¼
120		1580′(1226′)-1½
140	900′(546′)-1½	1580′(1226′)-3
165	960′(606′)-2	

❶ Not authorized at night when VGSI inop.

TERPS AMEND 3A 10 MAR 2011

CHANGES: Notes, minimums, VNAV.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Marietta GA USA
IATA Code: MGE
Lat/Long: N33° 54.9' W084° 31.0'
Elevation: 1068 ft

Airport Use: Military
Magnetic Variation: 4.6°W
Sectional Chart: Atlanta

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1210 Z
Sunset: 2332 Z,

Runway Information

Runway: 11
Length x Width: 10000 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 1068 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 29
Length x Width: 10000 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 1015 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

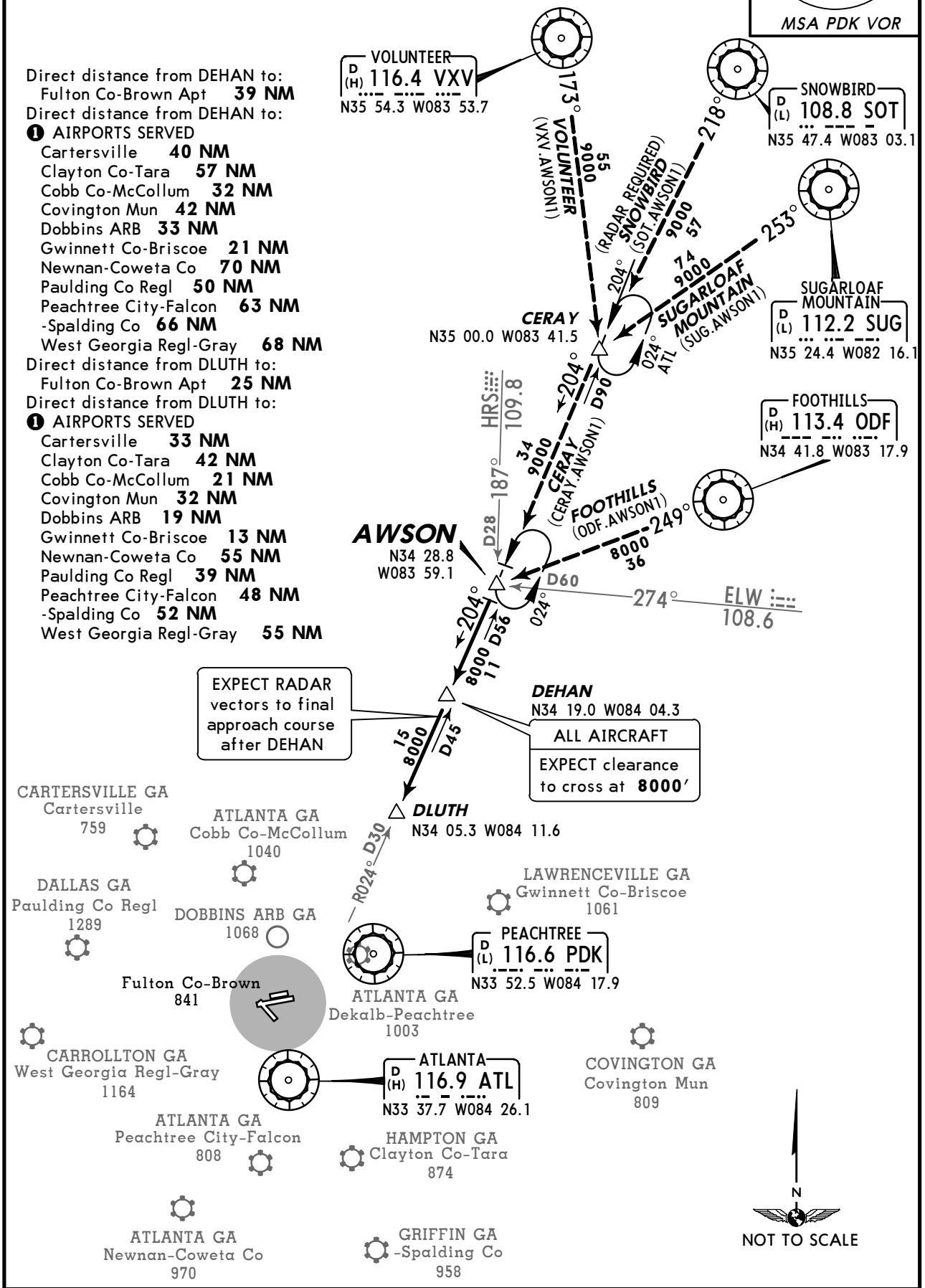
Dobbins Arb Tower 120.75
Dobbins Arb Ground Control 125.3
Atlanta Approach Control 121.0
Atlanta Departure Control 121.0
Atlanta Approach Radar 121.0
Army Reserve Operations 132.95 Military

FULTON CO-BROWN ATIS 120.17	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Authorized for turbojet and turboprop aircraft only. 2. DME required. 3. RADAR required on SNOWBIRD transition. 4. Also serves ❶

3700′
MSA PDK VOR

AWSON ONE ARRIVAL (AWSON.AWSON1)

Direct distance from DEHAN to:
Fulton Co-Brown Apt **39 NM**
Direct distance from DEHAN to:
❶ AIRPORTS SERVED
Cartersville **40 NM**
Clayton Co-Tara **57 NM**
Cobb Co-McCollum **32 NM**
Covington Mun **42 NM**
Dobbins ARB **33 NM**
Gwinnett Co-Briscoe **21 NM**
Newnan-Coweta Co **70 NM**
Paulding Co Regl **50 NM**
Peachtree City-Falcon **63 NM**
-Spalding Co **66 NM**
West Georgia Regl-Gray **68 NM**
Direct distance from DLUTH to:
Fulton Co-Brown Apt **25 NM**
Direct distance from DLUTH to:
❶ AIRPORTS SERVED
Cartersville **33 NM**
Clayton Co-Tara **42 NM**
Cobb Co-McCollum **21 NM**
Covington Mun **32 NM**
Dobbins ARB **19 NM**
Gwinnett Co-Briscoe **13 NM**
Newnan-Coweta Co **55 NM**
Paulding Co Regl **39 NM**
Peachtree City-Falcon **48 NM**
-Spalding Co **52 NM**
West Georgia Regl-Gray **55 NM**



ROUTING

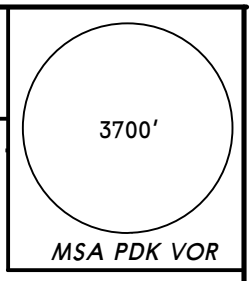
From over AWSON via ATL R-024 to DLUTH. EXPECT RADAR vectors to final approach course after DEHAN.

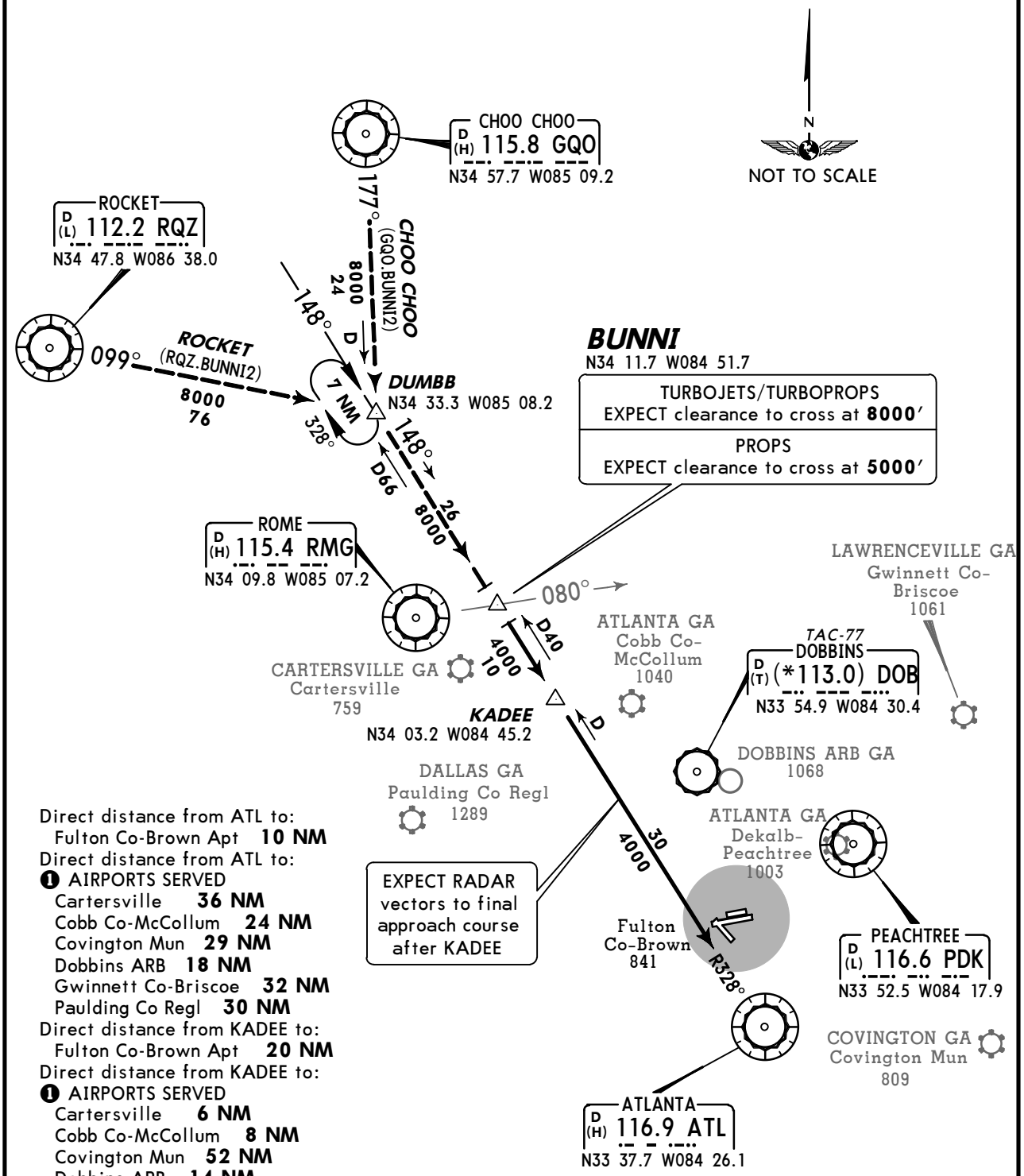
CHANGES: Airports served.

© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED.

FULTON CO-BROWN ATIS 120.17	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)





Direct distance from ATL to:
Fulton Co-Brown Apt **10 NM**
Direct distance from ATL to:
❶ AIRPORTS SERVED
Cartersville **36 NM**
Cobb Co-McCollum **24 NM**
Covington Mun **29 NM**
Dobbins ARB **18 NM**
Gwinnett Co-Briscoe **32 NM**
Paulding Co Regl **30 NM**
Direct distance from KADEE to:
Fulton Co-Brown Apt **20 NM**
Direct distance from KADEE to:
❶ AIRPORTS SERVED
Cartersville **6 NM**
Cobb Co-McCollum **8 NM**
Covington Mun **52 NM**
Dobbins ARB **14 NM**
Gwinnett Co-Briscoe **40 NM**
Paulding Co Regl **13 NM**

ROUTING

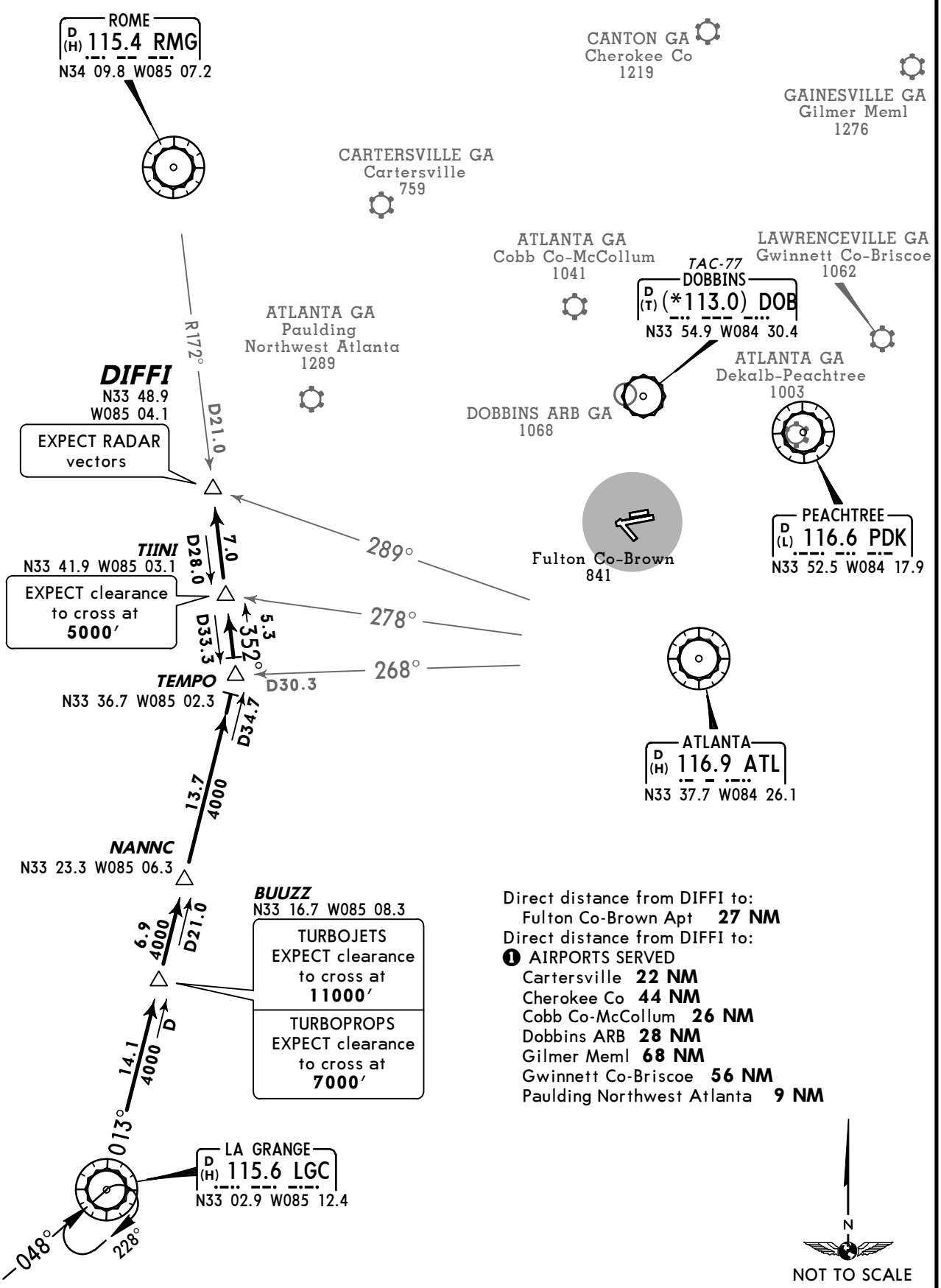
From over BUNNI via ATL R-328 to ATL. EXPECT RADAR vectors to final approach course after KADEE.

CHANGES: Airports served.

© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED.

FULTON CO-BROWN ATIS 120.17	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required from LGC to TEMPO.** 2. Also serves ❶

DIFFI ONE ARRIVAL (DIFFI.DIFFI1)



ROUTING

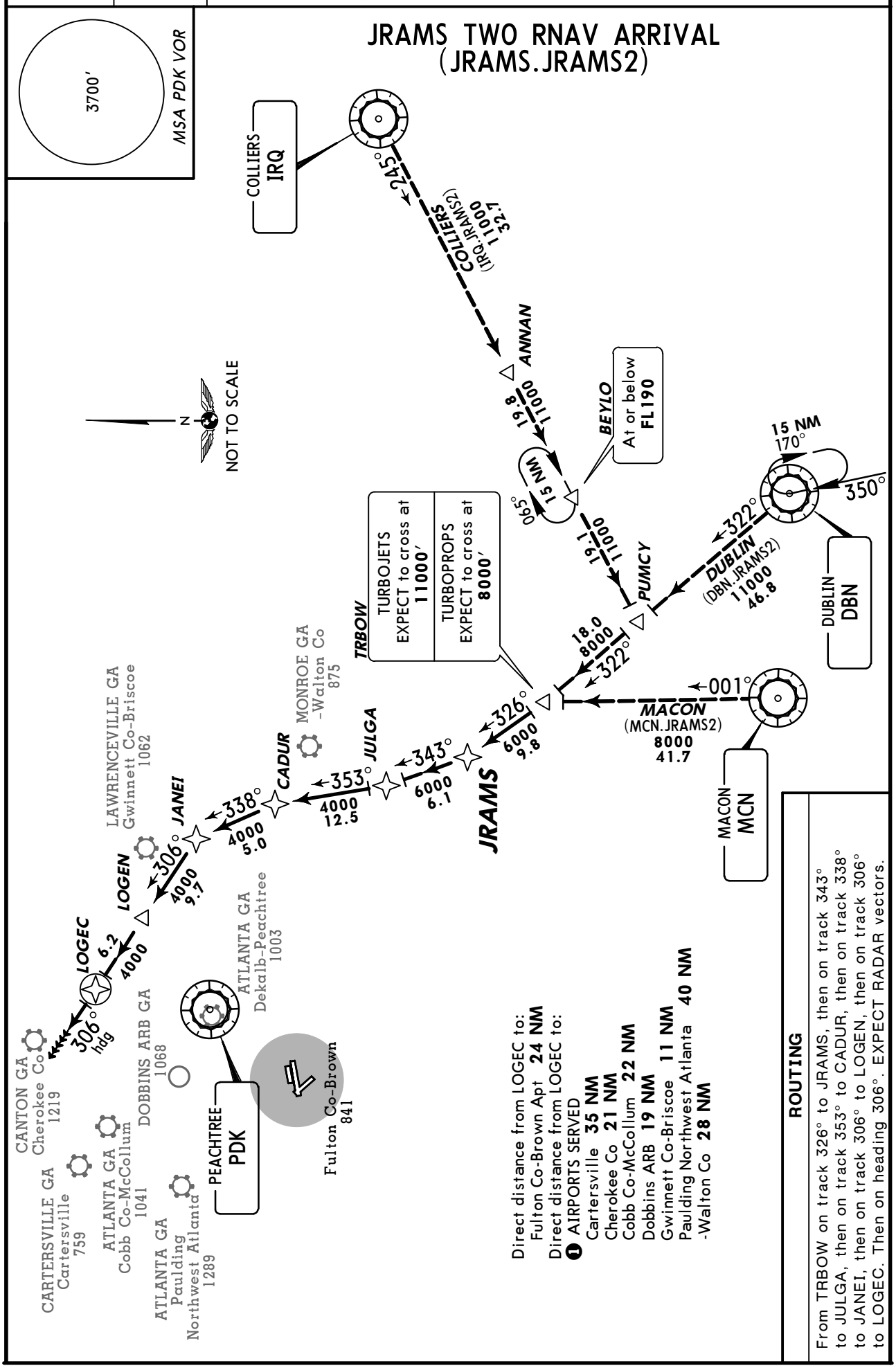
From LGC via LGC R-013 to TEMPO, then via RMG R-172 to DIFFI. EXPECT RADAR vectors.

CHANGES: Note deleted.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

FULTON CO-BROWN ATIS 120.17	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required.** 4. Also serves ❶

JRAMS TWO RNAV ARRIVAL (JRAMS.JRAMS2)

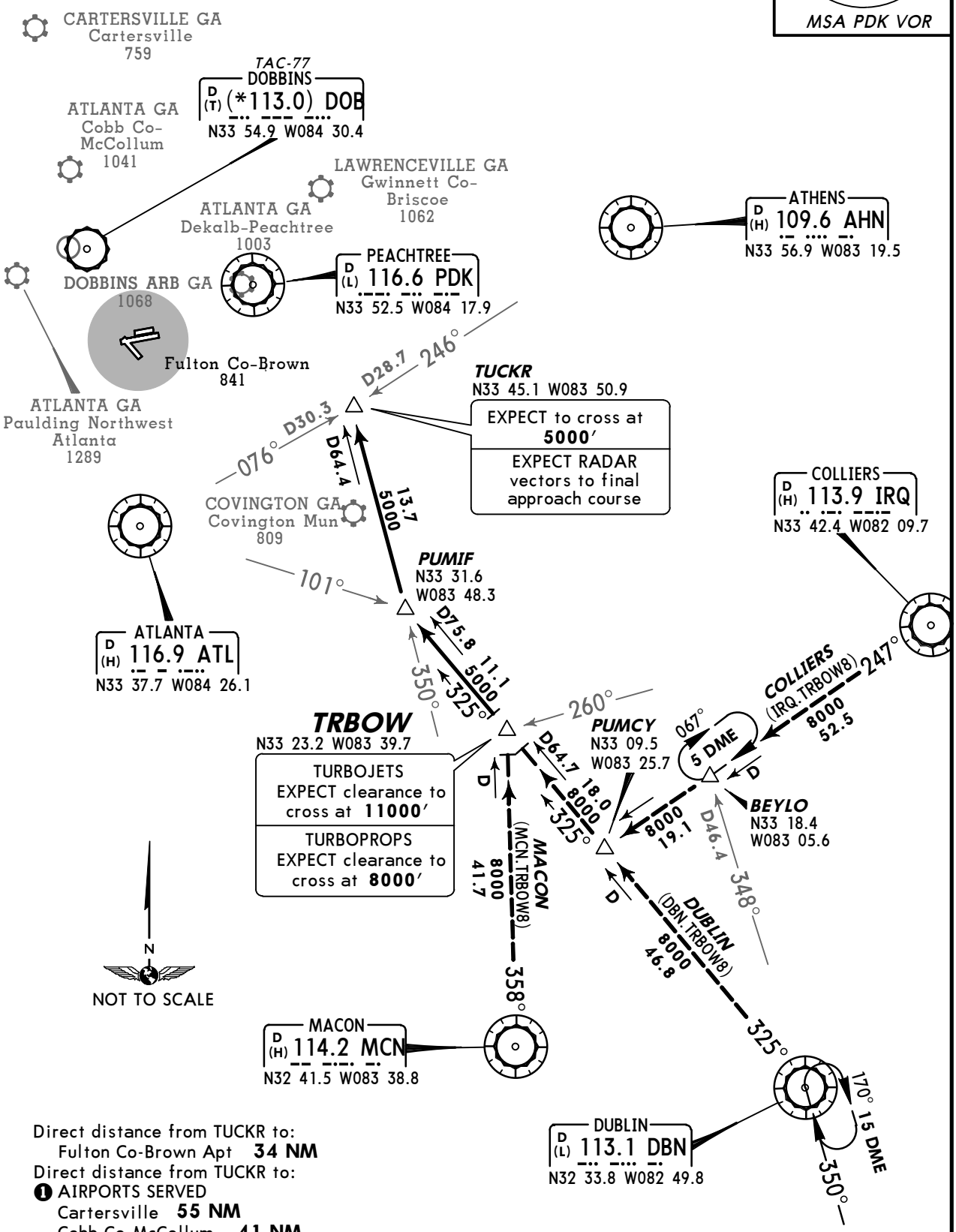


CHANGES: None.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

FULTON CO-BROWN ATIS 120.17	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

TRBOW EIGHT ARRIVAL (TRBOW.TRBOW8)



Direct distance from TUCKR to:
Fulton Co-Brown Apt **34 NM**
Direct distance from TUCKR to:
❶ AIRPORTS SERVED
Cartersville **55 NM**
Cobb Co-McCollum **41 NM**
Covington Mun **7 NM**
Dobbins ARB **35 NM**
Gwinnett Co-Briscoe **15 NM**
Paulding Northwest Atlanta **55 NM**

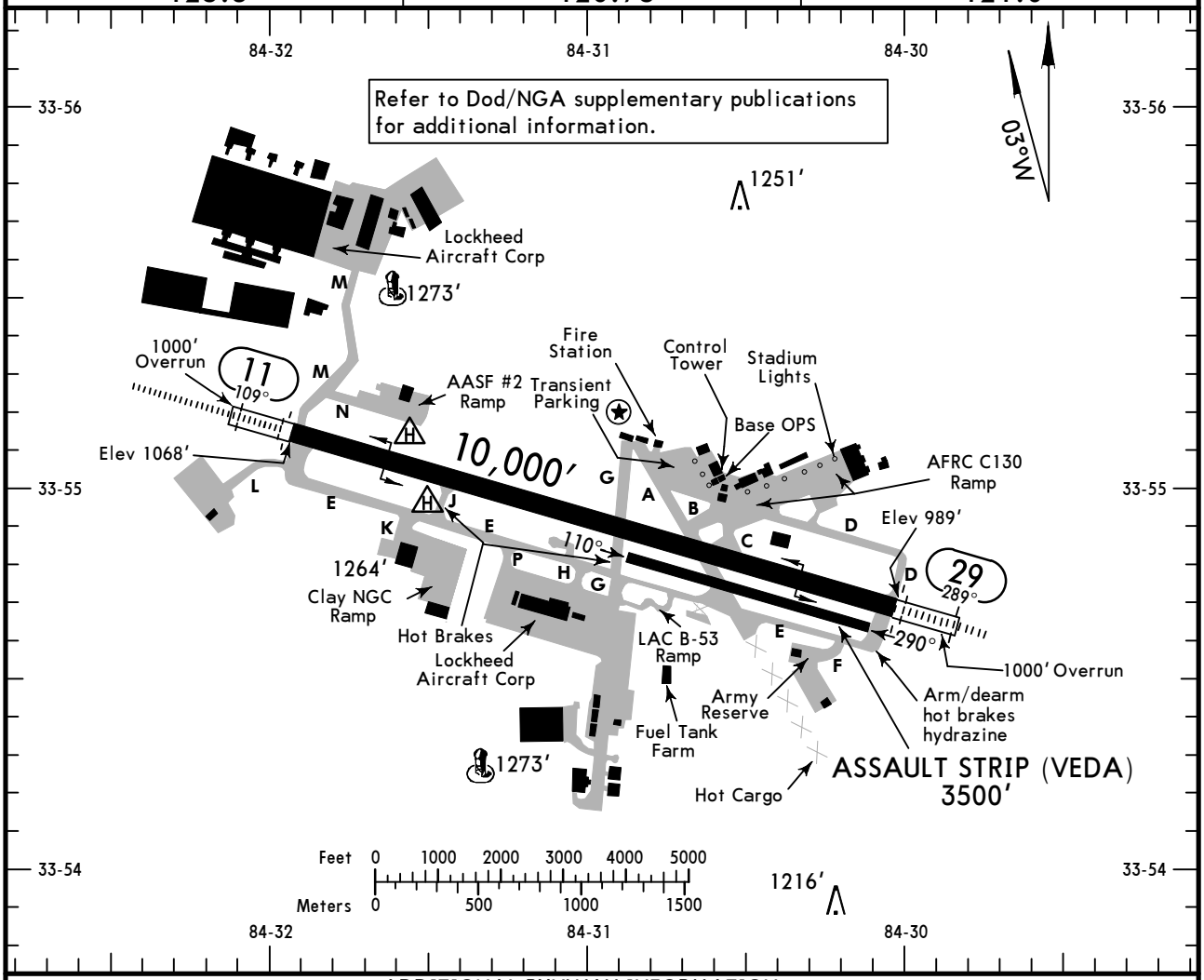
ROUTING

From over TRBOW via DBN R-325 to PUMIF and via MCN R-350 to TUCKR. EXPECT RADAR vectors to final approach course.

CHANGES: Note deleted.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*DOBBINS Ground	*Tower	ATLANTA Departure (R)
125.3	120.75	121.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL ALSF-I REIL PAPI-R RVR		8498'		300'
29	HIRL SALSF REIL PAPI-R RVR		8980'		
110° 290°	ASSAULT STRIP				60'

TAKE-OFF

	Rwy 11 Adequate Vis Ref	Rwy 11 STD	Rwy 29 With Mim climb of 290'/NM to 2300' Adequate Vis Ref	Rwy 29 With Mim climb of 290'/NM to 2300' STD	Rwy 29 Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	900-3
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

TAKE-OFF OBSTACLES: Rwy 29, 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. Rwy 11, 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

CHANGES: Notes, buildings, labels.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

ILS or LOC DME Rwy 11

ATLANTA Approach (R)	*DOBBINS Tower	*Ground
121.0	120.75	125.3

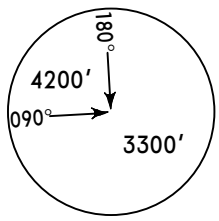
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS	
IDJR **109.7**	**109°**	**CIPEL** **2883′** (1815′)	DA(H) **1423′** (355′)	Apt Elev 1068′ TDZE **1068′**

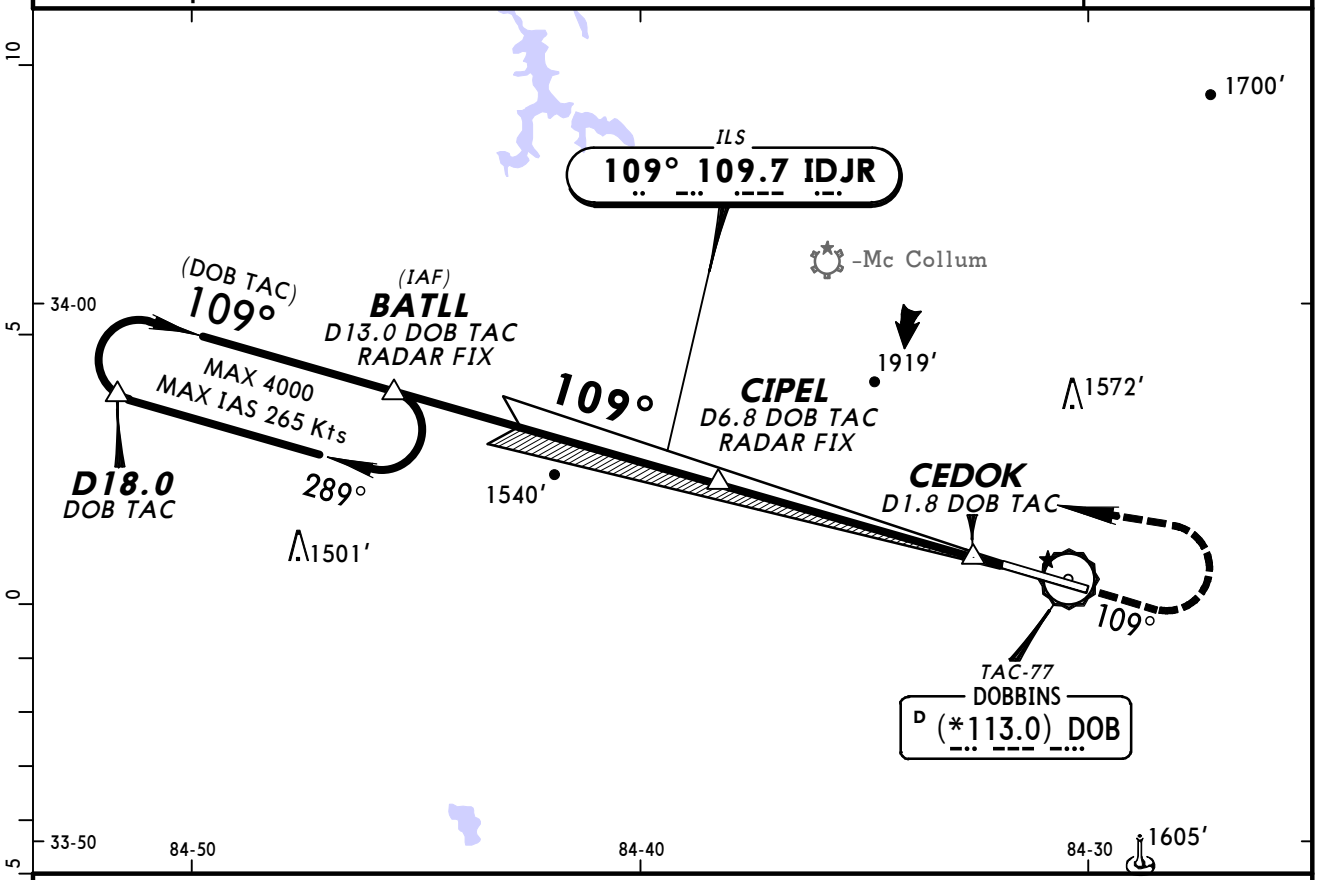
MISSED APCH: Climb to 2000′ track 109°, then climbing LEFT turn to 3000′, direct BATLL and hold.

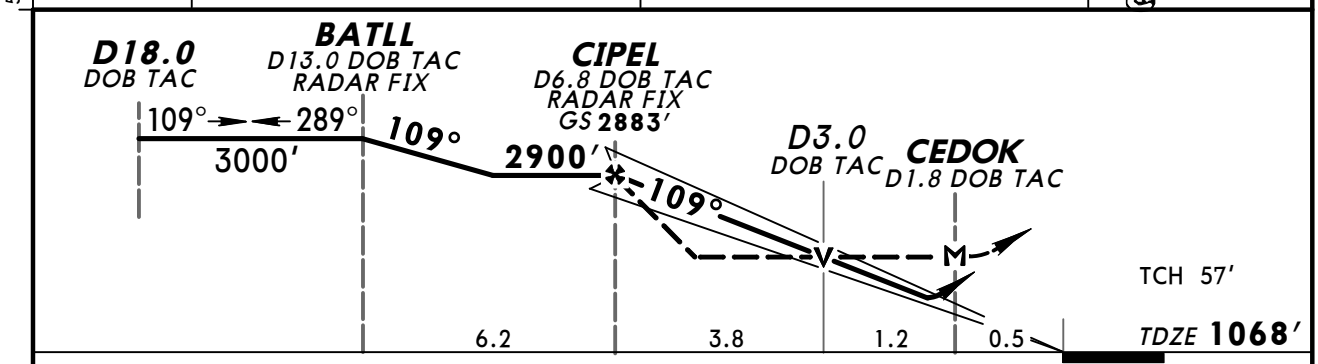
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. EMERG SAFE ALT 100 NM 7800′.



MSA DOB TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at CEDOK or CIPEL to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

2000′ ↑ **109°**

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 11					CIRCLE-TO-LAND Not Authorized to Assault Strip	
	ILS DA(H) 1423′ (355′)		LOC (GS out) MDA(H) 1640′ (572′)			
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 50 or 1	90	1680′ (612′)-1
B					120	
C			RVR 50 or 1	1½	140	1680′ (612′)-1¾
D			RVR 60 or 1¼	1¾	165	[1] 1700′ (632′)-2

[1] Not Authorized North of Rwy 11-29.

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

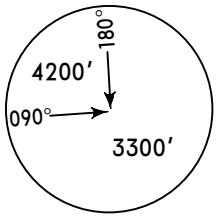
ATLANTA Approach (R)	*DOBBINS Tower	*Ground
121.0	120.75	125.3

LOC	Final Apch Crs	GS HEPAT	ILS DA(H)	Apt Elev 1068′
IVRW 111.35	289°	2933′ (1918′)	1215′ (200′)	TDZE 1015′

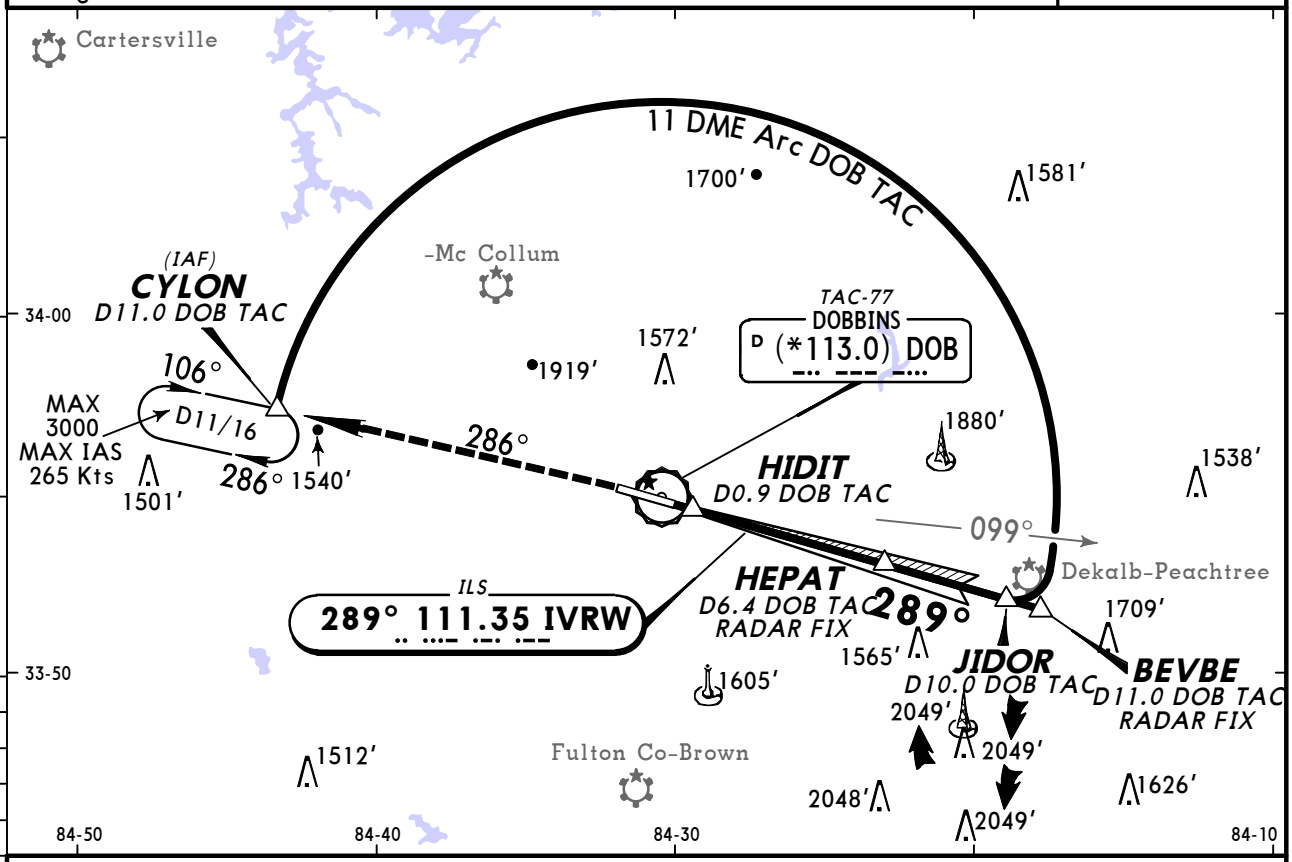
MISSED APCH: Climb to 3000′ via DOB TAC R-286 to CYLON and hold.

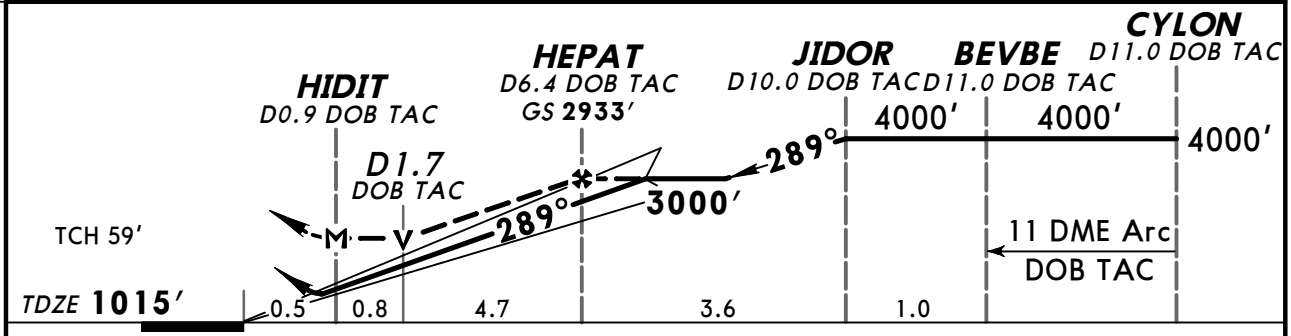
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. CAUTION: Glideslope unusable beyond 5° right of course.
3. CAUTION: Short intermediate segment, ILS 4.6 NM/LOC 4.6 NM, recommend early configuration.



MSA DOB TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at HIDIT or HEPAT to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

SALS REIL PAPI

3000′ via DOB TAC-77 (*113.0) R-286 CYLON

TERPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1215′ (200′) FULL	ILS DA(H) 1215′ (200′) ALS out	LOC (GS out) MDA(H) 1500′ (485′)	LOC (GS out) MDA(H) 1500′ (485′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1
B				
C	RVR 40 or ¾		RVR 50 or 1	RVR 60 or 1¼
D			RVR 60 or 1¼	1½

CIRCLE-TO-LAND
Not Authorized to Assault Strip

Max Kts	MDA(H)
90	1680′ (612′)-1
120	
140	1680′ (612′)-1¾
165	[1] 1700′ (632′)-2

[1] Not Authorized North of Rwy 11-29.

CHANGES: Obstructions.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

DOBBINS ARB RADAR
*ASR Rwys 11, 29

BRIEFING STRIP™

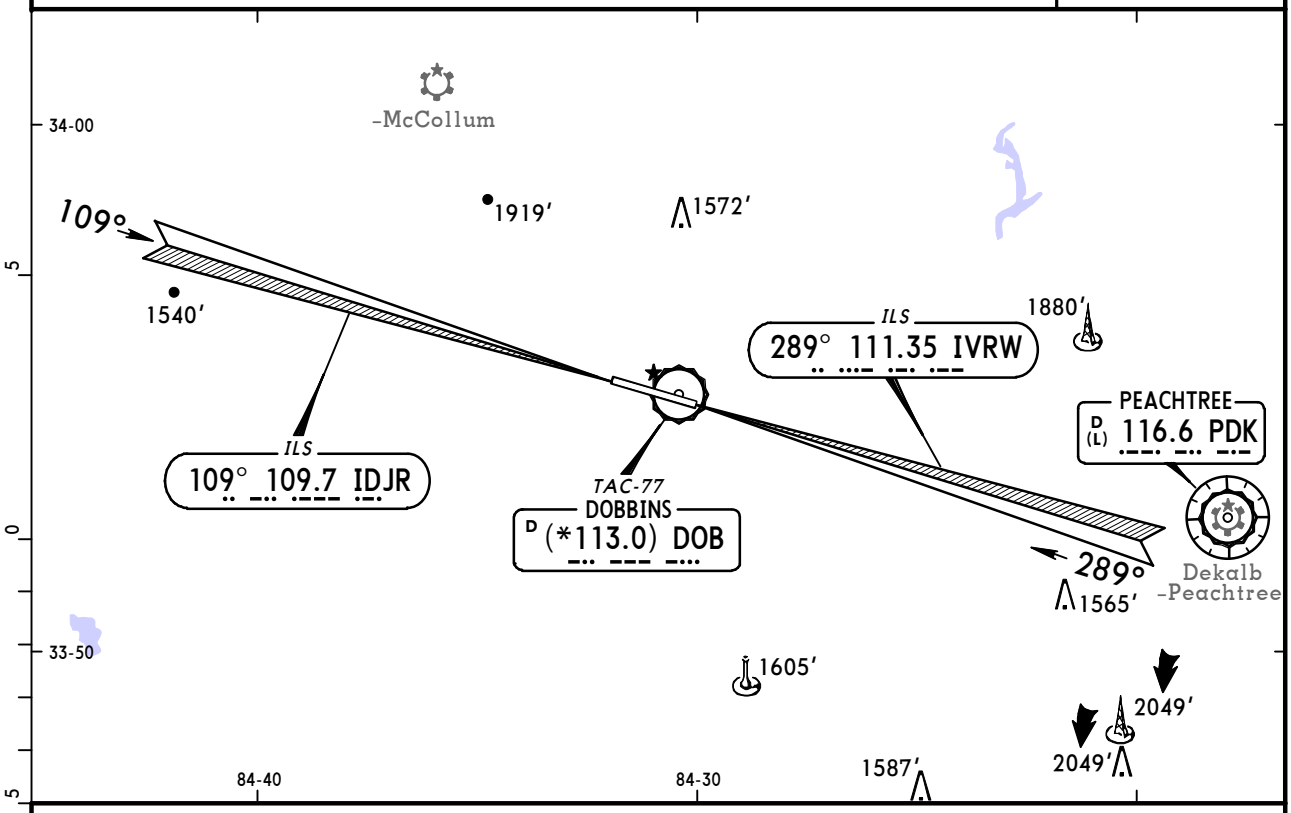
ATLANTA Approach (R)	*ATLANTA Radar	*DOBBINS Tower	*Ground
121.0	121.0	120.75	125.3

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **1068'** TDZE- See below

MISSED APCH: As directed by RADAR CONTROLLER.

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

No MSA published



RWY 11 TDZE 1068'
RWY 29 TDZE 1015'

Lighting - Refer to Airport Chart

TERPS

	STRAIGHT-IN LANDING ASR 11 MDA(H) 1640' (572')		ASR 29 MDA(H) 1660' (645')		CIRCLE-TO-LAND Not Authorized to Assault Strip	
		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	1680' (612')-1
B					120	
C	RVR 50 or 1	1 ½	1½	1¾	140	1680' (612')-1¾
D	RVR 60 or 1¼	1 ¾	1¾	2	165	[1] 1700' (632')-2

[1] Not Authorized North of Rwy 11-29.

CHANGES: PAR procedures removed, obstructions.

© JEPPESEN,1999, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Savannah GA USA
IATA Code: SAV
Lat/Long: N32° 07.7' W081° 12.1'
Elevation: 50 ft

Airport Use: Public
Magnetic Variation: 6.6°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1155 Z
Sunset: 2320 Z,

Runway Information

Runway: 01
Length x Width: 7002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 39 ft
Lighting: Edge, Part time, Pilot controlled

Runway: 10
Length x Width: 9351 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 30 ft
Lighting: Edge, ALS, Centerline, TDZ, Part time, Pilot controlled

Runway: 19
Length x Width: 7002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 47 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 28
Length x Width: 9351 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 50 ft
Lighting: Edge, Centerline, REIL, Part time, Pilot controlled

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

ATIS 123.75
Savannah Tower 119.1 CTAF PCL
Savannah Ground Control 121.9
Savannah Clearance Delivery 119.55
Savannah Approach Control 125.3 (11°-109°) Initial Contact
Savannah Approach Control 121.1
Savannah Approach Control 120.4 (110°-269°)
Savannah Approach Control 118.4 (270°-10°)
Savannah App ARSA 125.3 (11°-109°)
Savannah App ARSA 120.4 (110°-269°)
Savannah App ARSA 118.4 (270°-10°)
Savannah Departure Control 125.3 (11°-109°)
Savannah Departure Control 121.1
Savannah Departure Control 120.4 (110°-269°)
Savannah Departure Control 118.4 (270°-10°)
Savannah Unicom 122.95
Macon Flight Service Station 123.65 RCO
Macon Flight Service Station 122.1 RCO
Jacksonville Center 120.85 Remote Communications Air-Ground

KSAV/SAV

Apt Elev **50′**

N32 07.7 W081 12.1

JEPPESEN

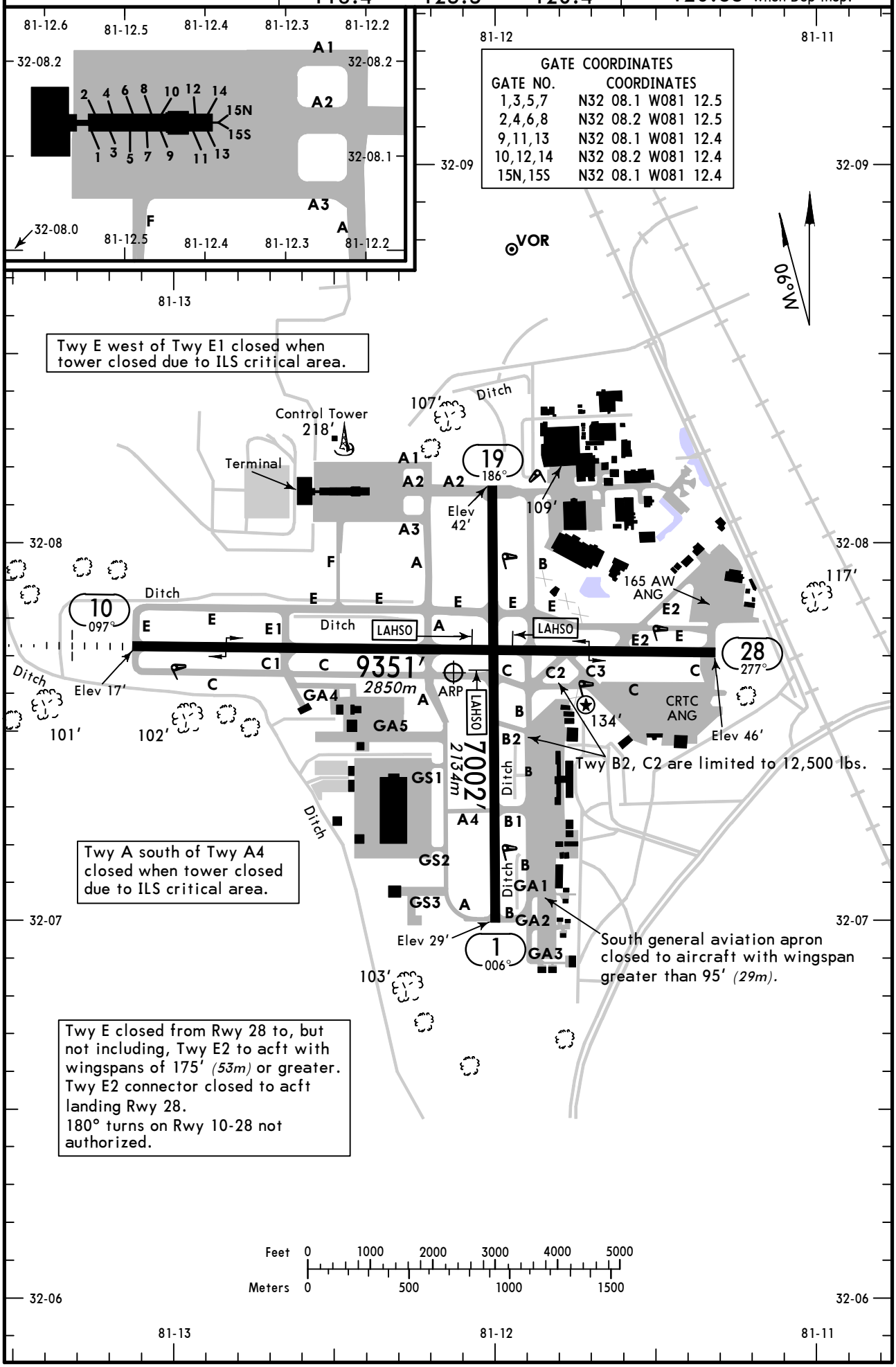
20 JAN 12 (10-9)

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL

ATIS (ASOS when Twr inop)	*SAVANNAH Clearance	*Ground	*Tower
VOT 111.0 123.75	119.55	121.9	CTAF 119.1

UNICOM 122.95	*SAVANNAH Departure (R)			JAX Center
	270°-010°	011°-109°	110°-269°	
	118.4	125.3	120.4	120.85 when Dep inop.



CHANGES: Taxiways.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

GENERAL

CAUTION: Birds and deer in vicinity of airport.
No 180° turns on asphalt for aircraft over 12,500 lbs GWT.
Low level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
1	❶HIRL REIL PAPI-L (angle 3.00°) RVR		5952′ *1814m*	10/28 4050′ *1234m*		150′ *46m*
19	❶HIRL ❶REIL VASI-R					

❶ Activate on 119.1 when Twr inop.

10	❷HIRL CL ❷MALSR (non-std) TDZ ❸PAPI-L grooved RVR	❹ 9201′ *2804m*	8461′ *2579m*	1/19 5450′ *1661m*		150′ *46m*
28	❷HIRL CL ❷REIL VASI-L grooved			1/19 3250′ *991m*		

❷ Activate on 119.1 when Twr inop.
❸ Angle 3.00°.
❹ Last 150′ (46m) is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

Rwy 1, climb heading 006° to 600′ before proceeding southwest.
Rwy 10, climb heading 097° to 700′ before proceeding southwest.
Rwy 19, climb heading 186° to 1300′ before turning right.
Rwy 28, climb heading 277° to 1600′ before turning left.

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	Authorized Only When Twr Operating: ILS Rwy 1, ILS Rwy 10	Authorized Only When Twr Operating: LOC Rwy 1, LOC Rwy 10	VOR DME Rwy 1, VOR DME Rwy 19, VOR DME-A; RNAV (GPS) Rwy 1, RNAV (GPS) Rwy 10, RNAV (GPS) Rwy 19, RNAV (GPS) Z Rwy 28
A	600-2	800-2	800-2
B			
C			
D	700-2		

AMEND 6

CHANGES: None.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 9 DEC 11 (11-1)

SAVANNAH, GA
ILS or LOC Rwy 1

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

BRIEFING STRIP ™

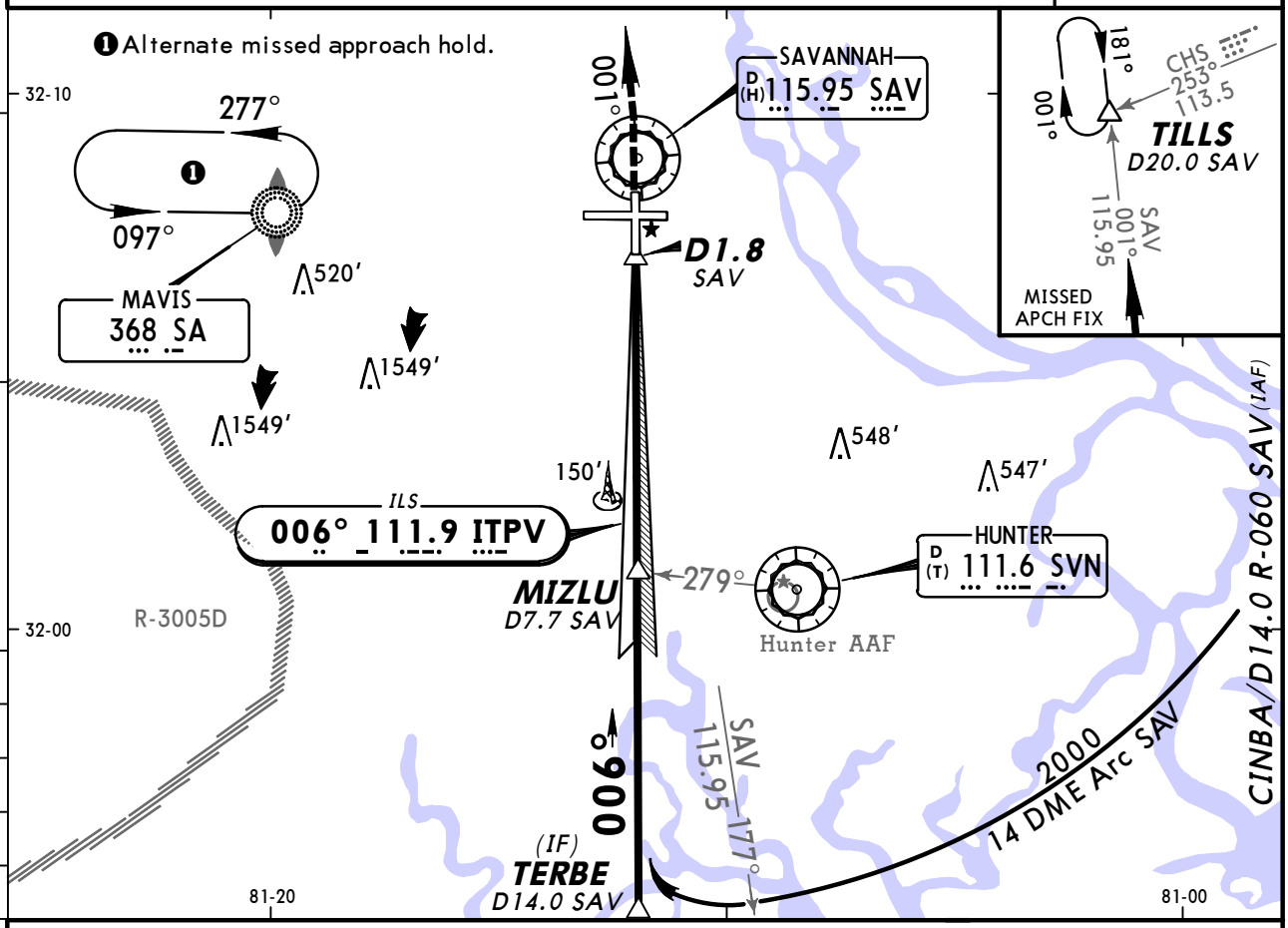
LOC ITPV	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev / TDZE
111.9	006°	MIZLU 2000′ (1961′)	239′ (200′)	50′ / 39′

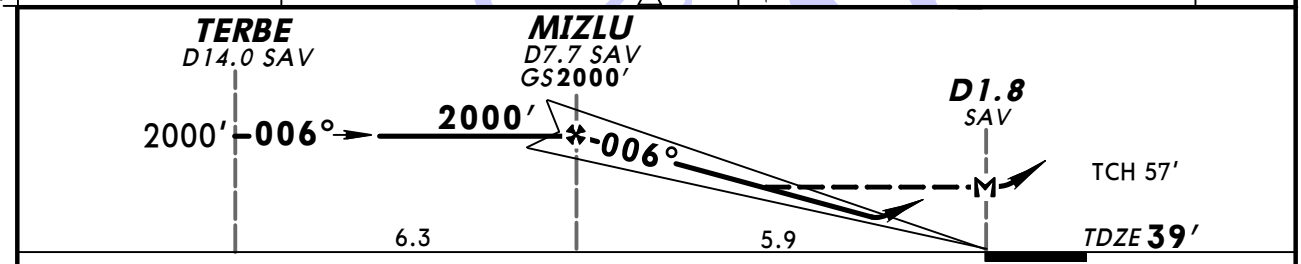
MISSED APCH: Climb to 1000′ then climb to 4000′ outbound via SAV VOR R-001 to TILLS INT/D20.0 SAV and hold.

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

1. RADAR or DME required. 2. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. LOC unusable beyond 25° left of course. 5. Pilot controlled lighting 119.1.

2600′
MSA SAV VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°						
MAP at D1.8 SAV or MIZLU to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

REIL PAPI-L	1000′	then	4000′	via	SAV 115.95 R-001	TILLS

TERPS AMEND 8A 15 DEC 2011

STRAIGHT-IN LANDING RWY 1
With Local Altimeter Setting

	ILS DA(H) 239′ (200′)	LOC (GS out) MDA(H) 440′ (401′)
A	RVR 40 or ¾	RVR 50 or 1
B		
C		RVR 60 or 1¼
D		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (470′)-1
120	
140	520′ (470′)-1½
165	700′ (650′)-2

With Hilton Head Island, SC Altimeter Setting

	ILS DA(H) 304′ (265′)	LOC (GS out) MDA(H) 520′ (481′)
A	RVR 50 or 1	RVR 50 or 1
B		
C		RVR 60 or 1¼
D		1½

With Hilton Head Island, SC Altimeter Setting

Max Kts	MDA(H)
90	600′ (550′)-1
120	
140	600′ (550′)-1½
165	780′ (730′)-2¼

CHANGES: DANNA OM removed, notes.

© JEPPESEN, 2000, 2011. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 9 DEC 11 (11-2)

SAVANNAH, GA
ILS or LOC Rwy 10

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

LOC ISAV	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 50′
109.9	097°	1928′ (1898′)	230′ (200′)	TDZE 30′

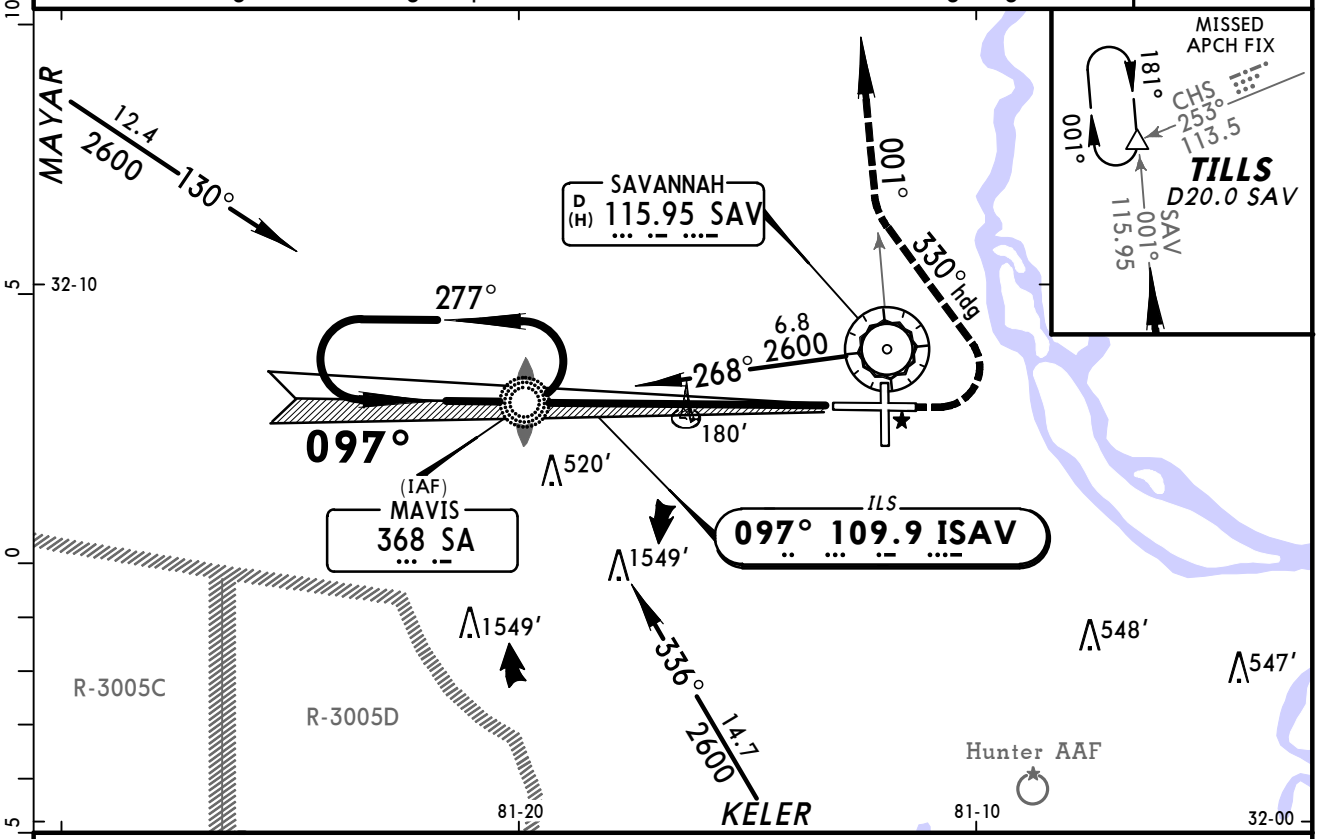
MISSED APCH: Climb to 800′ then climbing LEFT turn to 4000′ via heading 330° and outbound SAV VOR R-001 to TILLS INT/D20.0 SAV and hold.

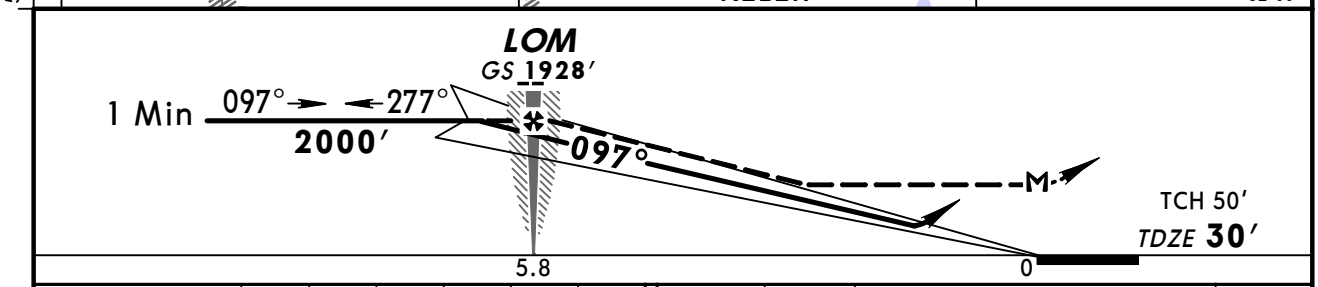
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **ADF required.** 2. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 3. VGSI and glide path not coincident. 4. Pilot controlled lighting 119.1.

2600′

MSA SA LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR / PAPI	800′	4000′ LT	via 330° hdg	and SAV 115.95 R-001	TILLS

STRAIGHT-IN LANDING RWY10

With Local Altimeter Setting

ILS DA(H) **230′** (200′) — FULL / TDZ or CL out / RAIL or ALS out

LOC (GS out) MDA(H) **440′** (410′) — RAIL out / ALS out

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

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (470′)-1
120	
140	520′ (470′)-1 1/2
165	700′ (650′)-2

With Hilton Head Island, SC Altimeter Setting

ILS DA(H) **295′** (265′) — FULL / TDZ or CL out / RAIL or ALS out

LOC (GS out) MDA(H) **520′** (490′) — RAIL out / ALS out

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

With Hilton Head Island, SC Altimeter Setting

Max Kts	MDA(H)
90	600′ (550′)-1
120	
140	600′ (550′)-1 1/2
165	780′ (730′)-2 1/4

AMEND 27A TERPS

CHANGES: MM removed.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN

4 SEP 09 (12-1)

SAVANNAH, GA
RNAV (GPS) Rwy 1

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

BRIEFING STRIP™

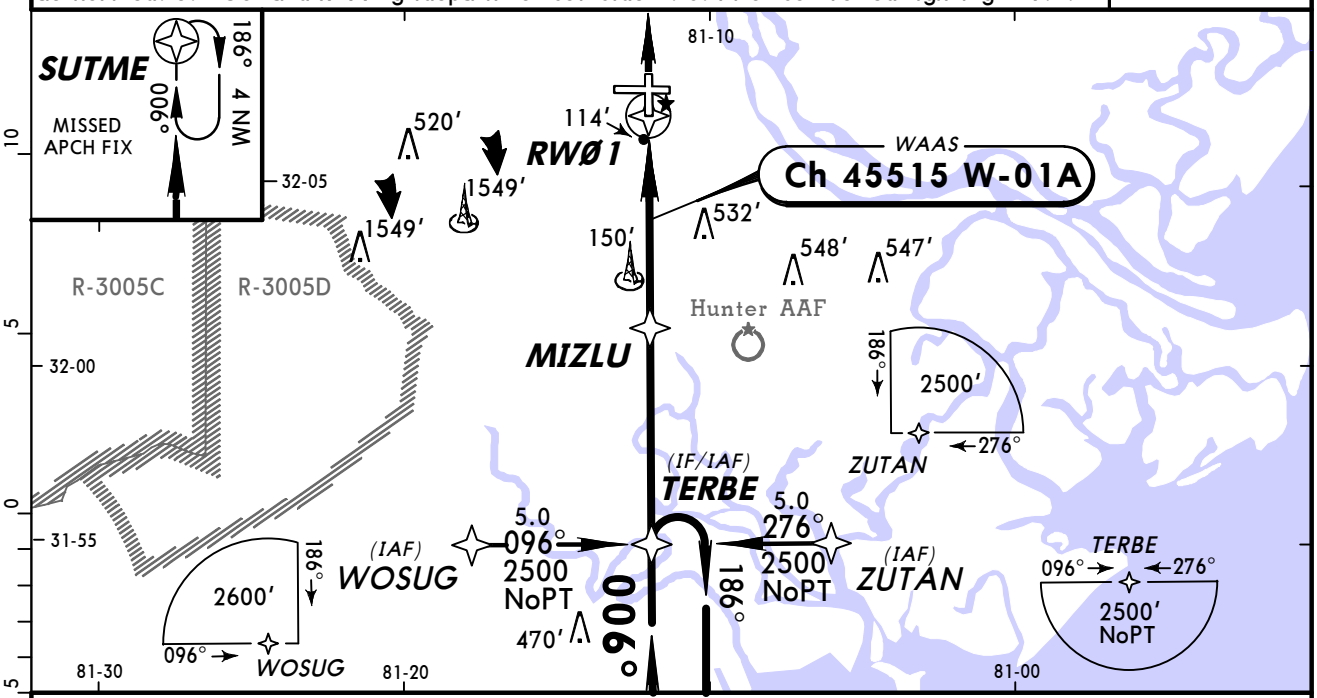
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 50′
Ch 45515 W-01A	006°	MIZLU 2000′ (1961′)	239′ (200′)	TDZE 39′

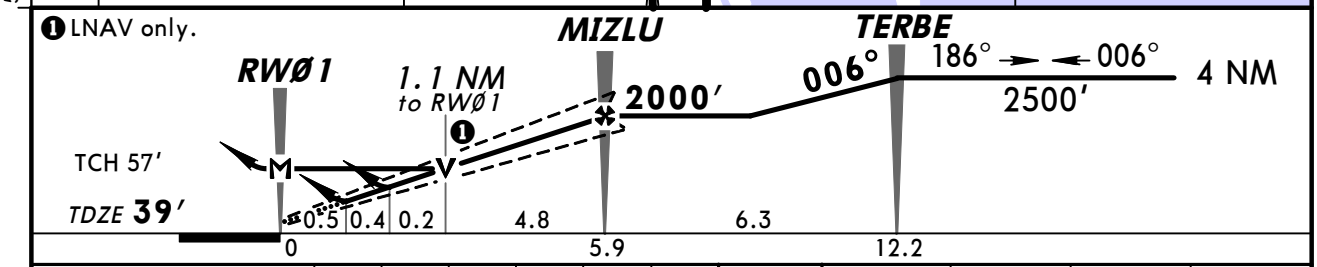
MISSED APCH: Climb to 2500′ direct SUTME and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 2. VDP and Baro-VNAV not authorized when using Hilton Head Island, SC altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.1.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

REIL
PAPI-L

2500′

SUTME

STRAIGHT-IN LANDING RWY 1
With Local Altimeter Setting

	LPV DA(H) 239′ (200′)	LNAV/VNAV DA(H) 384′ (345′)	LNAV MDA(H) 460′ (421′)
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (470′)-1
120	
140	520′ (470′)-1½
165	700′ (650′)-2

With Hilton Head Island, SC Altimeter Setting

	LPV DA(H) 304′ (265′)	LNAV/VNAV DA(H) 510′ (471′)	LNAV MDA(H) 540′ (501′)
A	RVR 50 or 1	1¾	RVR 50 or 1
B			
C			1½
D			

CIRCLE-TO-LAND
With Hilton Head Island, SC Altimeter Setting

Max Kts	MDA(H)
90	600′ (550′)-1
120	
140	600′ (550′)-1½
165	780′ (730′)-2¼

AMEND 2 TERPS

CHANGES: Lighting.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 4 SEP 09 (12-2)

SAVANNAH, GA
RNAV (GPS) Rwy 10

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

BRIEFING STRIP™

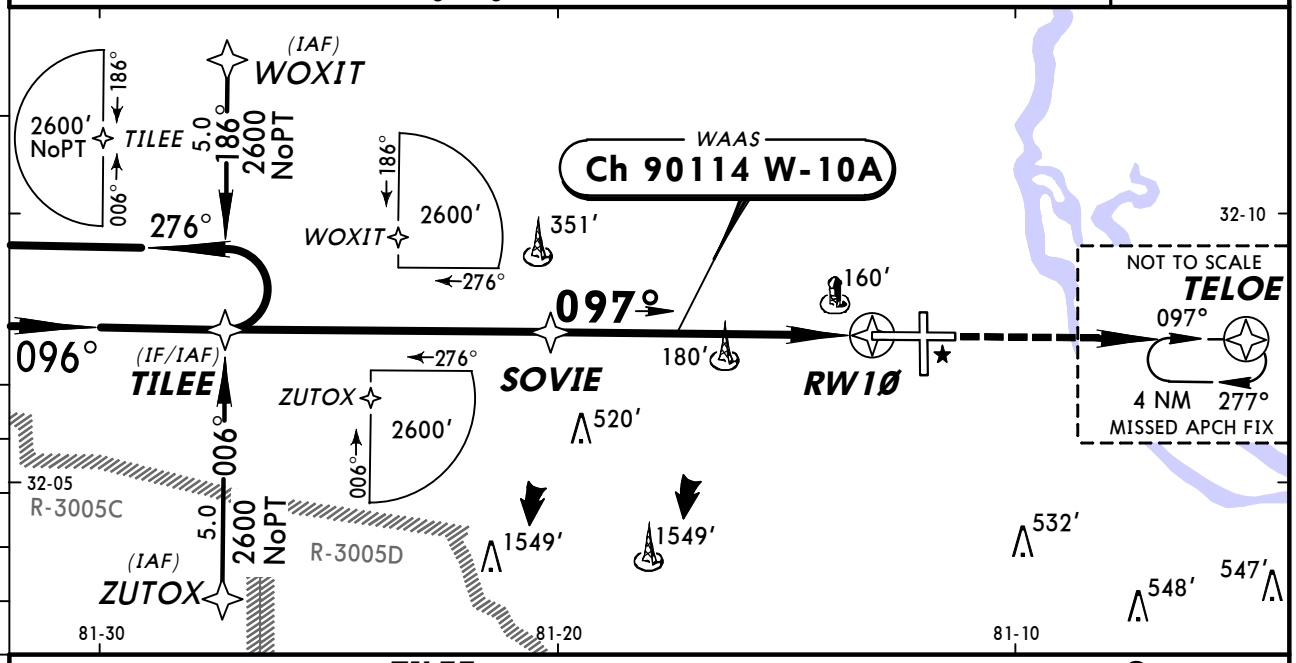
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 50′
Ch 90114 W-10A	097°	SOVIE 2000′ (1970′)	230′ (200′)	TDZE 30′

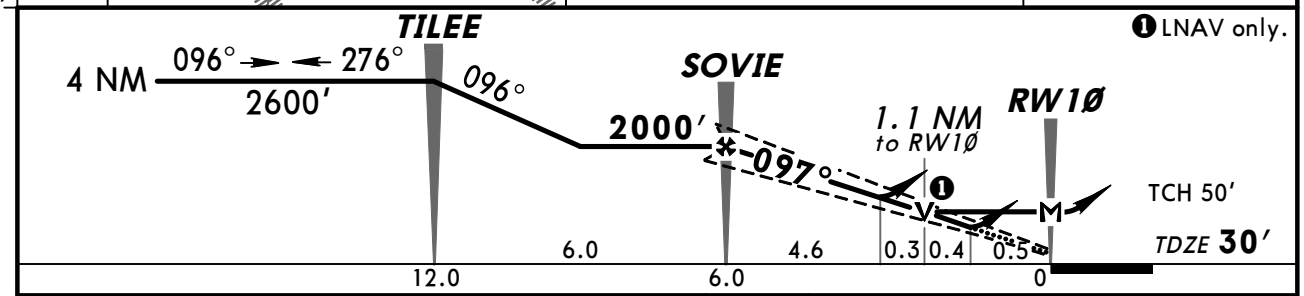
MISSED APCH: Climb to 2500′ direct TELOE and hold.

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

1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting.
2. VDP and Baro-VNAV not authorized when using Hilton Head Island, SC altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.1.

TAA 30 NM IAF





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1Ø							

MALSR PAPI 2500′ TELOE

STRAIGHT-IN LANDING RWY 10
With Local Altimeter Setting

	LPV DA(H) 230′ (200′)		LNAV/VNAV DA(H) 504′ (474′)		LNAV MDA(H) 440′ (410′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1¼	1¾	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (470′)-1
120	
140	520′ (470′)-1½
165	700′ (650′)-2

With Hilton Head Island, SC Altimeter Setting

	LPV DA(H) 295′ (265′)		LNAV/VNAV DA(H) 569′ (539′)		LNAV MDA(H) 520′ (490′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	1½	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1¼	
D					RVR 50 or 1		

With Hilton Head Island, SC Altimeter Setting

Max Kts	MDA(H)
90	600′ (550′)-1
120	
140	600′ (550′)-1½
165	780′ (730′)-2¼

AMEND 2 TERPS

CHANGES: None.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN
26 JUN 09 Eff 2 Jul (12-3)

SAVANNAH, GA
RNAV (GPS) Rwy 19

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

BRIEFING STRIP™

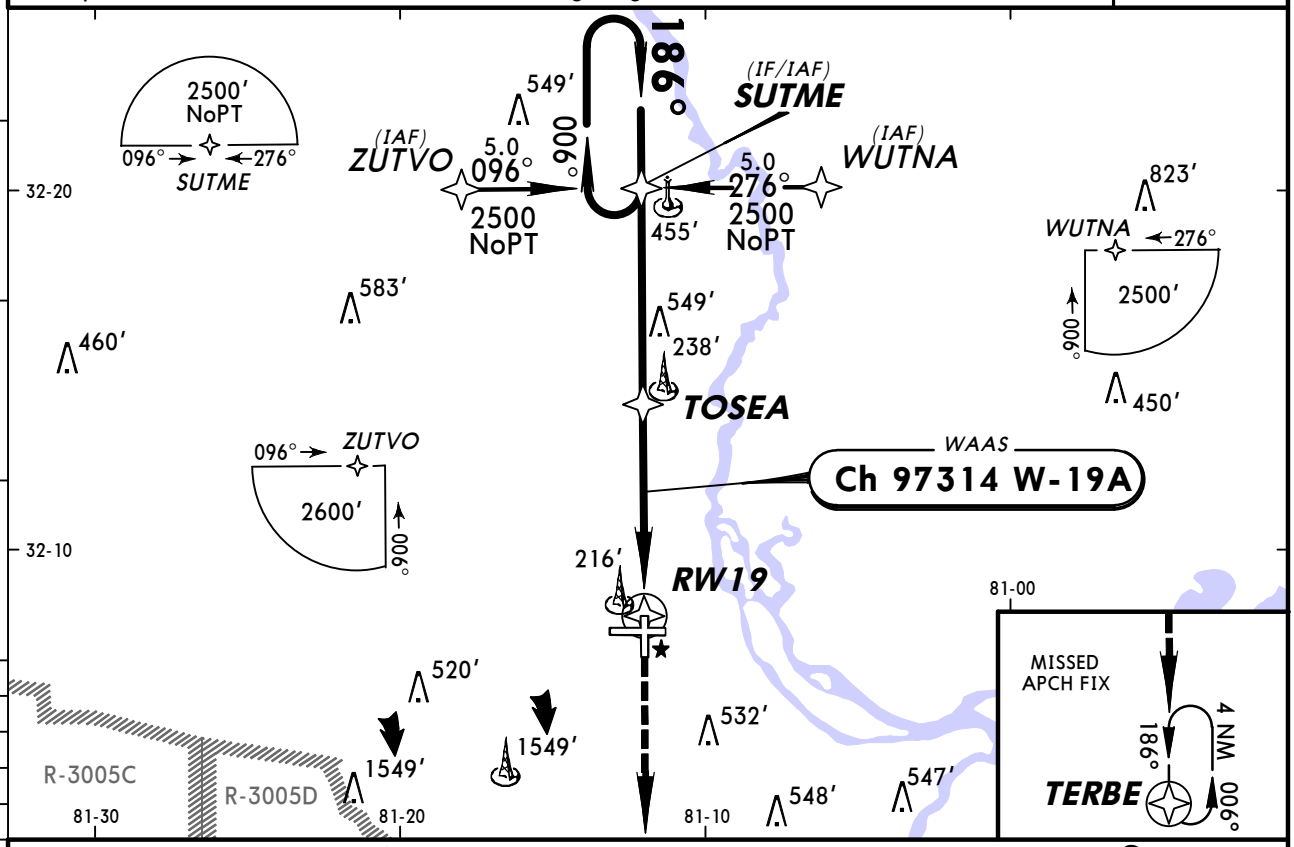
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 50'
Ch 97314 W-19A	186°	TOSEA 2000' (1953')	312' (265')	TDZE 47'

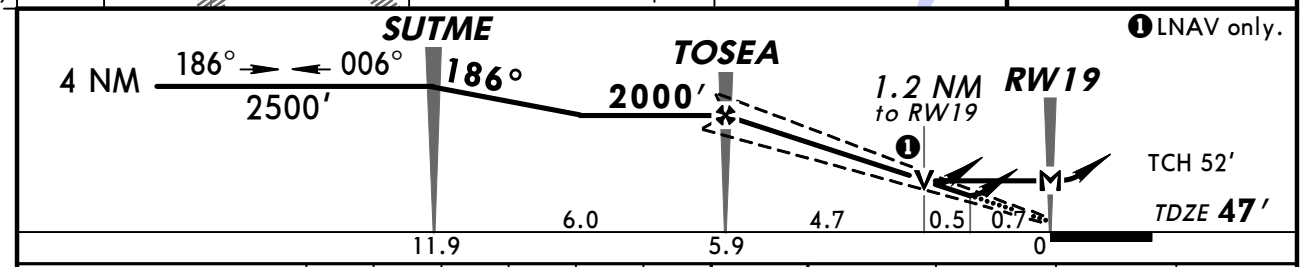
MISSED APCH: Climb to 2500' direct TERBE and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting.
2. VDP and Baro-VNAV not authorized when using Hilton Head Island, SC altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 notauthorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.1.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19							

REIL VASI-R 2500' D TERBE

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting	LPV DA(H) 312' (265')	LNAV/VNAV DA(H) 466' (419')	LNAV MDA(H) 480' (433')	CIRCLE-TO-LAND With Local Altimeter Setting Max Kts	MDA(H)
A	1	1½	1	90	520' (470') - 1
B				120	
C			1¼	140	520' (470') - 1½
D			1½	165	700' (650') - 2

With Hilton Head Island, SC Altimeter Setting	LPV DA(H) 377' (330')	LNAV/VNAV DA(H) 531' (484')	LNAV MDA(H) 560' (513')	With Hilton Head Island, SC Altimeter Setting Max Kts	MDA(H)
A	1¼	1¾	1	90	600' (550') - 1
B				120	
C			1½	140	600' (550') - 1½
D			1¾	165	780' (730') - 2¼

CHANGES: Procedure.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 26 JUN 09 Eff 2 Jul (12-4)

SAVANNAH, GA
RNAV (GPS) Z Rwy 28

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

BRIEFING STRIP™

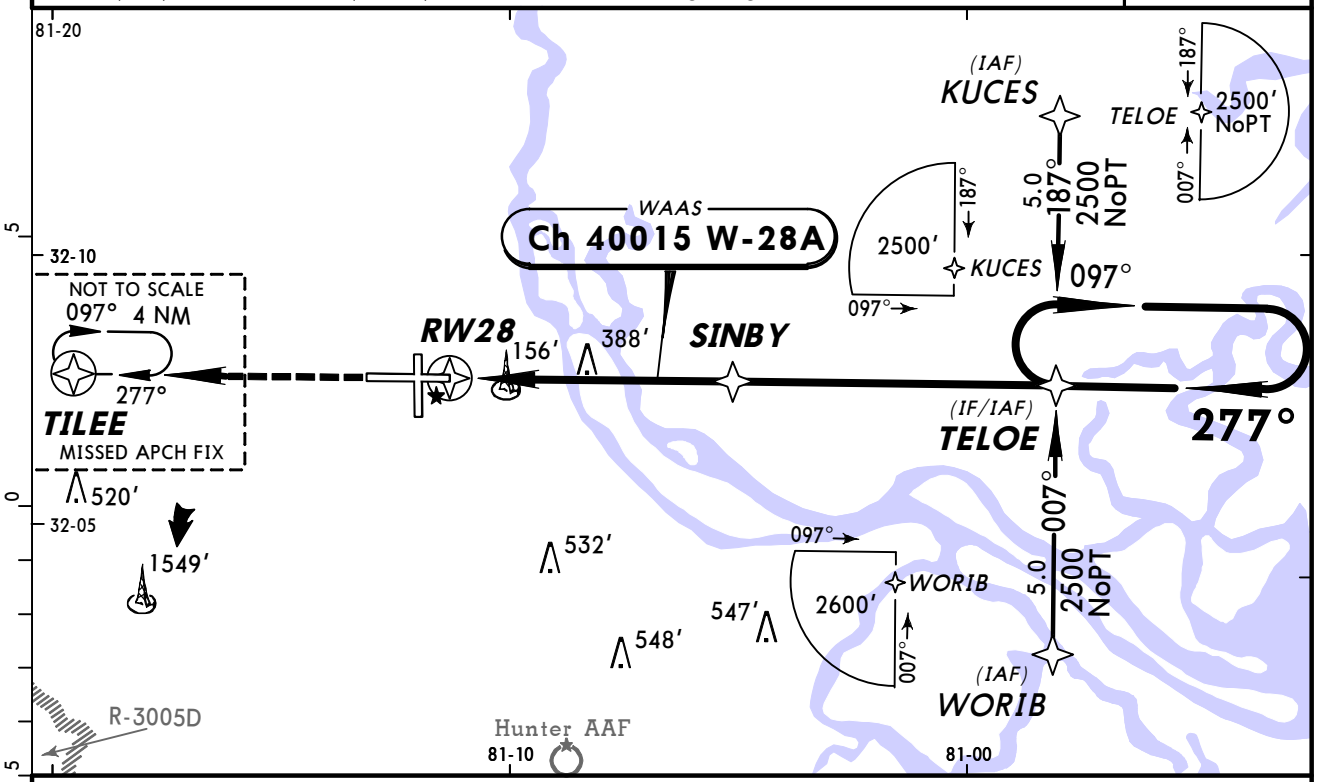
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 50′
Ch 40015 W-28A	277°	SINBY 1800′ (1750′)	307′ (257′)	TDZE 50′

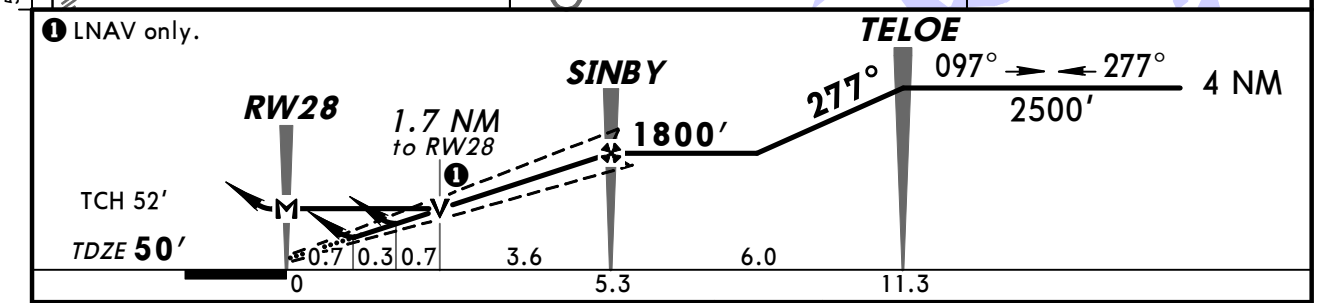
MISSED APCH: Climb to 2600′ direct TILEE and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 2. VDP and Baro-VNAV not authorized when using Hilton Head Island, SC altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. Pilot controlled lighting 119.1.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

REIL VASI-L 2600′ TILEE

STRAIGHT-IN LANDING RWY 28
With Local Altimeter Setting

	LPV DA(H) 307′ (257′)	LNAV/VNAV DA(H) 431′ (381′)	LNAV MDA(H) 640′ (590′)
A	1	1¼	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	640′ (590′) -1
120	
140	640′ (590′) -1½
165	700′ (650′) -2

With Hilton Head Island, SC Altimeter Setting

	LPV DA(H) 372′ (322′)	LNAV/VNAV DA(H) 496′ (446′)	LNAV MDA(H) 720′ (670′)
A	1	1½	1
B			
C			1¾
D			2

With Hilton Head Island, SC Altimeter Setting

Max Kts	MDA(H)
90	720′ (670′) -1
120	
140	720′ (670′) -1¾
165	780′ (730′) -2¼

AMEND 2 TERPS

CHANGES: Procedure.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 11 NOV 11 (12-20)

SAVANNAH, GA
RNAV (RNP) Y Rwy 28

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

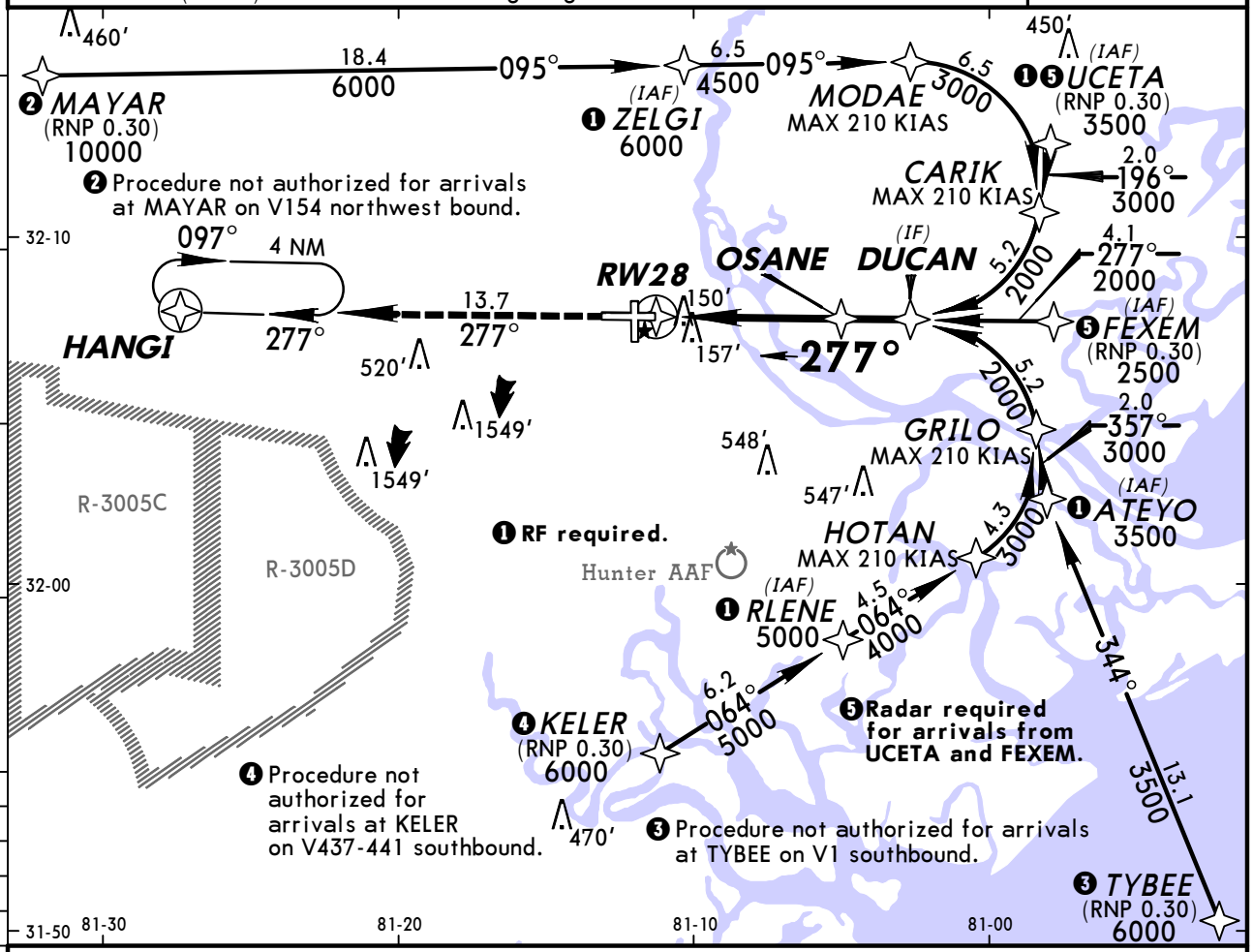
RNAV	Final Apch Crs	Minimum Alt OSANE	RNP 0.15 DA(H)	Apt Elev 50′ TDZE 50′
	277°	1800′ (1750′)	461′ (411′)	

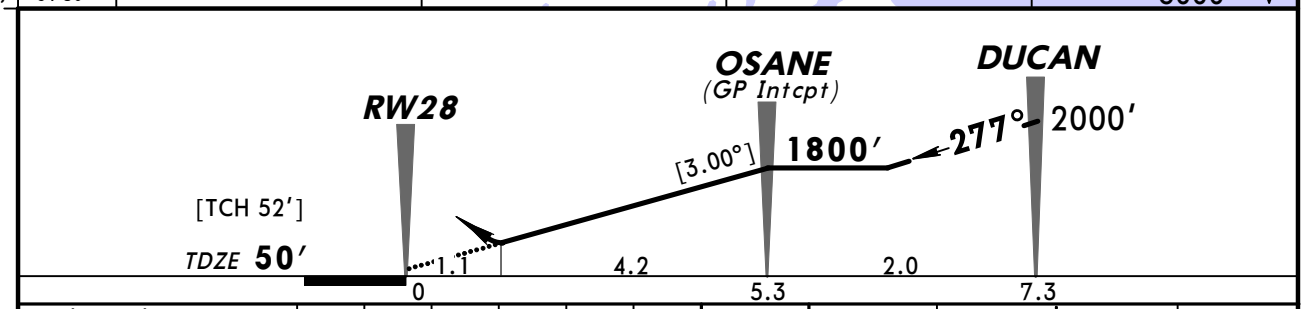
MISSED APCH: Climb to 2500′ on track 277° to HANGI and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. Use local altimeter setting; if not received, procedure not authorized.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C (22°F) or above 49°C (120°F). 5. Pilot controlled lighting 119.1.

2600′
MSA RW28





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

REIL
VASI-L

2500′ on 277° HANGI

STRAIGHT-IN LANDING RWY 28

	RNP 0.15 DA(H) 461′ (411′)	RNP 0.30 DA(H) 523′ (473′)
A	1½	1¾
B		
C		
D		

TERPS AMEND 0A 17 NOV 2011

CHANGES: Authorization note, RLENE crossing altitude.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 11 DEC 09 (13-1) Eff 17 Dec

SAVANNAH, GA
VOR DME Rwy 1

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 50′
SAV 115.95	006°	FREMN 2000′ (1961′)	500′ (461′)	TDZE 39′

MISSED APCH: Climb to 4000′ direct SAV VOR and outbound via SAV VOR R-001 to TILLS INT/D20.0 and hold.

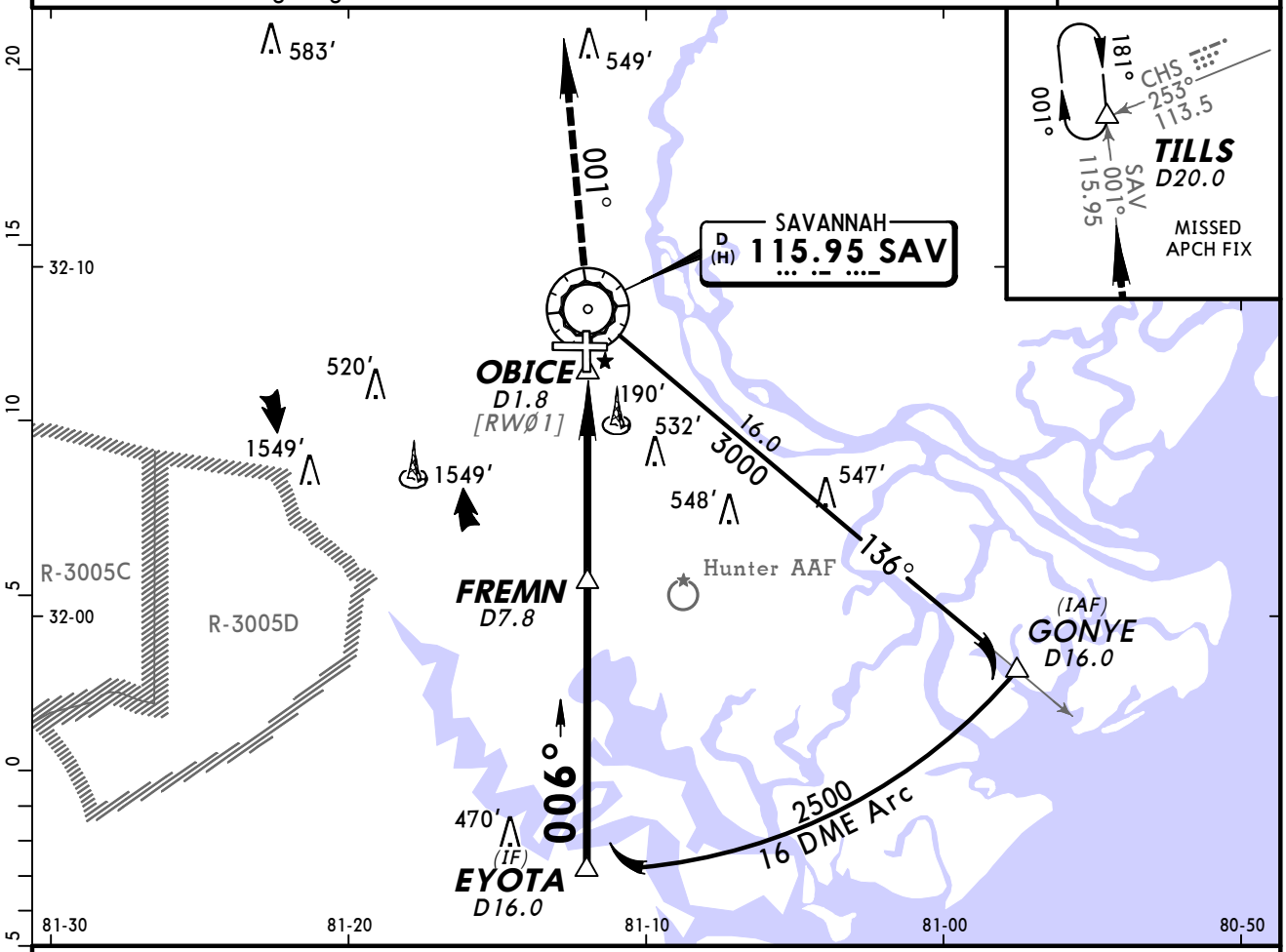
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

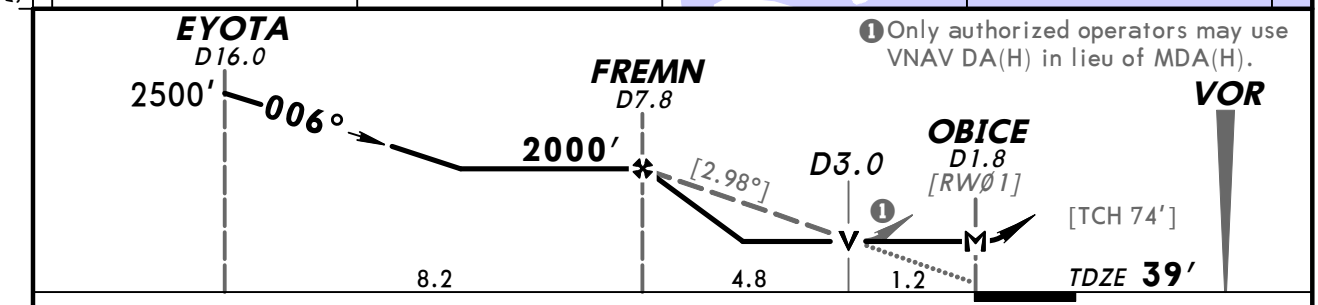
1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 2. VDP not authorized when using Hilton Head Island, SC altimeter setting. 3. Pilot controlled lighting 119.1.

2600′

MSA SAV VOR

BRIEFING STRIP ™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at OBICE						

REIL
PAPI-L

4000′

D

SAV 115.95

STRAIGHT-IN LANDING RWY 1			CIRCLE-TO-LAND		
	MDA(H) 500′ (461′) With Local Altimeter Setting	MDA(H) 580′ (541′) With Hilton Head Island, SC Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Hilton Head Island, SC Altimeter Setting MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	520′ (470′) - 1	600′ (550′) - 1
B			120		
C	RVR 60 or 1¼	1½	140	520′ (470′) - 1½	600′ (550′) - 1½
D	1½	1¾	165	700′ (650′) - 2	780′ (730′) - 2¼

TERPS AMEND OC 17 DEC 2009

CHANGES: COCDA renamed FREMN.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN 11 DEC 09 (13-2) Eff 17 Dec

SAVANNAH, GA
VOR DME Rwy 19

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 50′
SAV 115.95	181°	YASUR 1900′ (1853′)	500′ (453′)	TDZE 47′

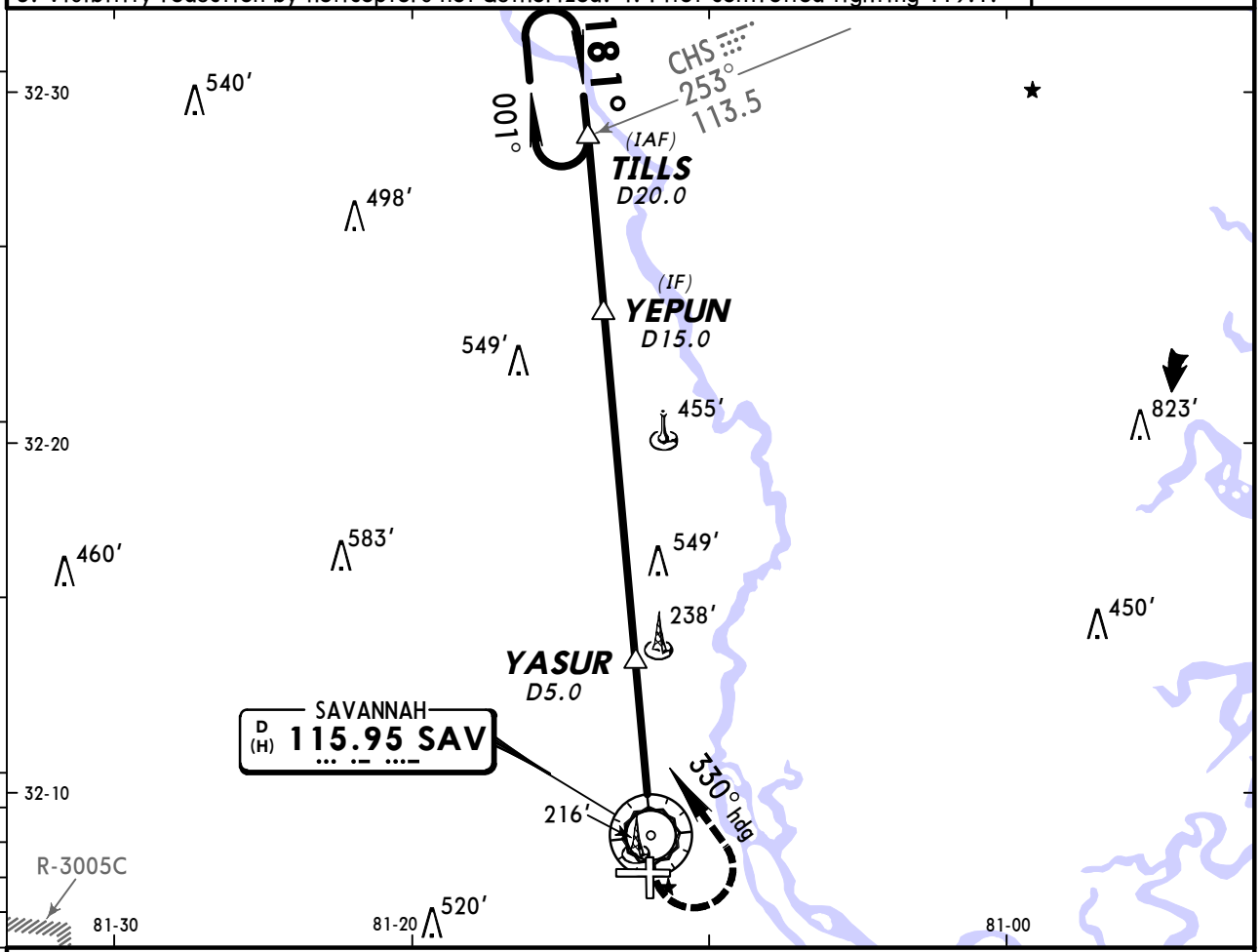
MISSED APCH: Climb to 800′ then climbing LEFT turn to 4000′ via 330° heading and outbound on SAV VOR R-001 to TILLS INT/D20.0 and hold.

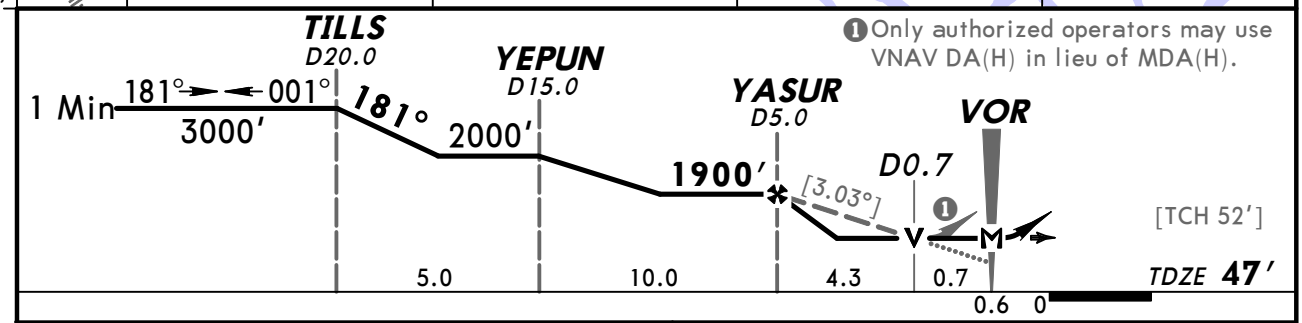
2600′

MSA SAV VOR

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

1. Use local altimeter setting; if not received use Hilton Head Island, SC altimeter setting. 2. VDP not authorized when using Hilton Head Island, SC altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.1.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at VOR						

REIL VASI-R	800′	4000′ LT	via	330° hdg	and	SAV 115.95 R-001

TERPS AMEND OA

	STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND		
	MDA(H) 500′ (453′) With Local Altimeter Setting	MDA(H) 580′ (533′) With Hilton Head Island, SC Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Hilton Head Island, SC Altimeter Setting MDA(H)
A	1	1	90	520′ (470′) -1	600′ (550′) -1
B			120		
C	1¼	1½	140	520′ (470′) -1½	600′ (550′) -1½
D	1½	1¾	165	700′ (650′) -2	780′ (730′) -2¼

CHANGES: None.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

KSAV/SAV
SAVANNAH/HILTON HEAD INTL

JEPPESEN

26 JUN 09 (13-3) Eff 2 Jul

SAVANNAH, GA
VOR DME-A

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*SAVANNAH Approach (R)	JAX Center	*SAVANNAH Tower	*Ground
123.75	125.3	120.85 when App inop.	CTAF 119.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SAV 115.95	024°	UVITE 1200′ (1150′)	Refer to Minimums	50′

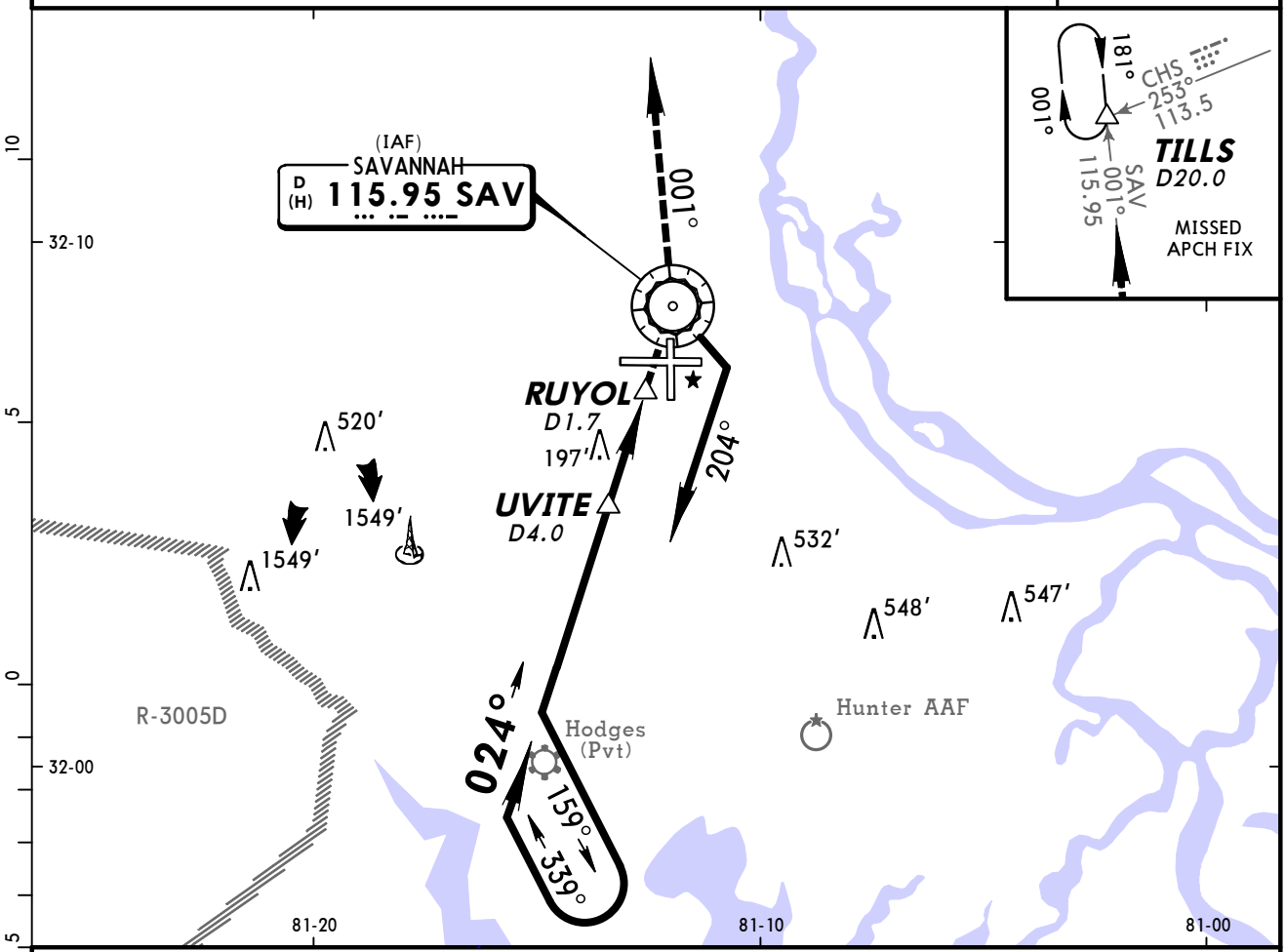
MISSED APCH: Climb to 4000′ direct SAV VOR and outbound on SAV VOR R-001 to TILLS INT/D20.0 and hold.

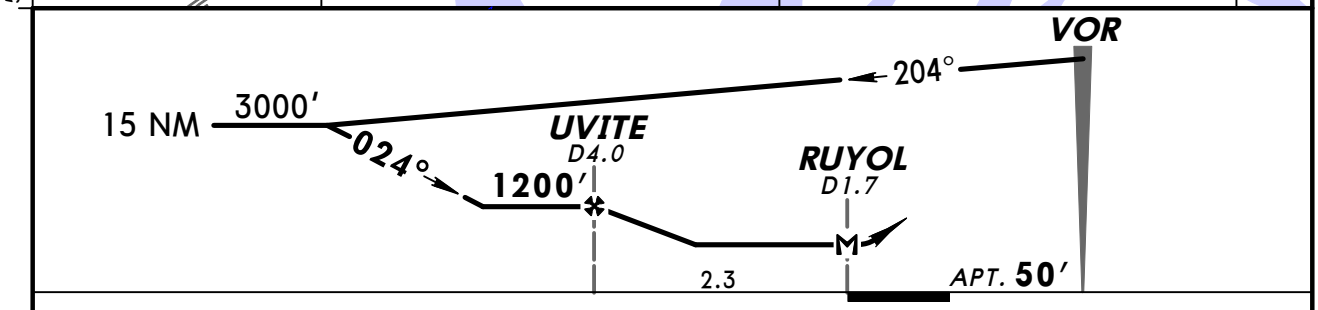
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hilton Head Island, SC altimeter setting. 2. Pilot controlled lighting 119.1.

2600′

MSA SAV VOR





								Lighting - Refer to Airport Chart	4000′ ↑	D	SAV 115.95
MAP at RUYOL										

TERPS AMENDO A

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Hilton Head Island, SC Altimeter Setting MDA(H)
A	90	520′ (470′) - 1	600′ (550′) - 1
B	120		
C	140	520′ (470′) - 1½	600′ (550′) - 1½
D	165	700′ (650′) - 2	780′ (730′) - 2¼

CHANGES: Minimums, notes.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Savannah GA USA
IATA Code: SVN
Lat/Long: N32° 00.6' W081° 08.7'
Elevation: 41 ft

Airport Use: Military
Magnetic Variation: 6.6°W
Sectional Chart: Atlanta

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1155 Z
Sunset: 2320 Z,

Runway Information

Runway: 10
Length x Width: 11375 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Runway: 28
Length x Width: 11375 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

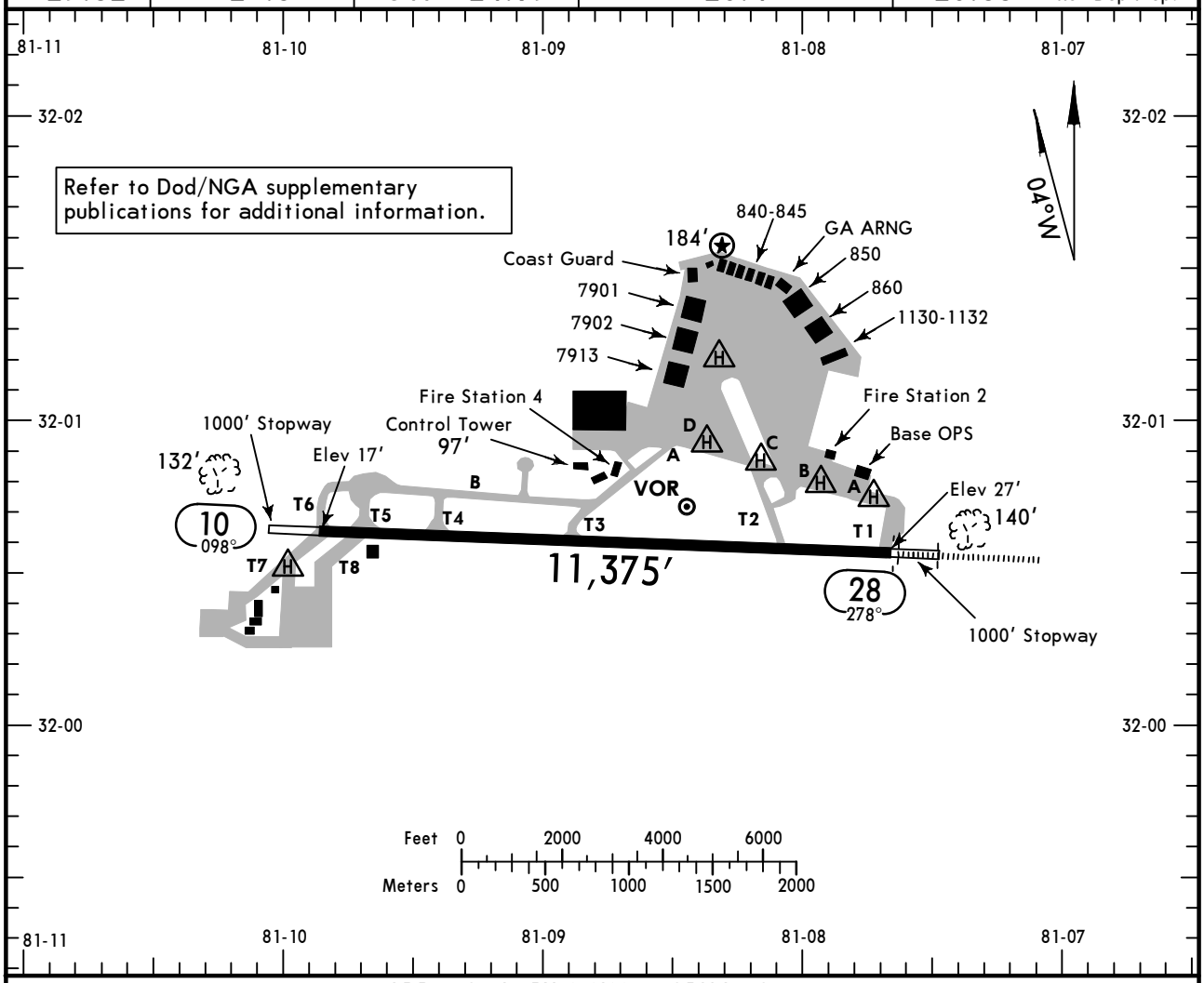
Communication Information

ATIS 127.525
Hunter Tower 124.975 CTAF PCL
Hunter Ground Control 121.8
Savannah Approach Control 120.4
Savannah Departure Control 120.4
Hunter Radar Radar 134.7
Hunter Radar Radar 127.65
Savannah AIR Operations 569.2 Military
Hunter Operations 126.375
Arng Ops Operations 139.4 Military

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Jacksonville Center 120.85 Remote Communications Air-Ground

*ATIS	*HUNTER Ground	*Tower	*SAVANNAH Departure (R)	JAX Center
127.52	121.8	CTAF 124.97	120.4	120.85 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	❶ HIRL	❶ REIL	❶ PAPI-R	RVR			200′
28	❶ HIRL	❶ ALSF-I	❶ PAPI-L	RVR	10,420′		

❶ Activate on 124.97 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 10		Rwy 28		
	Adequate Vis Ref	STD	With Mim climb of 340′/NM to 400′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	300-1
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

FOR FILING AS ALTERNATE

	ILS Rwy 28	LOC Rwy 28	Other
A, B, C, D	600-2	800-2	NA

OBSTACLE DP: Rwy 28, climbing left turn on heading 230° to 1700′ before proceeding on course.

AMEND 2

CHANGES: Airport diagram.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

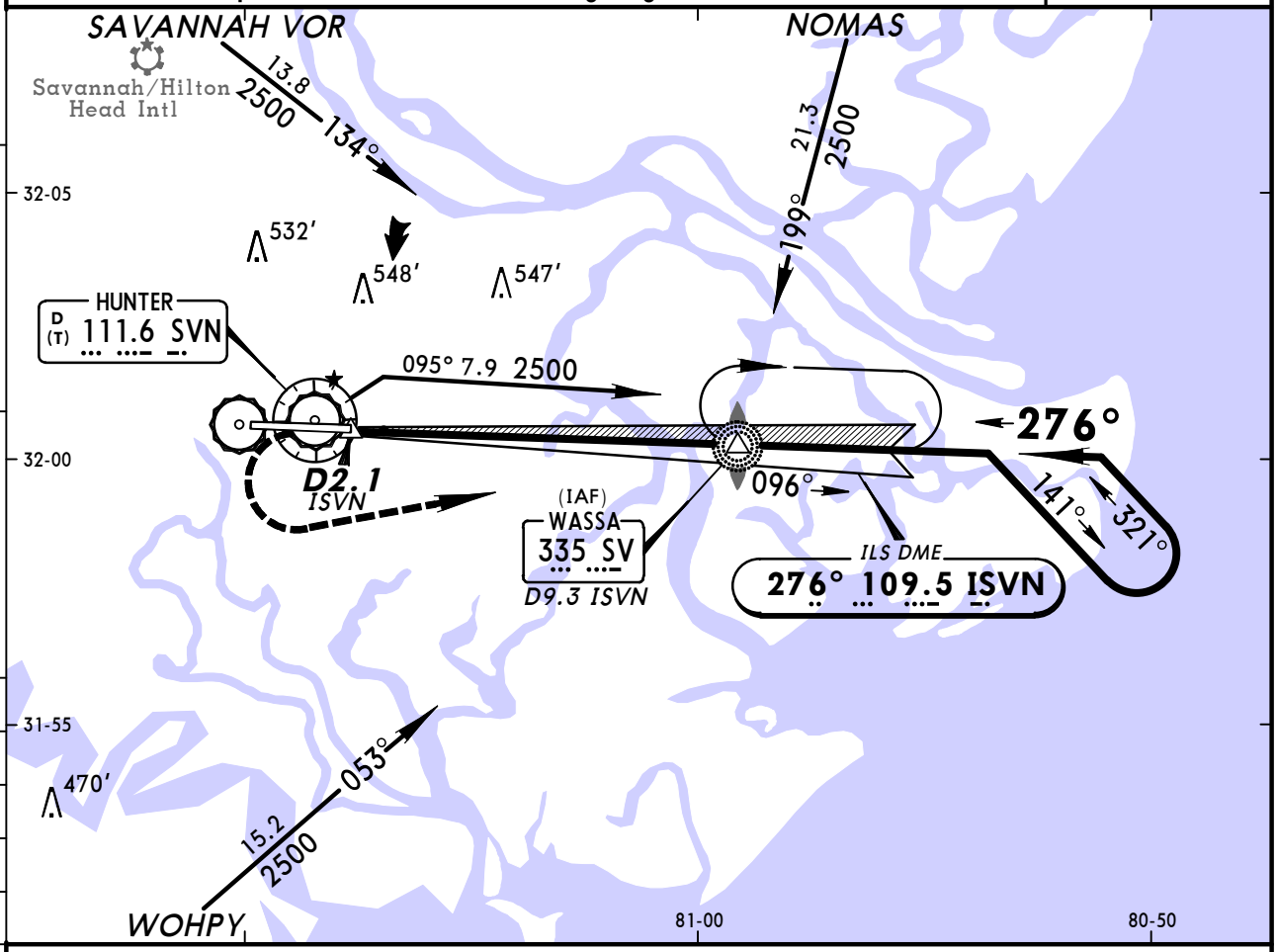
*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

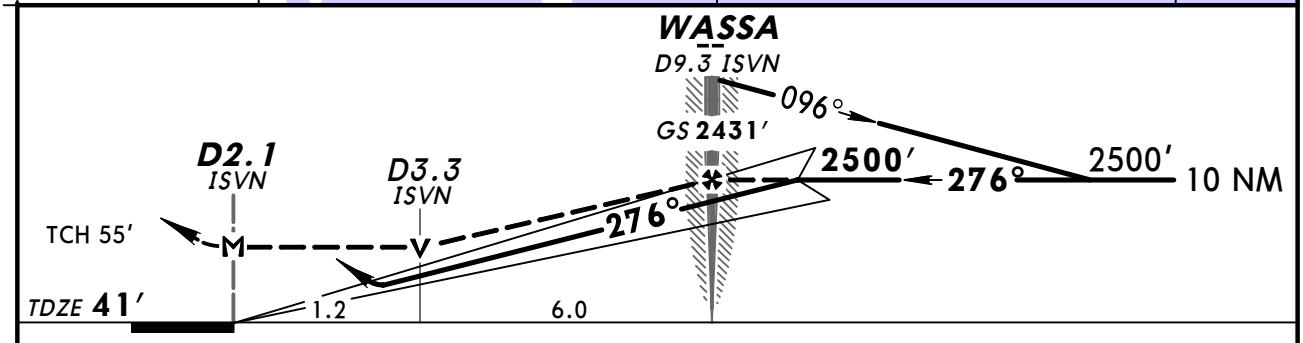
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 41′
ISVN 109.5	276°	WASSA 2431′ (2390′)	241′ (200′)	TDZE 41′

MISSED APCH: Climb to 800′, then climbing LEFT turn to 2500′ direct SV LOM/D9.3 ISVN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF or DME required. 2. Pilot controlled lighting 124.97.

2600′
MSA SV LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.1 ISVN or WASSA to MAP 7.2	6:10	4:48	4:19	3:36	3:05	2:42

ALSF-I
PAPI

800′ ↑ | 2500′ ← LT | D→ | SV 335

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 241′ (200′) FULL	ILS DA(H) 241′ (200′) ALS out	LOC (GS out) MDA(H) 460′ (419′)	LOC (GS out) MDA(H) 460′ (419′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1¼
D			RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (459′) - 1
120	520′ (479′) - 1
140	520′ (479′) - 1½
165	[1] 600′ (559′) - 2

[1] Not authorized north of rwy 10-28.

AMEND 3 TERPS

CHANGES: None.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

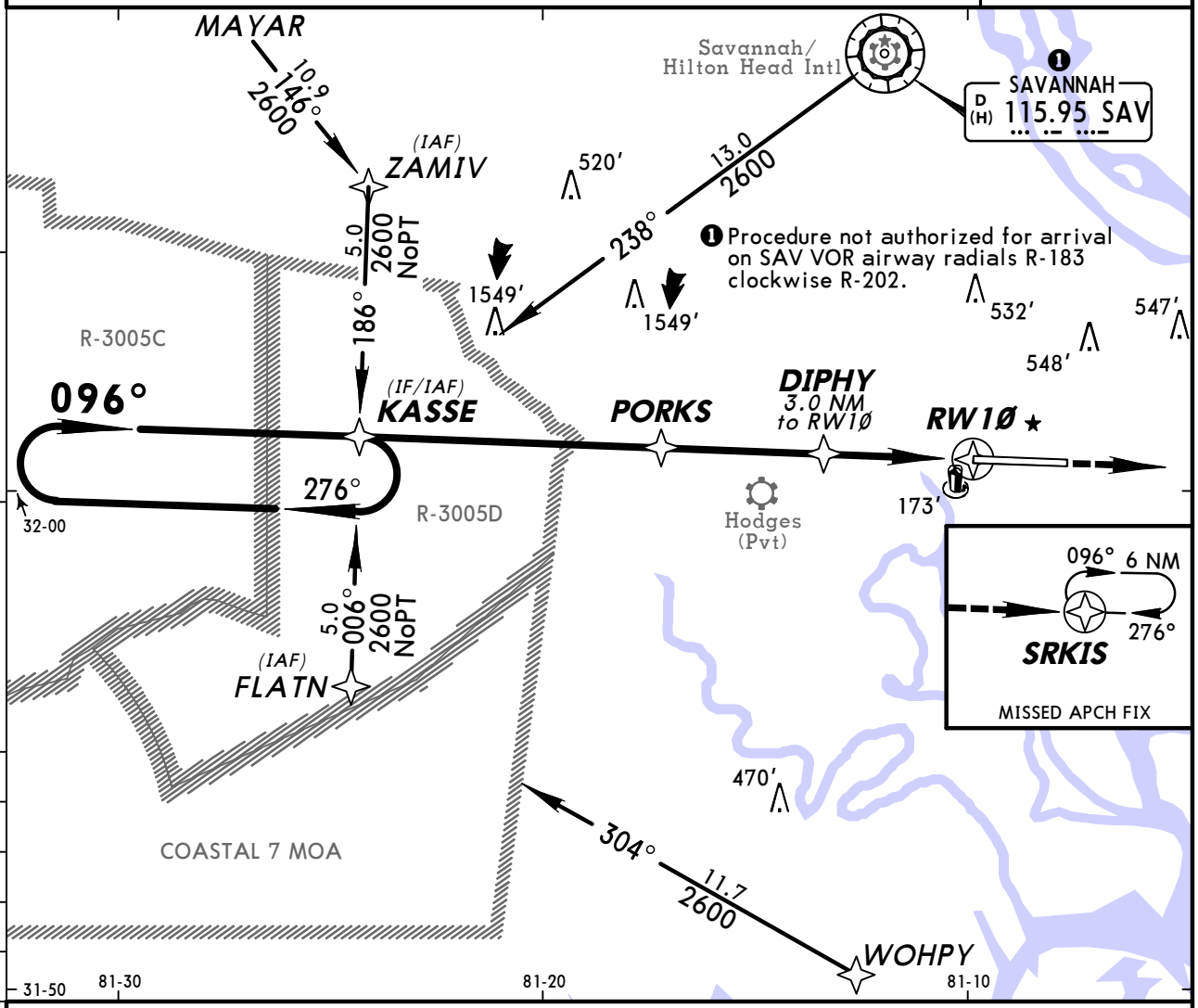
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 41′
	096°	PORKS 2100′ (2074′)	420′ (394′)	TDZE 26′

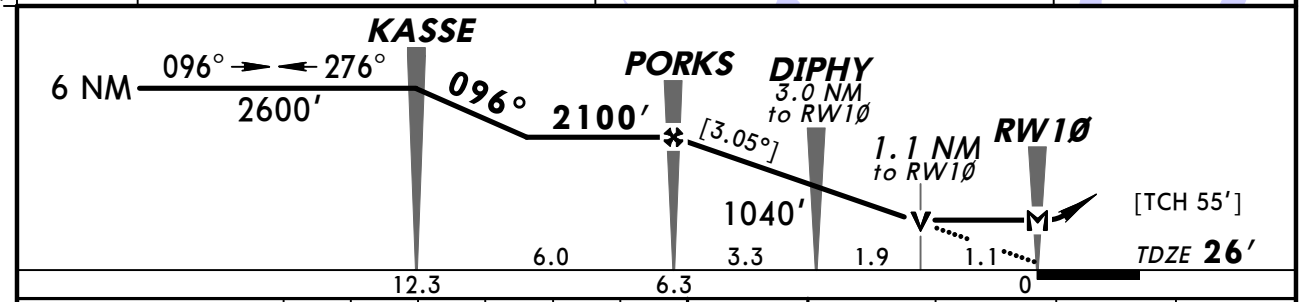
MISSED APCH: Climb to 2500′ direct SRKIS and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. Procedure not authorized when R-3005 B/C/D active. 3. Pilot controlled lighting 124.97.

2600′
MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW1Ø						

REIL
PAPI-R
2500′
SRKIS

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
LNAV MDA(H) 420′ (394′)		Max Kts	MDA(H)
A	1	90	500′ (459′)-1
B		120	520′ (479′)-1
C		140	520′ (479′)-1½
D	1¼	165	[1] 600′ (559′)-2

[1] Not authorized North of Rwy 10-28.

CHANGES: New procedure.

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

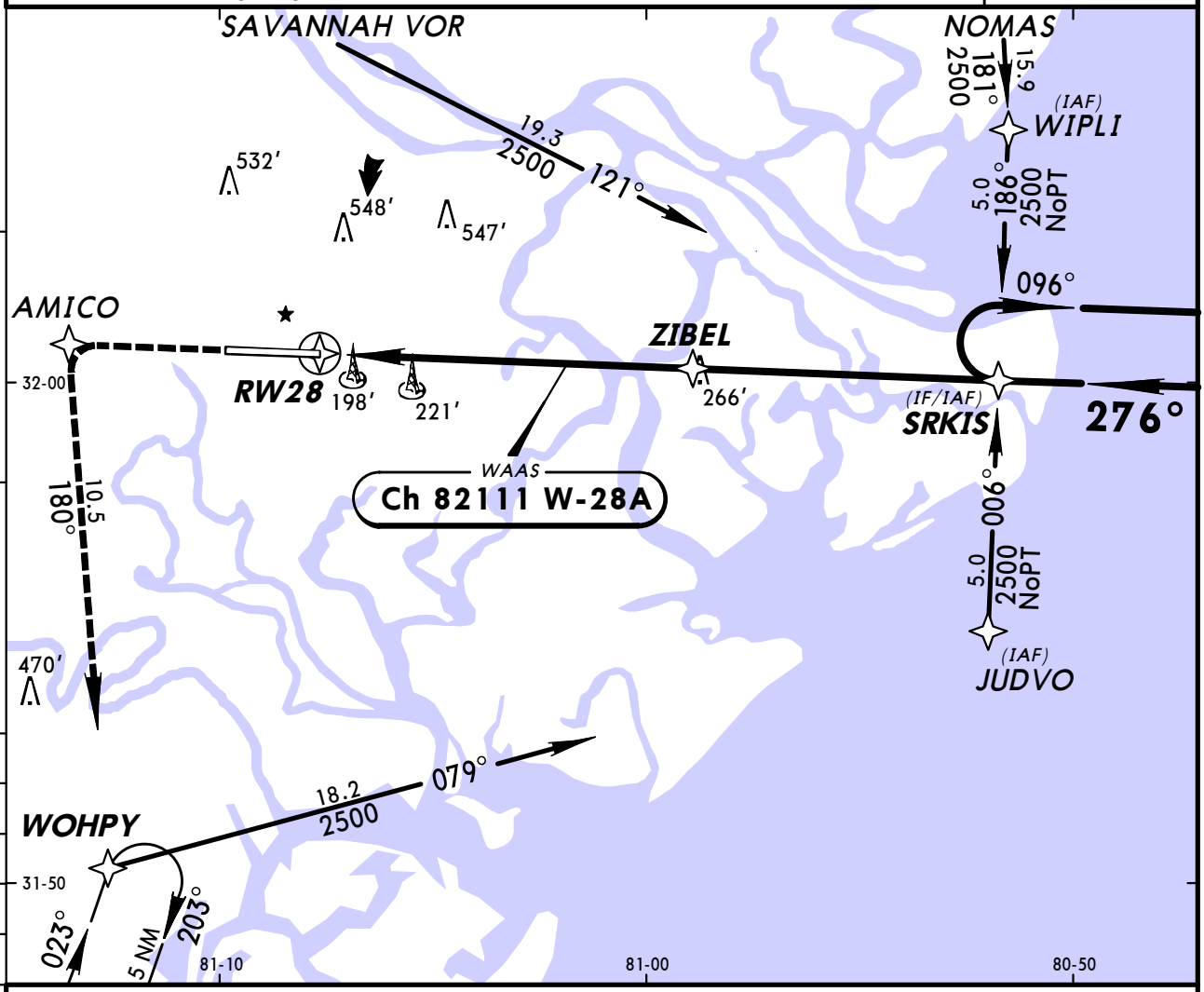
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 41′
Ch 82111 W-28A	276°	ZIBEL 2500′ (2459′)	241′ (200′)	TDZE 41′

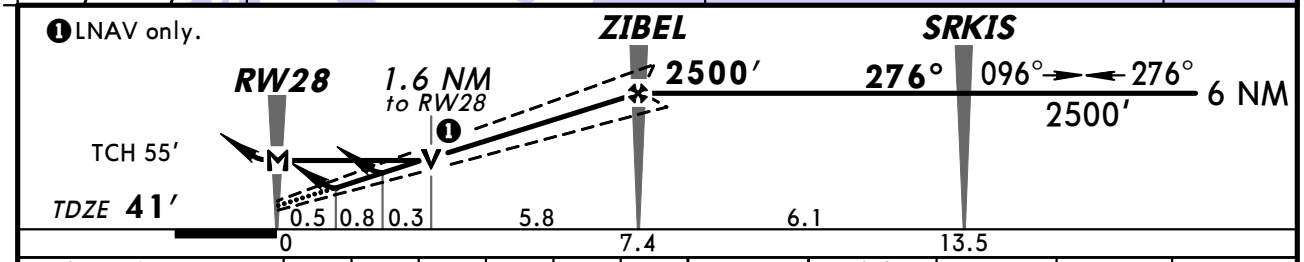
MISSED APCH: Climb to 2000′ direct AMICO and via 180° track to WOHPY and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 124.97.

2600′
MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

ALSF-I
PAPI
2000′
AMICO

STRAIGHT-IN LANDING RWY 28

	LPV DA(H) 241′ (200′)		LNAV/VNAV DA(H) 487′ (446′)		LNAV MDA(H) 600′ (559′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1		RVR 24 or ½	RVR 50 or 1
B						
C			RVR 50 or 1	RVR 60 or 1¼	RVR 50 or 1	1½
D			RVR 50 or 1	1½	RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′ (559′) -1
120	
140	600′ (559′) -1½
165	❶ 600′ (559′) -2

❶ Not authorized North of Rwy 10-28.

AMEND TERPS

CHANGES: New procedure.

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

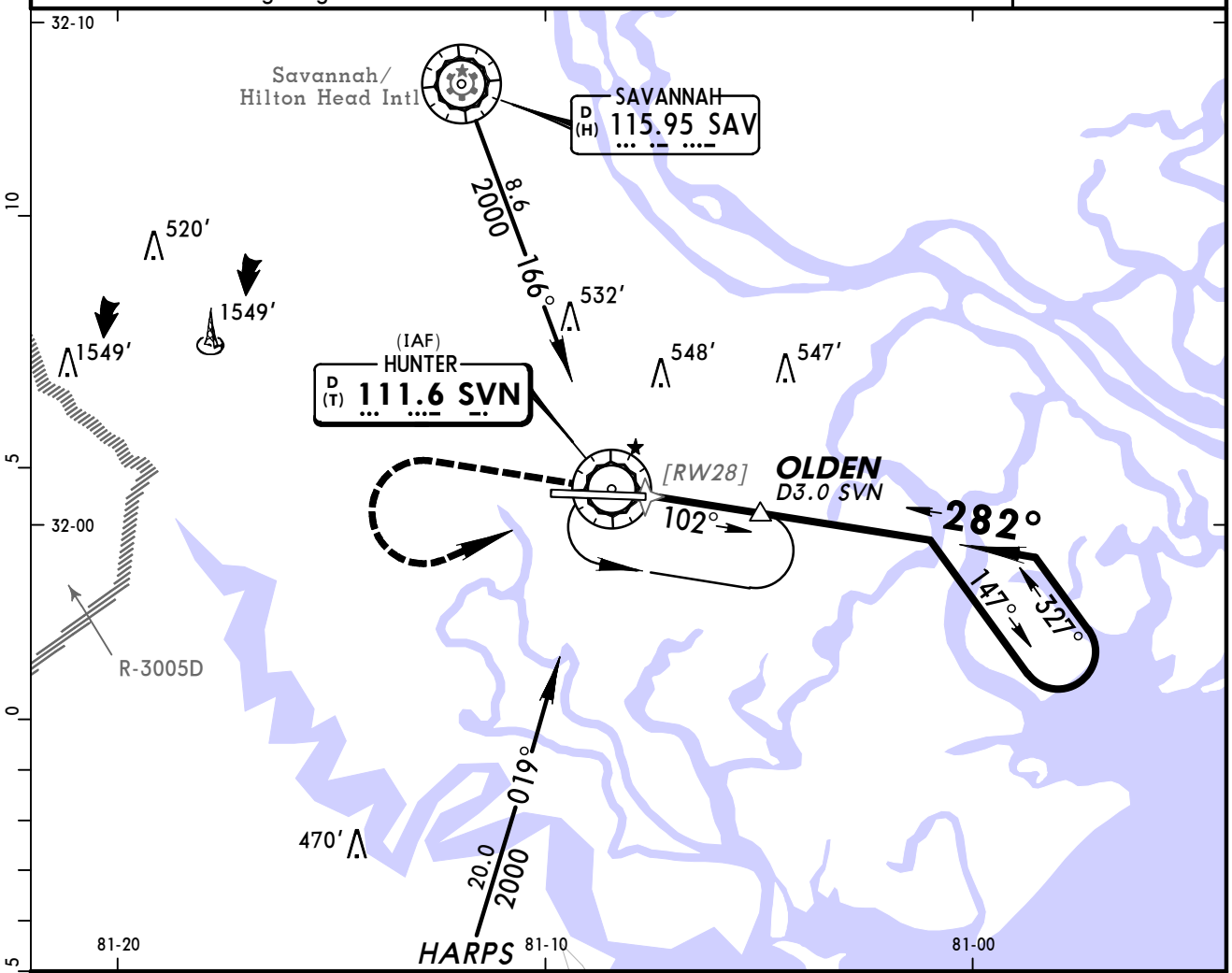
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 41′
SVN 111.6	282°	OLDEN 580′ (539′)	500′ (459′)	TDZE 41′

MISSED APCH: Climb to 1200′ then climbing LEFT turn to 2000′ direct SVN VOR and hold.

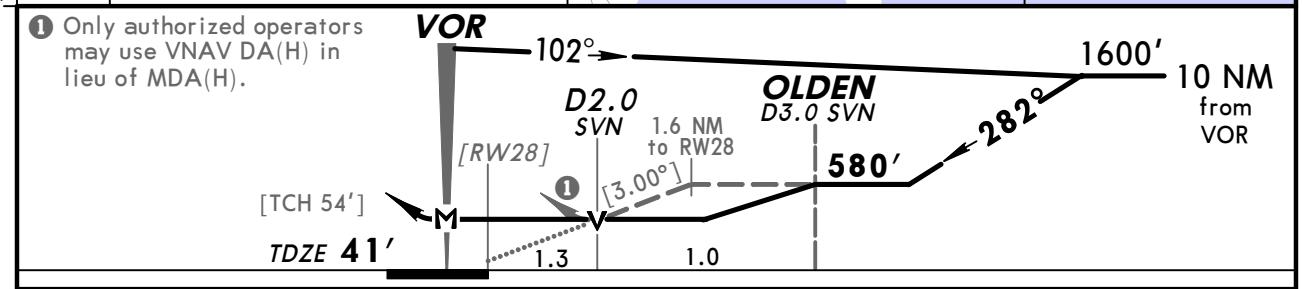
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 124.97.

2600′
MSA SVN VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



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

ALSF-I
PAPI
1200′
2000′ LT
D
SVN 111.6

TERPS AMEND 8

	STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND		
	MDA(H) 500′ (459′) With Olden		MDA(H) 580′ (539′) Without Olden			With Olden	Without Olden
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	500′(459′)-1	580′(539′)-1
B					120	520′(479′)-1	
C		RVR 60 or 1¼	RVR 50 or 1	1½	140	520′(479′)-1½	580′(539′)-1½
D	RVR 50 or 1	1½	RVR 60 or 1¼	1¾	165	❶ 600′(559′)-2	❶ 600′(559′)-2

❶ Not authorized north of rwy 10-28.

CHANGES: ATIS added.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

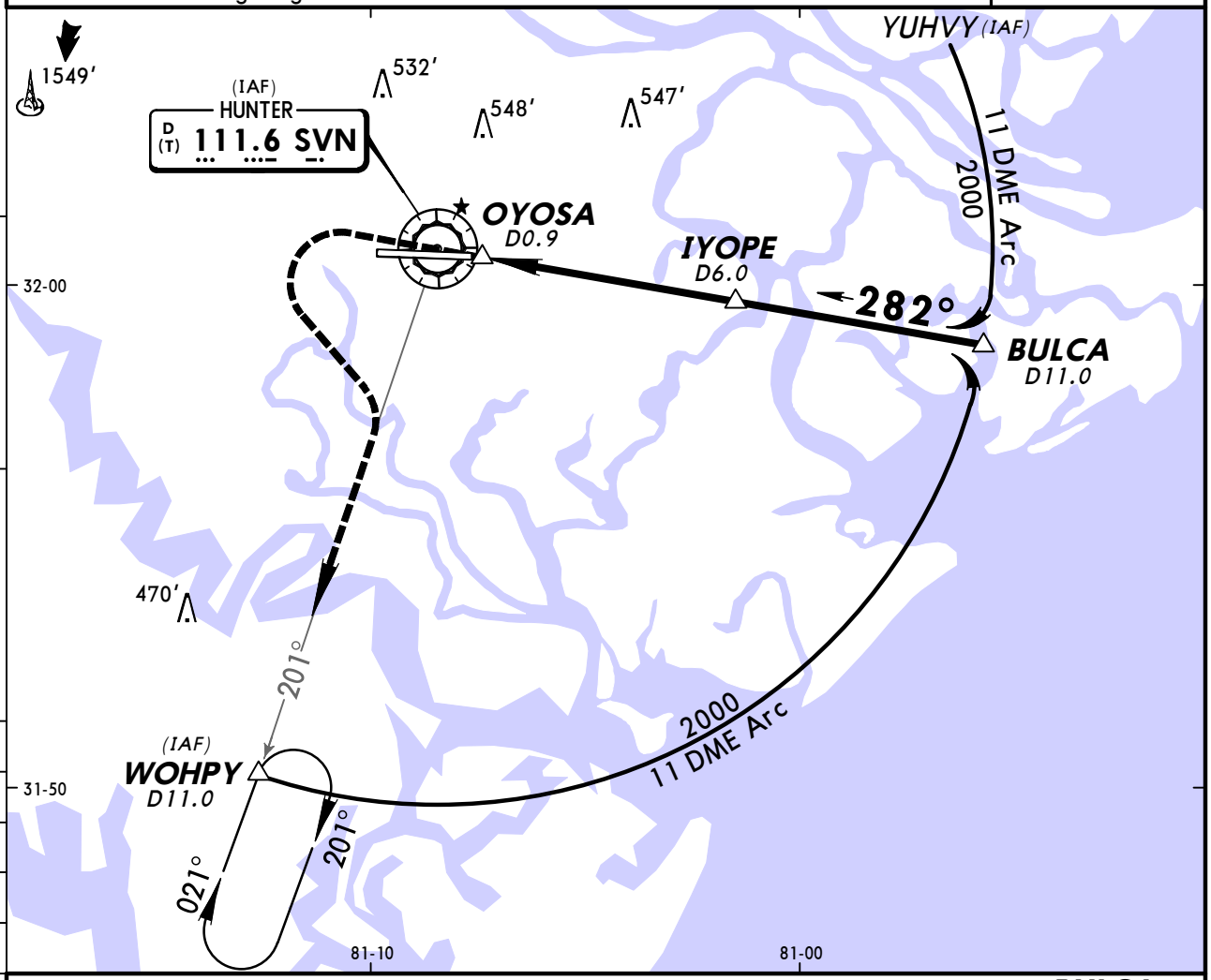
*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

VOR SVN	Final Apch Crs	Minimum Alt IYOPE	MDA(H)	Apt Elev 41′
111.6	282°	1800′ (1759′)	480′ (439′)	TDZE 41′

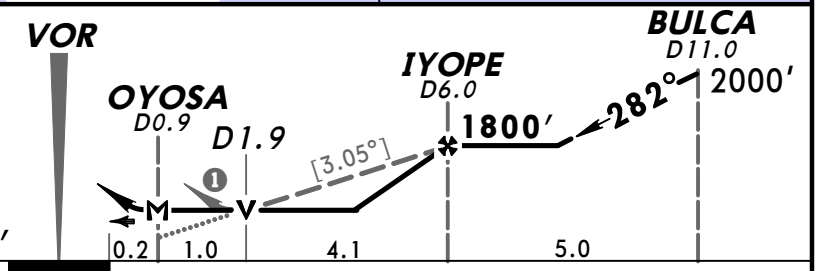
MISSED APCH: Climb to 800′, then climbing LEFT turn to 2000′ outbound via SVN VOR R-201 to WOHPY D11.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 124.97.

2600′
MSA SVN VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at OYOSA/D0.9						

ALSF-I
PAPI

800′

2000′ LT

SVN via 111.6 R-201

WOHPY

STRAIGHT-IN LANDING RWY 28

MDA(H) 480′ (439′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (459′) - 1
120	520′ (479′) - 1
140	520′ (479′) - 1½
165	❶ 600′ (559′) - 2

❶ Not authorized north of rwy 10-28.

AMEND 1 TERPS

CHANGES: ATIS added.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	CTAF 124.97	121.8

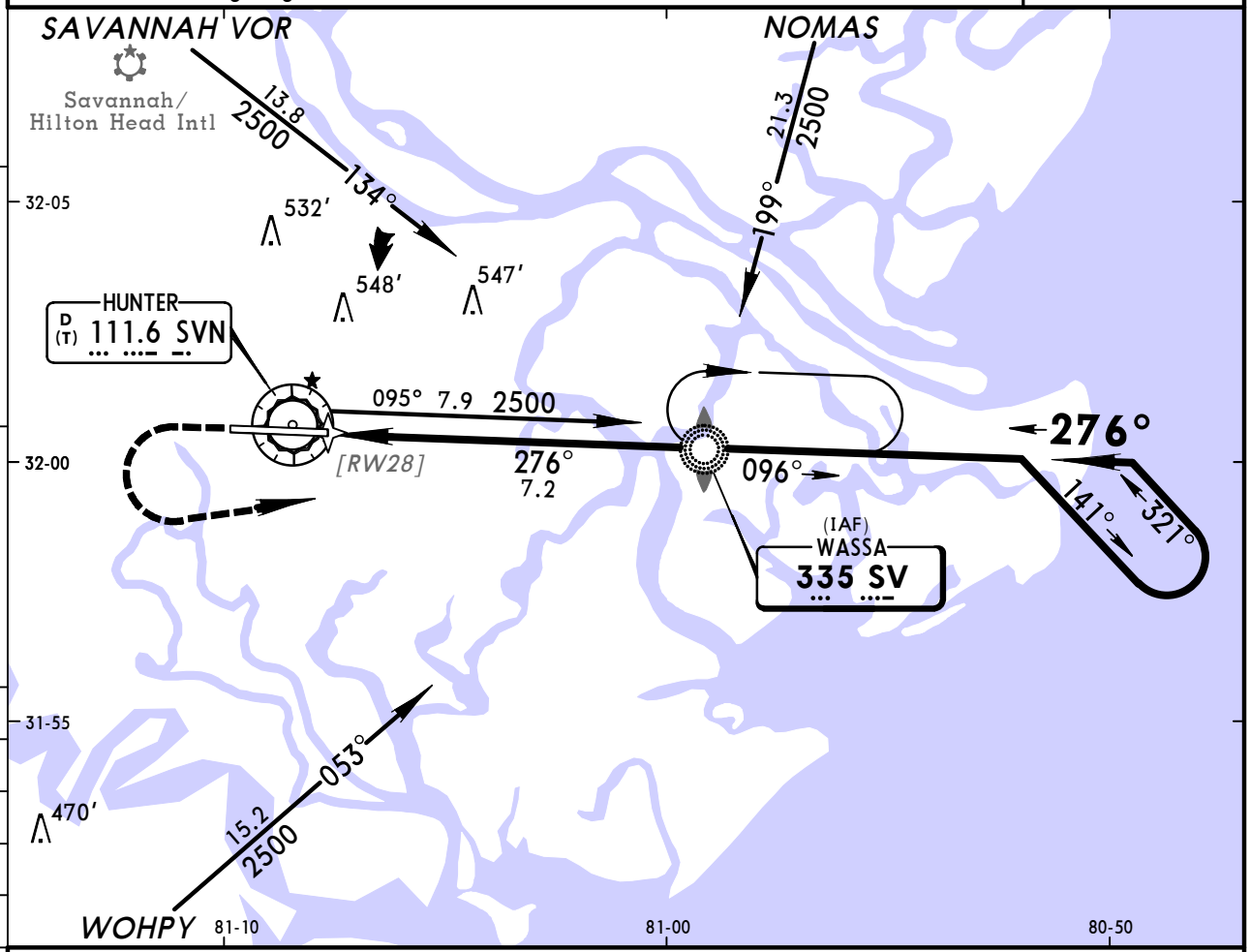
LOM SV	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 41′
335	276°	2500′ (2459′)	700′ (659′)	TDZE 41′

MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2500′ direct SV LOM and hold.

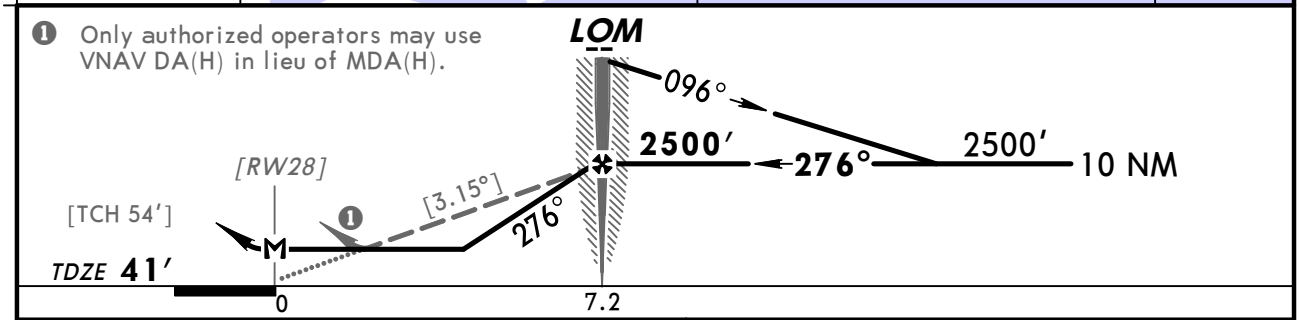
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 124.97.

2600′
MSA SV LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.15°]	390	502	557	669	780	892
LOM to MAP 7.2	6:10	4:48	4:19	3:36	3:05	2:42

ALSF-I
PAPI

1500′ ↑ | 2500′ ← LT | D | SV 335

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND	
MDA(H) 700′ (659′)				
		ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	700′(659′)-1
B			120	
C	RVR 60 or 1¼	1¾	140	700′(659′)-1¾
D	1½	2	165	❶ 700′(659′)-2

❶ Not Authorized North of Rwy 10-28.

AMEND 10 TERPS

CHANGES: ATIS added.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

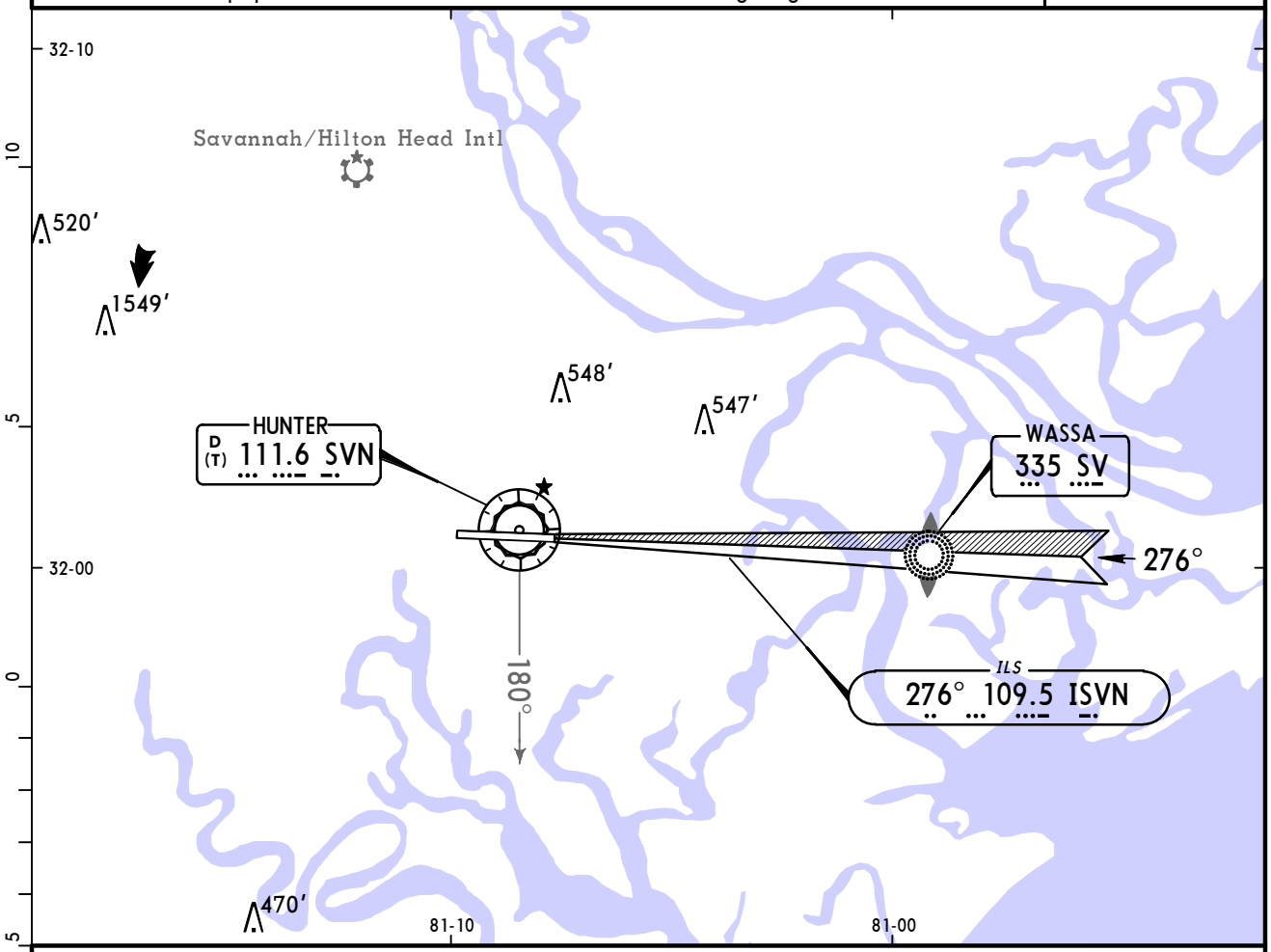
*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Radar	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	134.7	CTAF 124.97	121.8

RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 41′ TDZE-See below	No published MSA

Missed Approach-See below

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

1. When tower inop. procedure not authorized. 2. Pilot controlled lighting 124.97.



MISSED APPROACH:

Runway 10: Climbing RIGHT turn to 1500′ outbound via SVN VOR R-180 within 10 NM.

Runway 28: Climbing LEFT turn to 1500′ outbound via SVN VOR R-180 within 10 NM.

RWY 10 TDZE 26′ RWY 28 TDZE 41′

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING ASR 10 MDA(H) 460′ (434′)	ASR 28 MDA(H) 540′ (499′)		CIRCLE-TO-LAND Max Kts	MDA(H)
			ALS out		
A	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	90	540′ (499′)-1
B				120	580′ (539′)-1
C	RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼	140	580′ (539′)-1½
D	1½		1½	165	[1] 600′ (559′)-2

[1] Not Authorized North of Rwy 10-28.

AMEND 6 TERPS

CHANGES: Radar frequency.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS	*SAVANNAH Approach (R)	JAX Center	*HUNTER Radar	*HUNTER Tower	*Ground
127.52	120.4	120.85 when App inop.	134.7	CTAF 124.97	121.8

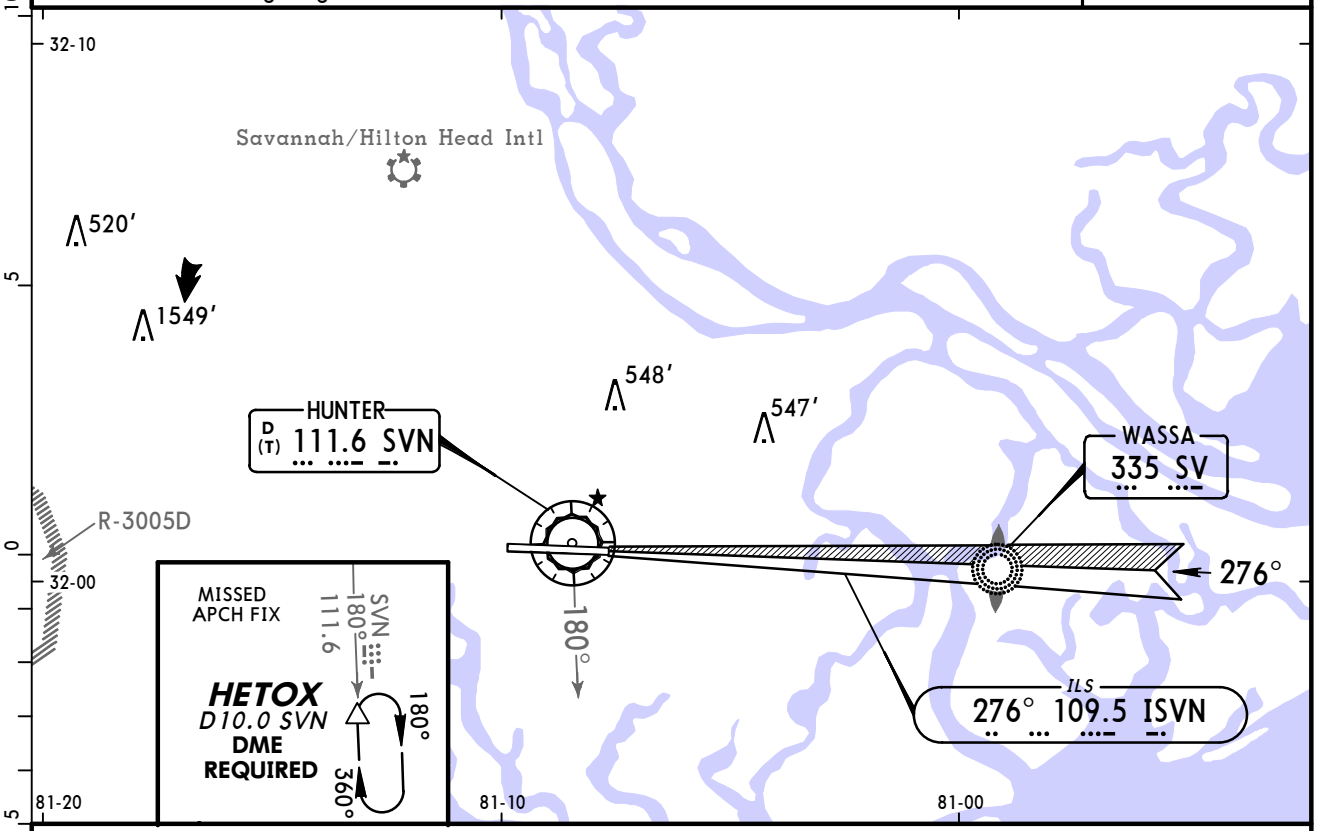
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 41′ TDZE-See below

Missed Approach-See below

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

1. When tower inop. procedure not authorized. 2. VGSI and PAR glide path not coincident.
3. Pilot controlled lighting 124.97.

No published MSA



MISSED APPROACH:

Runway 10: Climb to 500′ then climbing RIGHT turn to 1500′ outbound via SVN VOR R-180 to HETOX/D10.0 and hold.

Runway 28: Climb to 500′ then climbing LEFT turn to 1500′ outbound via SVN VOR R-180 to HETOX/D10.0 and hold.

RWY 10	RWY 28
PAR TCH 49′	PAR TCH 50′
TDZE 26′	TDZE 41′

Gnd speed-Kts	70	90	100	120	140	160
Rwy 10, 28 PAR GS 3.00°	372	478	531	637	743	849

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 10	PAR 28	
	DA(H) 226′(200′)	DA(H) 241′(200′)	
			ALS out
A, B, C, D	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾

AMEND 10

TERPS

CHANGES: Radar frequency.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Valdosta GA USA
IATA Code: VAD
Lat/Long: N30° 58.1' W083° 11.6'
Elevation: 233 ft

Airport Use: Military
Magnetic Variation: 5.1°W
Sectional Chart: Jacksonville

Fuel Types: Jet 4
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1467 ft AGL

Sunrise: 1202 Z
Sunset: 2329 Z,

Runway Information

Runway: 18L
Length x Width: 9300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 233 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 18R
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 231 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 36L
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 225 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 36R
Length x Width: 9300 ft x 150 ft
Surface Type: concrete

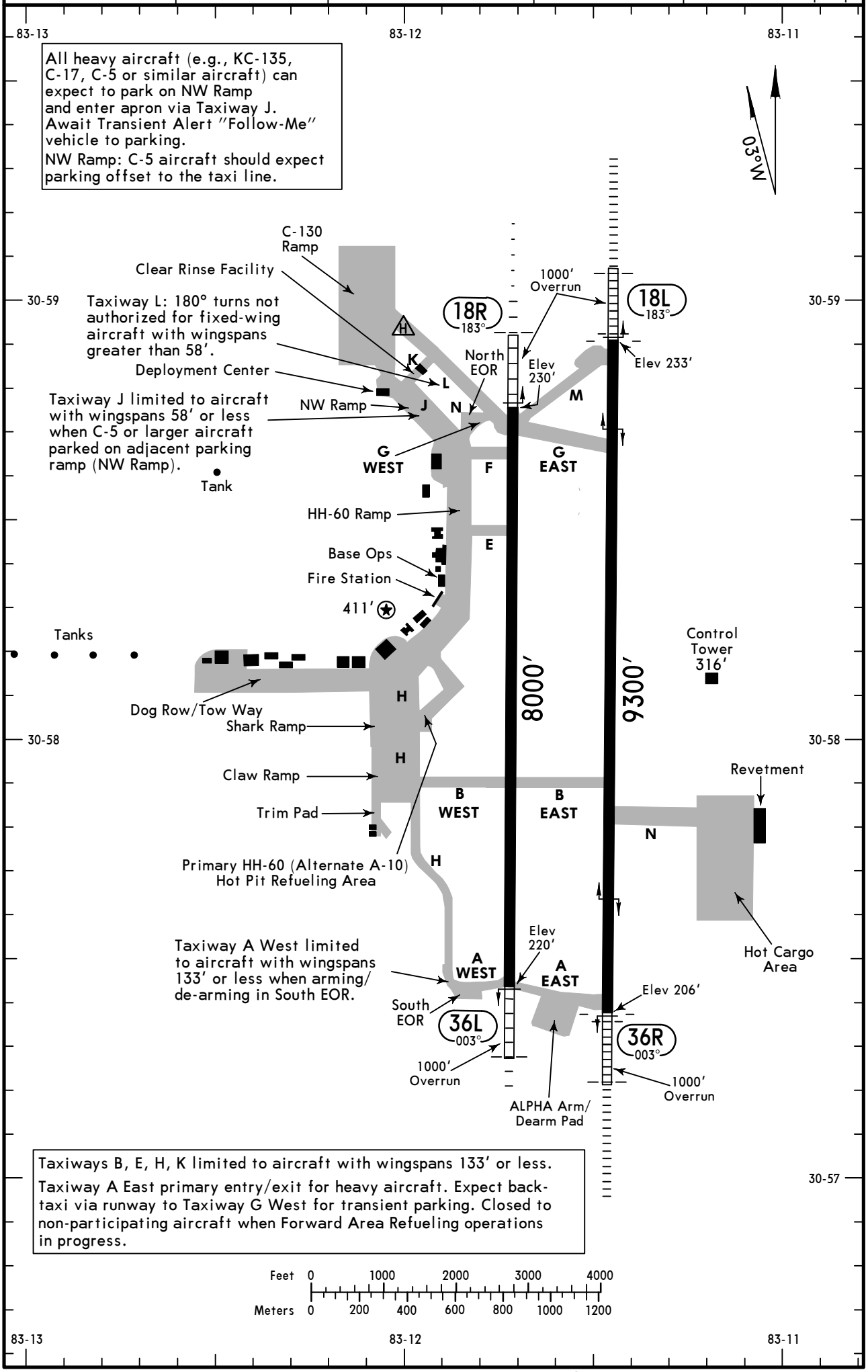
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

TDZ-Elev: 215 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Moody Tower Tower 128.45 CTAF
Moody Ground Control 138.95
Moody Clearance Delivery 120.625
Valdosta Approach Approach Control 126.6 (200°-20°) At or below 8000 ft Out to 20 mi. Initial Contact
Valdosta Approach Approach Control 125.475 At or above 8001 ft Secondary
Valdosta Approach Approach Control 119.525 (200°-20°) At or below 8000 ft Beyond 20 mi.
Valdosta Departure Departure Control 126.6 (1°-180°) At or below 7999 ft Initial Contact
Valdosta Departure Departure Control 119.525 (181°-360°)
Jacksonville Center 127.575 Remote Communications Air-Ground

MOODY Clearance	*MOODY Ground	*VALDOSTA Departure (R)	*Tower	JAX Center (R)
120.62	138.95	126.6	CTAF 128.45	127.57 when Dep inop.



CHANGES: Departure frequency removed.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

GENERAL

CAUTION: Transient departures with rapid climb; use extreme caution. Maintain at or below 1200′ until departure end of runway. Overhead traffic pattern at 2200′ in continuous use.

CAUTION: Simultaneous operations in use to Rwy 18 or Rwy 36 when R-3008 is in use.

CAUTION: Uncontrolled aircraft operations by local assigned aircraft possible during hours of tower closure-check NOTAMS for activity. Monitor CTAF 128.45.

CAUTION: Unlighted 130′ AGL antenna 3.5 NM due south of Rwy 36R.

CAUTION: Unlighted 23′ AGL house and numerous pieces of farm equipment located 1130′ east of Rwy 18L extended centerline and 1805′ north of Rwy 18L threshold.

BIRD HAZARD: Bird activity is prominent year round. Primary migratory period from 1 Oct-28 Feb. Heavy concentrations of cattle egrets Jun-Aug. Peak bird activity occurs within one hour of sunrise and sunset. Monitor ATIS for conditions.

Restricted: Prior permission required for all transient aircraft; contact Airfield Manager. Quiet Hours 0330-1130Z.

Airfield lighting intermittent from one hour after sunset until airfield closure due to Night Vision Device training on airfield. Airfield unlighted when closed.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18R ❶ 36L	HIRL MALSR ❷❸ PAPI-L grooved HIRL MALS ❷❸ PAPI-L grooved				150′
18L ❶ 36R	HIRL ALSF-I ❷❸ PAPI-L grooved RVR		6995′ 8180′		150′

❶ All runway threshold lights, mid 70′ removed. Non-standard runway markings (assault strip shown).
❷ PAPI and ILS glide slopes not coincident.
❸ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

TAKE-OFF OBSTACLES: Rwy 18R, Aircraft on Twy A, 72′ from departure end of runway, 465′ left of centerline, 38′ AGL/253′ MSL.
Rwy 36L, Tree 6121′ from departure end of runway, 541′ right of centerline, 120′ AGL/386′ MSL. Aircraft on Twy L, 283′ from departure end of runway, 451′ left of centerline, 38′ AGL/269′ MSL.
Rwy 36R, Tree 6103′ from departure end of runway, 147′ left of centerline, 120′ AGL/386′ MSL.

OBSTACLE DP:

Rwy 36L: cross departure end of runway at or above 3′ AGL/233′ MSL.
Rwy 36R: cross departure end of runway at or above 1′ AGL/234′MSL.

CHANGES: None.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*VALDOSTA Approach (R)	JAX Center (R)	*MOODY Tower	*Ground
119.52 126.6 125.47	127.57 when App inop.	CTAF 128.45	138.95

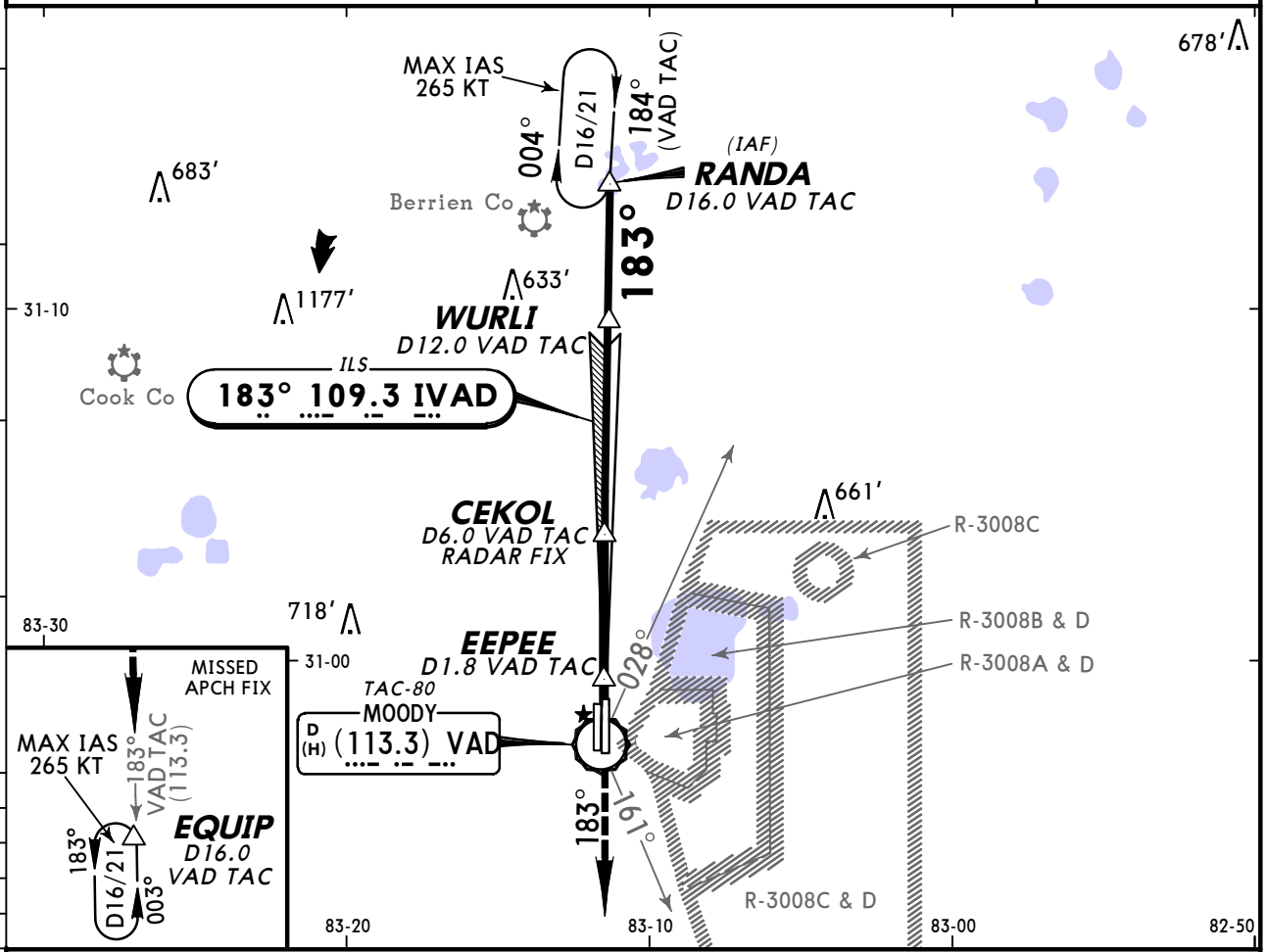
LOC IVAD	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 233′
109.3	183°	CEKOL 1800′ (1567′)	433′ (200′)	THR 233′

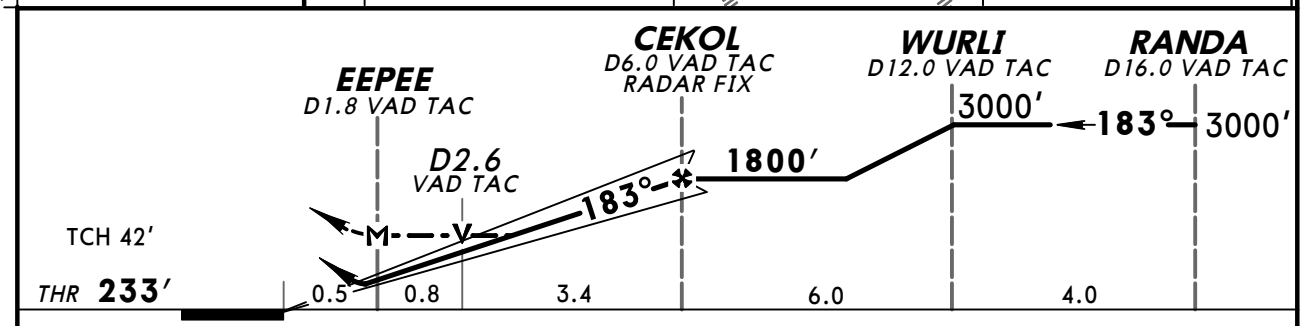
MISSED APCH: Climb and maintain 3000′ outbound via VAD TAC R-183 to EQUIP/D16.0 VAD TAC and hold.

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

1. Radar or DME required. 2. CAUTION: Remain west of VAD TAC R-028 and VAD TAC R-161 when R-3008 is active. 3. CAUTION: ILS TCH 42′. Height Group 4 (A300, B1, B747/767/777, DC/KC-10, C5, E4, VC25) wheel crossing height (WCH) 17′.
4. EMERG SAFE ALT 100 NM 3300′.

2300′
MSA VAD TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at EEPEE or CEKOL to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

ALSF-I
PAPI

3000′ via TAC-80 VAD (113.3) R-183 — EQUIP

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 433′ (200′) FULL	ILS DA(H) 433′ (200′) ALS out	LOC (GS out) MDA(H) 680′ (447′)	LOC (GS out) MDA(H) 680′ (447′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 45 or ⅞	1⅜
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	760′ (527′)-1
120	
140	760′ (527′)-1½
165	800′ (567′)-2

AMEND 2
TERPS

CHANGES: Valdosta approach frequency added.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

KVAD/VAD
VALDOSTA, GA

JEPPESEN
25 NOV 11 (31-2)

MOODY AFB
ILS or LOC Rwy 36R

BRIEFING STRIP™

*VALDOSTA Approach (R)	JAX Center (R)	*MOODY Tower	*Ground
119.52 126.6 125.47	127.57 when App inop.	CTAF 128.45	138.95

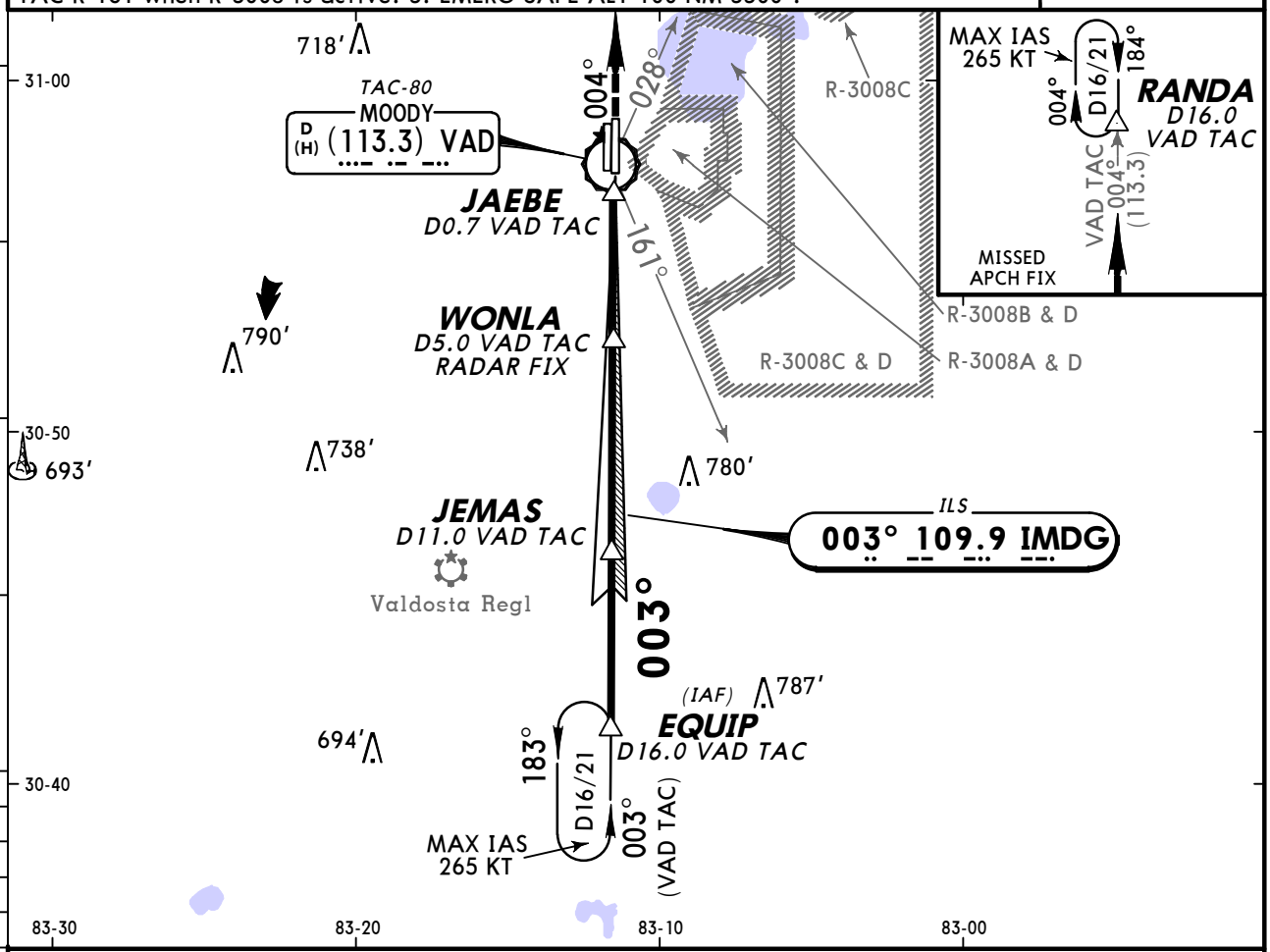
LOC IMDG	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 233′
109.9	003°	WONLA 1800′ (1594′)	406′ (200′)	THR 206′

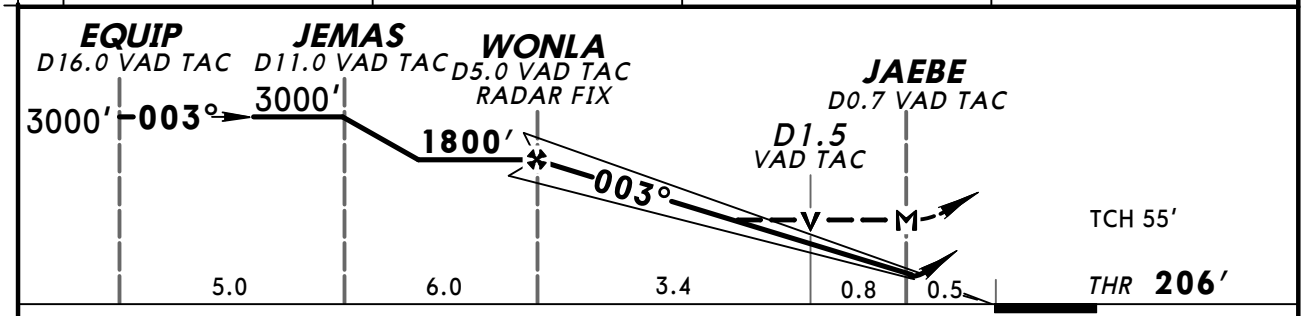
MISSED APCH: Climb and maintain 3000′ outbound via VAD TAC R-004 to RANDA/D16.0 VAD TAC and hold.

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

1. Radar or DME required. 2. CAUTION: Remain west of VAD TAC R-028 and VAD TAC R-161 when R-3008 is active. 3. EMERG SAFE ALT 100 NM 3300′.

2300′
MSA VAD TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at JAEBE or WONLA to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

ALSF-I
PAPI

3000′ via TAC-80 VAD (113.3) R-004 RANDA

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 406′ (200′) FULL	ILS DA(H) 406′ (200′) ALS out	LOC (GS out) MDA(H) 680′ (474′)	LOC (GS out) MDA(H) 680′ (474′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 50 or 1	1⅜
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	760′ (527′)-1
120	
140	760′ (527′)-1½
165	800′ (567′)-2

TERPS AMEND 2

CHANGES: Valdosta approach frequency added.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

KVAD/VAD
VALDOSTA, GA

JEPPESEN
25 NOV 11 (32-1)

MOODY AFB
RNAV (GPS) Rwy 18L

BRIEFING STRIP ™

*VALDOSTA Approach (R)	JAX Center (R)	*MOODY Tower	*Ground
119.52 126.6 125.47	127.57 when App inop.	CTAF 128.45	138.95

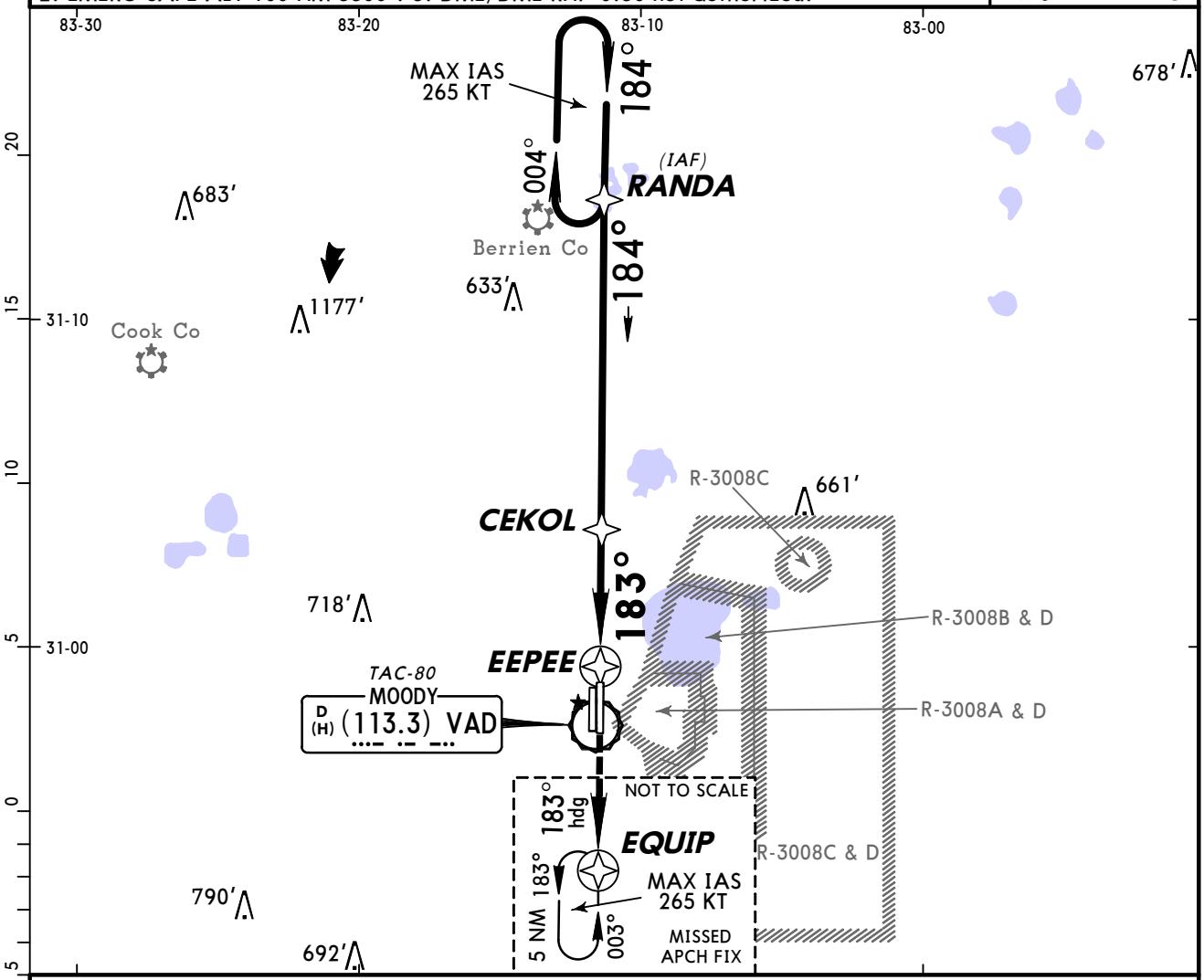
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 233'
	183°	CEKOL 1800' (1567')	700' (467')	THR 233'

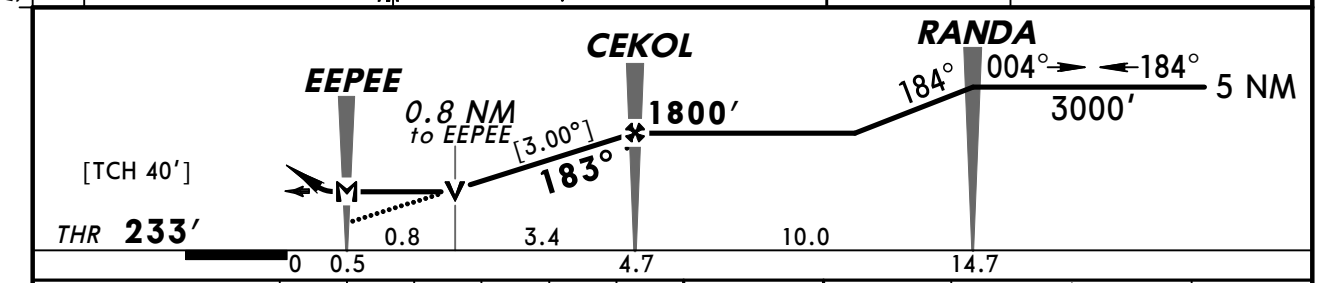
MISSED APCH: Climb and maintain 3000' via heading 183° to EQUIP and hold.

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

1. CAUTION: Remain west of W083° 11.0 from FAF inbound when R-3008 is active.
2. EMERG SAFE ALT 100 NM 3300'. 3. DME/DME RNP-0.30 not authorized.

2300'
MSA VAD TAC





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

ALSF-I PAPI 3000' via 183° hdg EQUIP

STRAIGHT-IN LANDING RWY 18L LNAV MDA(H) 700' (467')		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 50 or 1	1⅜
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
90	760' (527') - 1
120	
140	760' (527') - 1½
165	800' (567') - 2

TERPS AMEND 3

CHANGES: Valdosta approach frequency added.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KVAD/VAD
VALDOSTA, GA

JEPPESEN
25 NOV 11 (32-2)

MOODY AFB
RNAV (GPS) Rwy 36R

*VALDOSTA Approach (R)	JAX Center (R)	*MOODY Tower	*Ground
119.52 126.6 125.47	127.57 when App inop.	CTAF 128.45	138.95

BRIEFING STRIP ™

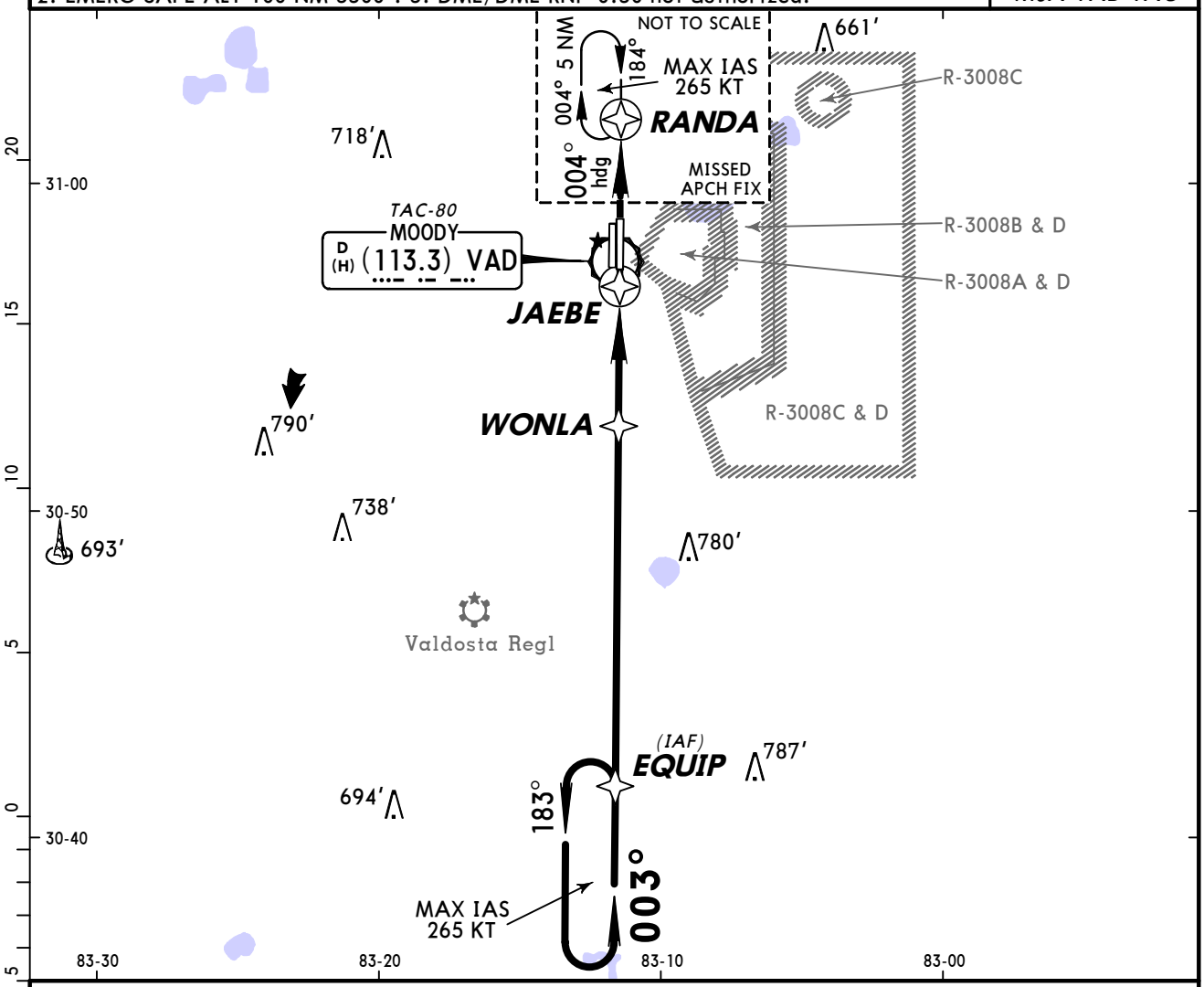
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 233'
	003°	WONLA 1800' (1594')	680' (474')	THR 206'

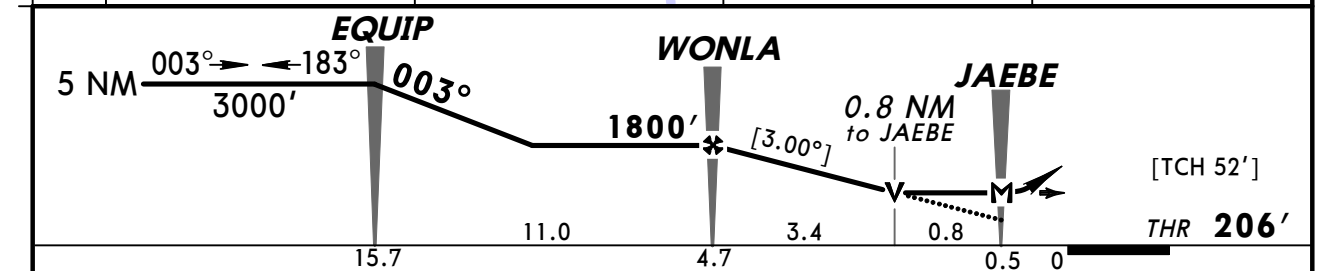
MISSED APCH: Climb and maintain 3000' via heading 004° to RANDA and hold.

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

1. CAUTION: Remain west of W083° 11.0 from FAF inbound when R-3008 is active.
2. EMERG SAFE ALT 100 NM 3300'. 3. DME/DME RNP-0.30 not authorized.

2300'
MSA VAD TAC





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

ALSF-I
PAPI

3000' via 004° hdg RANDA

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 36R LNAV MDA(H) 680'(474')		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 50 or 1	1⅜
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
90	760'(527')-1
120	
140	760'(527')-1½
165	800'(567')-2

CHANGES: Valdosta approach frequency added.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Valdosta GA USA
IATA Code: VLD
Lat/Long: N30° 46.9' W083° 16.6'
Elevation: 203 ft

Airport Use: Public
Magnetic Variation: 5.0°W
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1202 Z
Sunset: 2330 Z,

Runway Information

Runway: 04
Length x Width: 5598 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 202 ft
Lighting: Edge, REIL, Part time

Runway: 13
Length x Width: 3636 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 201 ft
Lighting: Edge

Runway: 17
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 199 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 5598 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, REIL, Part time

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Runway: 31
Length x Width: 3636 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge

Runway: 35
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 200 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 126.225
Valdosta Tower 120.9 CTAF PCL
Valdosta Ground Control 121.7
Valdosta Approach Approach Control 126.6 (1°-180°) At or below 7999 ft
Valdosta Approach Approach Control 119.525 (181°-360°)
Valdosta Departure Departure Control 126.6 (1°-180°) At or below 7999 ft
Valdosta Departure Departure Control 119.525 (181°-360°)
Valdosta Regl Unicom 122.95
Macon Flight Service Station 122.2 RCO
Macon Flight Service Station 122.1 RCO
Macon Flight Service Station 114.8 RCO
Jacksonville Center 133.7 Remote Communications Air-Ground

KVLD/VLD

Apt Elev **203′**

N30 46.9 W083 16.6

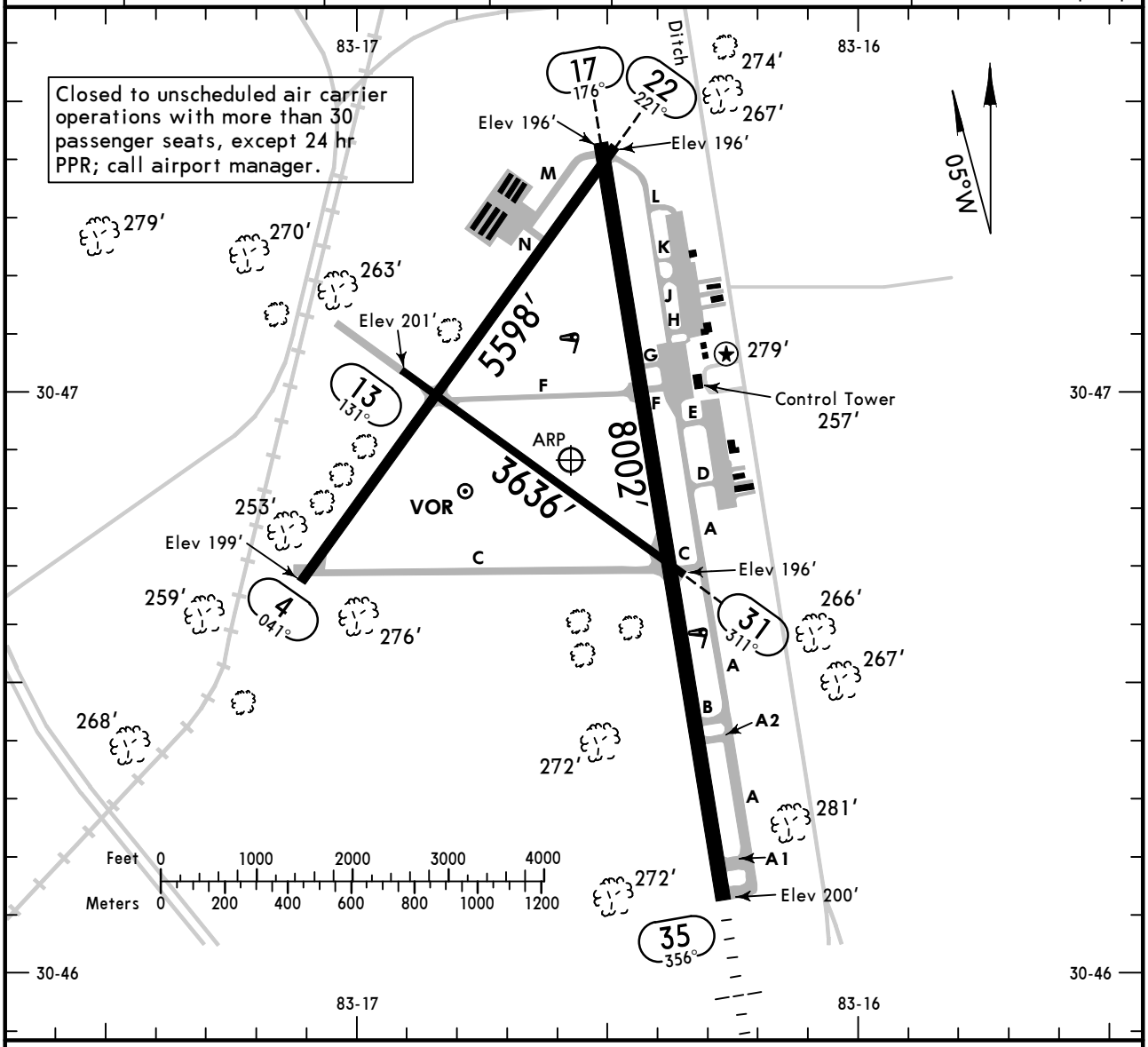
JEPPESEN

8 JUL 11 (11-1)

VALDOSTA, GA

VALDOSTA REGL

ASOS	*VALDOSTA Ground	*Tower	UNICOM	*VALDOSTA Departure (R)	JAX Center (R)
126.22	121.7	CTAF 120.9	122.95	126.6	133.7 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 / 22	❶ MIRL REIL PAPI-L (angle 3.25°) grooved				100′
13 / 31	❶ MIRL				75′
17	❷ HIRL ❷ REIL ❷ PAPI-L grooved				150′
35	❷ HIRL ❷ MALSR ❷ PAPI-L grooved		7002′		

❶ Unavailable when Twr inop.

❷ Activate on 120.9 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 13, 17, 22, 35		Rwy 31 With Mim climb of 220′/NM to 900′		Rwy 31 For Climb In Visual Conditions
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	900-2½
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 35	LOC Rwy 35 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR Rwy 17 VOR Rwy 35
A B C D	600-2	800-2

OBSTACLE DP: Rwy 31: For Climb in Visual Conditions: Cross Valdosta Regl Airport at or above 1000′ MSL before proceeding on course.

AMEND 2

CHANGES: Departure frequency.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 203′
IVLD 110.9	356°	KAGGE 2000′ (1800′)	(CONDITIONAL) 489′ (289′)	TDZE 200′

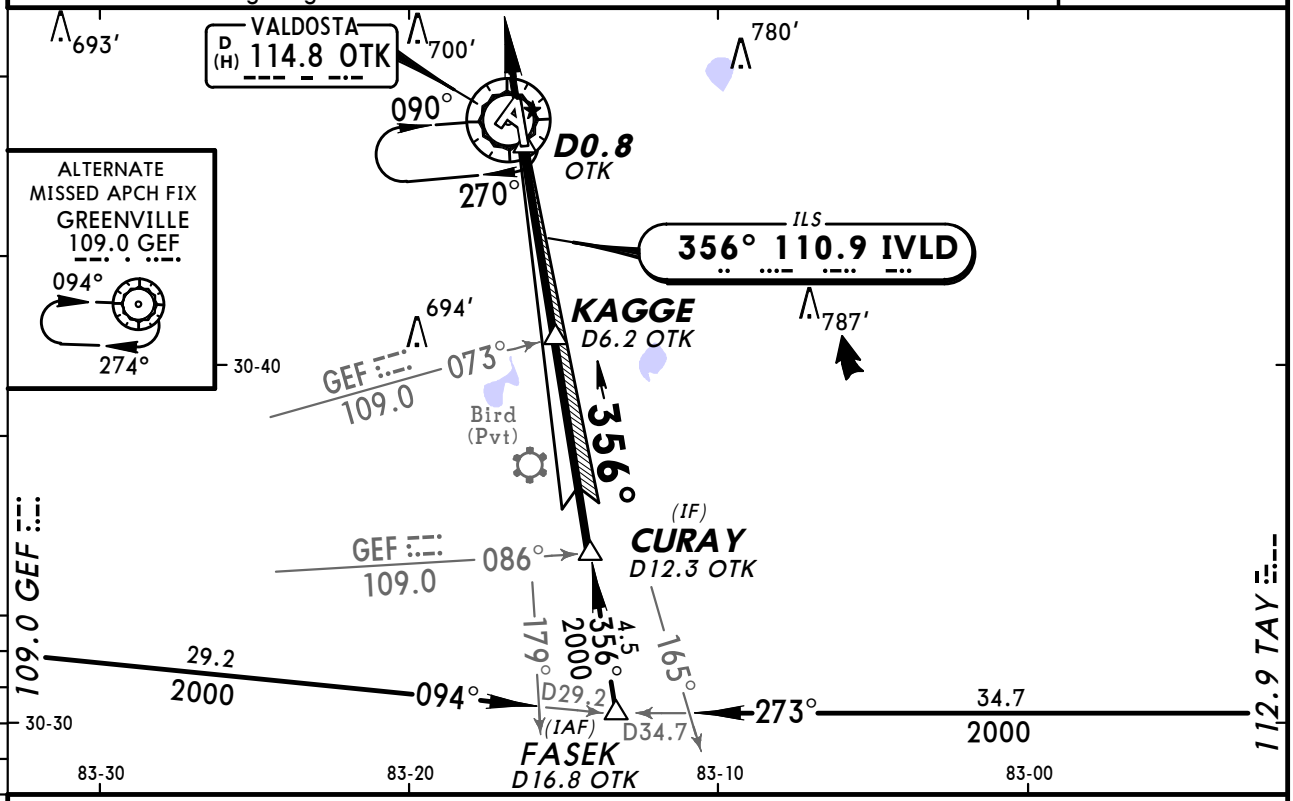
MISSED APCH: Climb to 1200′ then climbing LEFT turn to 2000′ direct OTK VOR and hold, continue climb-in-hold to 2000′.

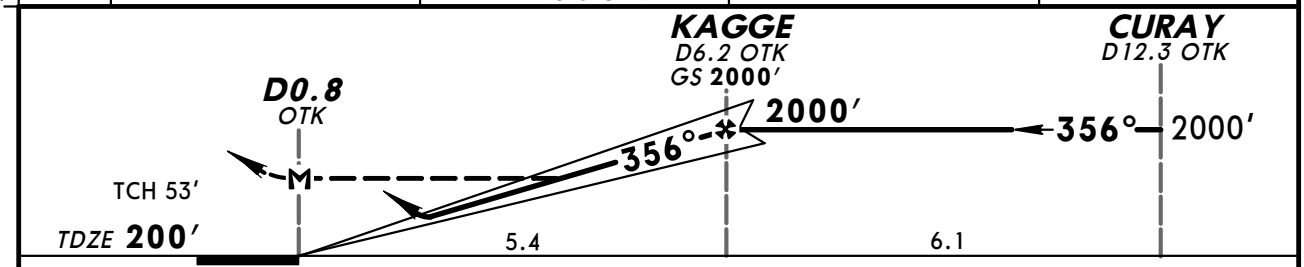
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Moultrie altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. DME from OTK VOR.
4. Pilot controlled lighting 120.9.

2200′
MSA OTK VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.8 OTK or KAGGE to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR PAPI | 1200′ | 2000′ LT | D | OTK 114.8

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	ILS DA(H) 489′ (289′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 660′ (460′) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)
A	¾	1	¾	1	90	660′ (457′) -1
B					120	
C				1¼	140	660′ (457′) -1½
D			1	1½	165	780′ (577′) -2

With Moultrie Altimeter Setting

	ILS DA(H) 577′ (377′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 760′ (560′) RAIL out	LOC (GS out) ALS out	Max Kts	With Moultrie Altimeter Setting MDA(H)
A	¾	1	¾	1	90	760′ (557′) -1
B					120	
C			1	1½	140	760′ (557′) -1½
D			1¼	1¾	165	880′ (677′) -2

1 Circling to Rwy 4, 13, and 31 not authorized at night.

TERPS AMEND 7 18 NOV 2010

CHANGES: Alert area removed.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KVLD/VLD
VALDOSTA REGL

JEPPESEN

8 JUL 11 (12-1)

VALDOSTA, GA
RNAV (GPS) Rwy 4

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

RNAV	Final Apch Crs	Minimum Alt CIMSA	LNAV MDA(H) (CONDITIONAL)	Apt Elev 203′ TDZE 202′
	041°	1900′ (1698′)	620′ (418′)	

MISSED APCH: Climbing LEFT turn to 1900′ direct AZAHE and hold.

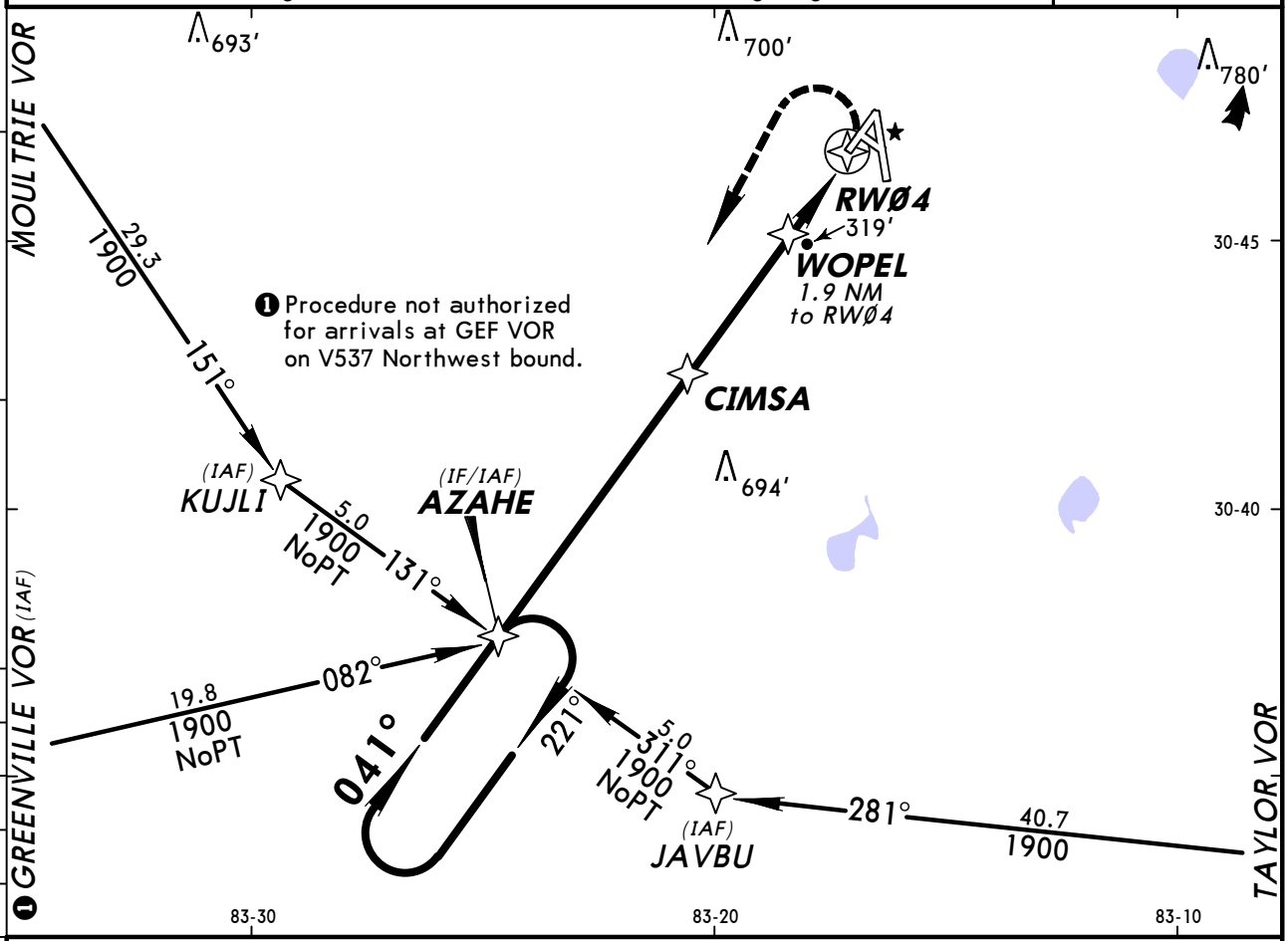
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

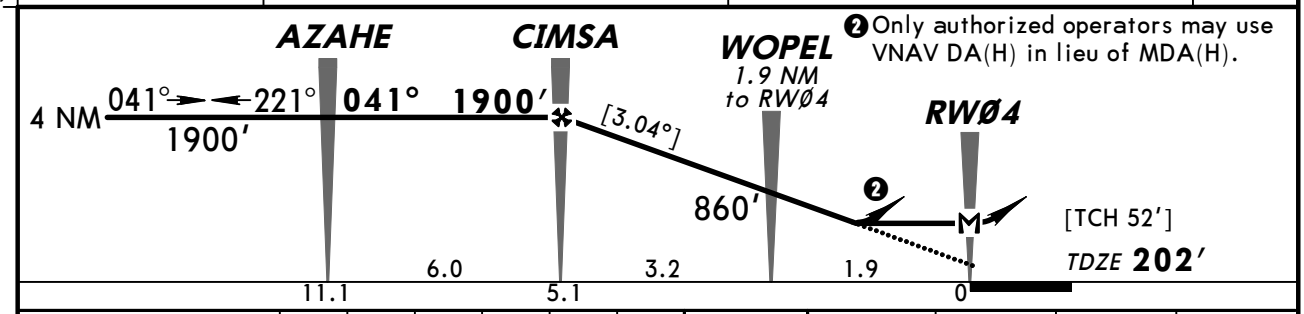
1. Use local altimeter setting; if not received, use Moultrie altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. When VGSI INOP, straight-in/circling Rwy 4 procedure not authorized at night. 4. Visibility reduction by helicopters not authorized.
5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 120.9.

2200′

MSA RWØ4

BRIEFING STRIP ™





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ4						

REIL
PAPI-L
1900′ LT
AZAHE

STRAIGHT-IN LANDING RWY 4
LNAV

	MDA(H) 620′ (418′) With Local Altimeter Setting	MDA(H) 720′ (518′) With Moultrie Altimeter Setting
A	1	1
B		
C	1¼	1½
D		1¾

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Moultrie Altimeter Setting MDA(H)
90	640′ (437′)-1	740′ (537′)-1
120	660′ (457′)-1	760′ (557′)-1
140	660′ (457′)-1½	760′ (557′)-1½
165	780′ (577′)-2	880′ (677′)-2¼

❶ Circling to Rwy 13 and 31 not authorized at night.

TERPS AMEND 0 18 NOV 2010

CHANGES: Alert area removed.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

KVLD/VLD
VALDOSTA REGL

JEPPESEN

8 JUL 11

(12-2)

VALDOSTA, GA
RNAV (GPS) Rwy 17

BRIEFING STRIP ™

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

WAAS	Final Apch Crs	Minimum Alt ZURAR	LPV DA(H) (CONDITIONAL)	Apt Elev 203'
Ch 87101 W-17A	176°	1800' (1601')	451' (252')	TDZE 199'

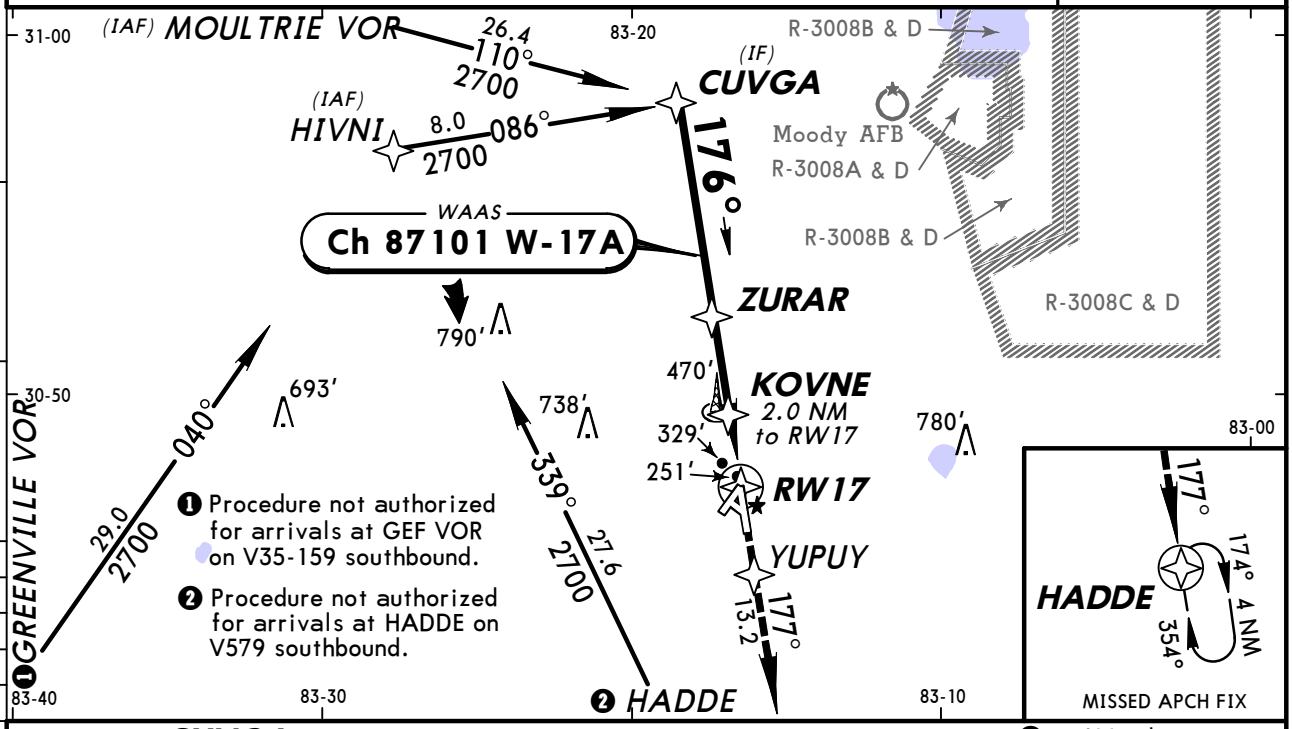
MISSED APCH: Climb to 2700' direct YUPUY and on 177° track to HADDE and hold.

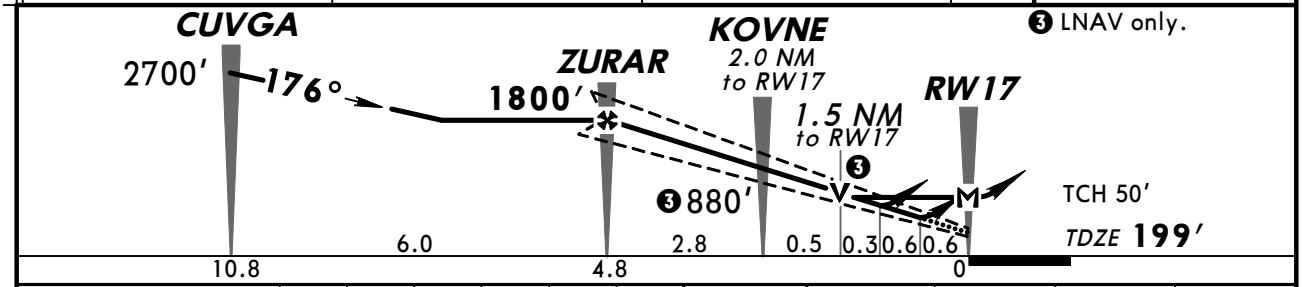
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Moultrie altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Moultrie altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 120.9.

2200'

MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
PAPI-L

2700'

YUPUY

STRAIGHT-IN LANDING RWY 17

With Local Altimeter Setting

	LPV DA(H) 451' (252')	LNAV/VNAV DA(H) 634' (435')	LNAV MDA(H) 720' (521')
A	1	1½	1
B			
C			1½
D			1¾

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	720' (517')-1
120	
140	720' (517')-1½
165	780' (577')-2

With Moultrie Altimeter Setting

	LPV DA(H) 539' (340')	LNAV/VNAV DA(H) 722' (523')	LNAV MDA(H) 820' (621')
A	1¼	1¾	1
B			
C			1¾
D			2

With Moultrie Altimeter Setting

Max Kts	MDA(H)
90	820' (617')-1
120	
140	820' (617')-1¾
165	880' (677')-2¼

❶ Circling to Rwy 4, 13, and 31 not authorized at night.

TERPS AMEND 1 18 NOV 2010

CHANGES: Alert area removed.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 203'
Ch 86206 W-35A	356°	KAGGE 2000' (1800')	489' (289')	TDZE 200'

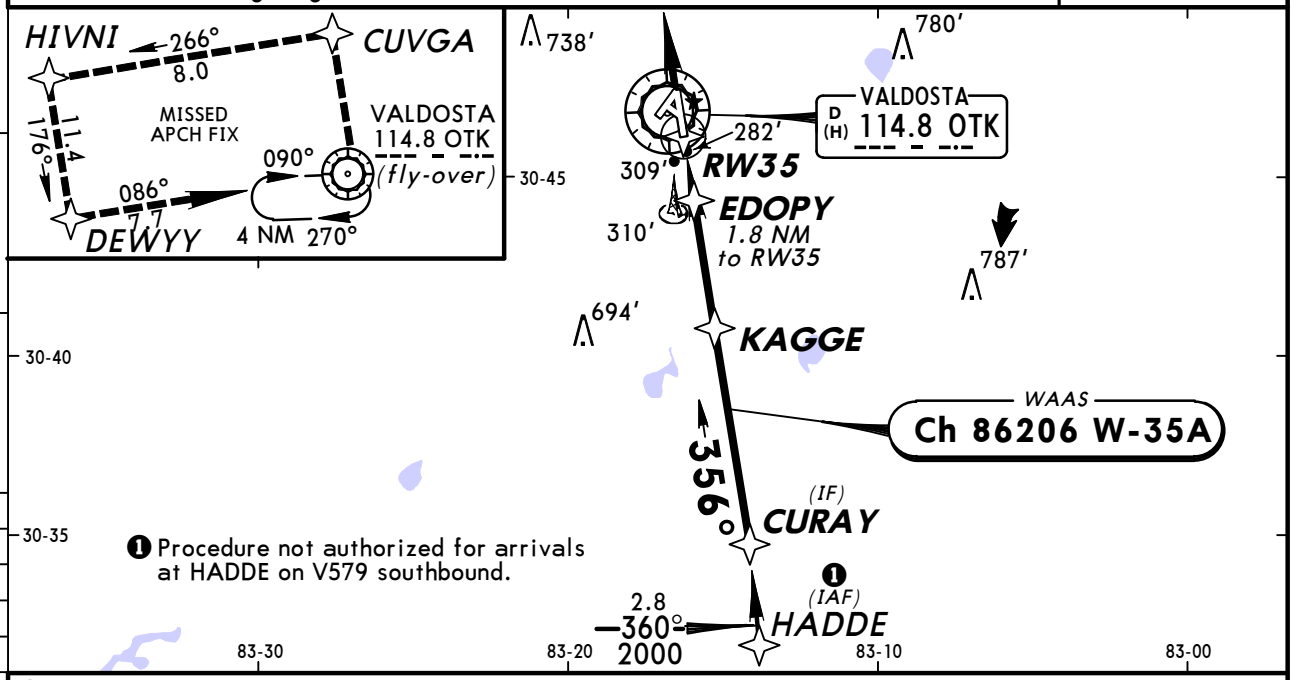
MISSED APCH: Climb to 2200' direct CUVGA and LEFT turn on track 266° to HIVNI and LEFT turn on track 176° to DEWYY LEFT turn on track 086° to OTK VOR and hold.

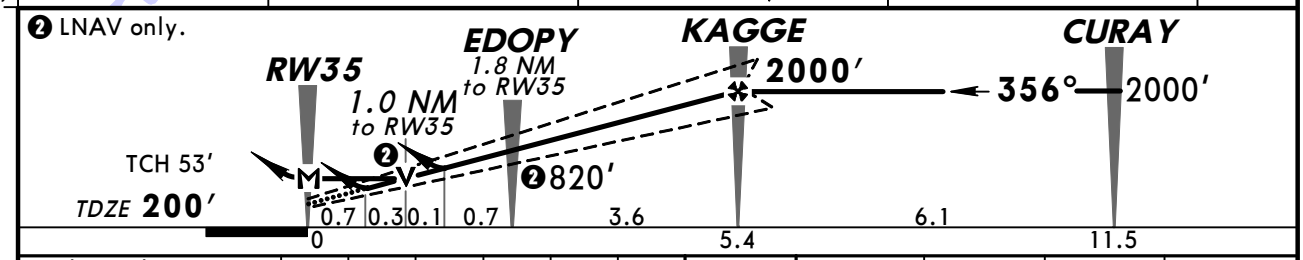
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Moultrie altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV not authorized when using Moultrie altimeter setting. 5. VDP not authorized when using Moultrie altimeter setting. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 120.9.

2200'

MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR
PAPI
2200'
D
CUVGA

STRAIGHT-IN LANDING RWY 35

With Local Altimeter Setting

	LPV DA(H) 489' (289')		LNAV/VNAV DA(H) 609' (409')		LNAV MDA(H) 560' (360')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1	1 1/2	3/4		1
B							
C							
D					1	1 1/4	

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	640' (437')-1
120	660' (457')-1
140	660' (457')-1 1/2
165	780' (577')-2

With Moultrie Altimeter Setting

	LPV DA(H) 577' (377')		LNAV/VNAV DA(H) 697' (497')		LNAV MDA(H) 660' (460')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1 1/4	1 3/4	3/4		1
B							
C					3/4	1 1/4	
D					1	1 1/2	

With Moultrie Altimeter Setting

Max Kts	MDA(H)
90	740' (537')-1
120	760' (557')-1
140	760' (557')-1 1/2
165	880' (677')-2 1/4

❶ Circling to Rwy 4, 13, and 31 not authorized at night.

TERPS AMEND 1 18 NOV 2010

CHANGES: Alert area removed.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

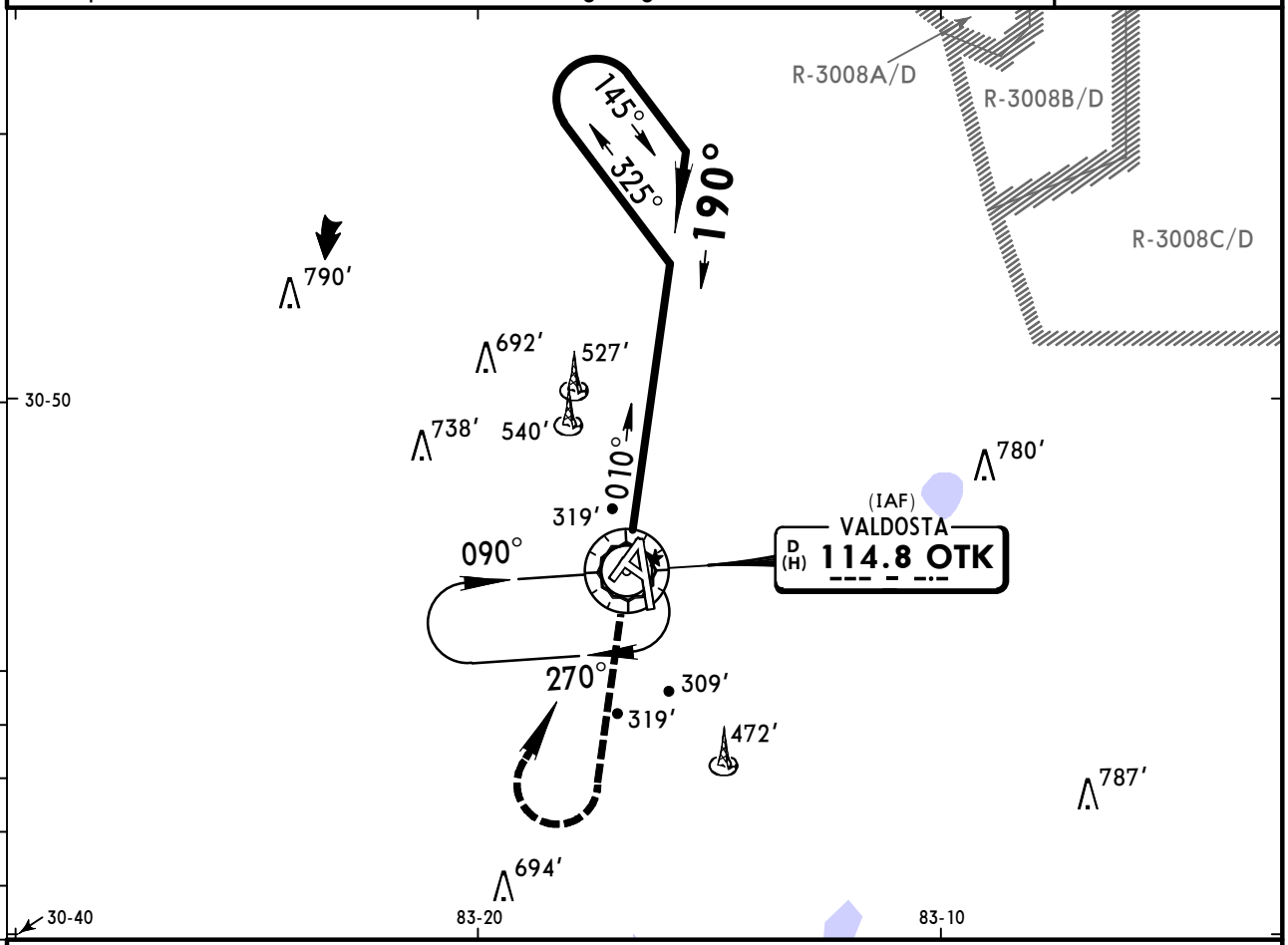
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 203′
OTK 114.8	190°		840′ (641′)	TDZE 199′

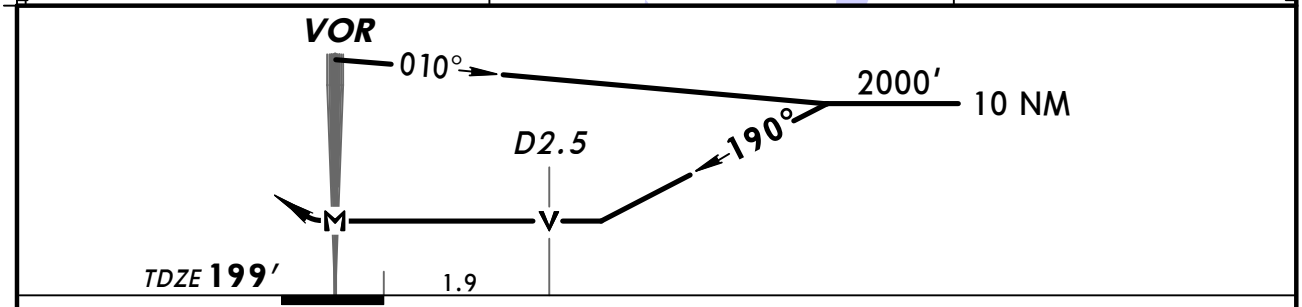
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 2000′ direct OTK VOR and hold, continue climb-in-hold to 2000′.

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

1. Use local altimeter setting; if not received, use Moultrie altimeter setting.
2. VDP not authorized with Moultrie altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.9.

2200′
MSA OTK VOR





MAP at VOR								REIL PAPI-L	1500′ ↑	2000′ ↱ RT	D→	OTK 114.8

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
	MDA(H) 840′ (641′) With Local Altimeter Setting	MDA(H) 940′ (741′) With Moultrie Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Moultrie Altimeter Setting MDA(H)
A	1	1	90	840′ (637′) - 1	940′ (737′) - 1
B			120		
C	1¾	1¾	140	840′ (637′) - 1¾	940′ (737′) - 1¾
D	2	2	165	840′ (637′) - 2	940′ (737′) - 2

AMEND 1 TERPS

CHANGES: Alert area removed.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

ASOS	*VALDOSTA Approach (R)	JAX Center (R)	*VALDOSTA Tower	*Ground
126.22	126.6	133.7 when App inop.	CTAF 120.9	121.7

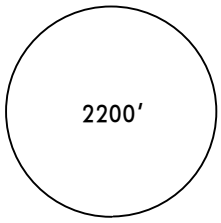
BRIEFING STRIP™

VOR OTK	Final Apch Crs	Minimum Alt ASMUC	MDA(H) (CONDITIONAL)	Apt Elev 203′
114.8	338°	780′ (580′)	580′ (380′)	TDZE 200′

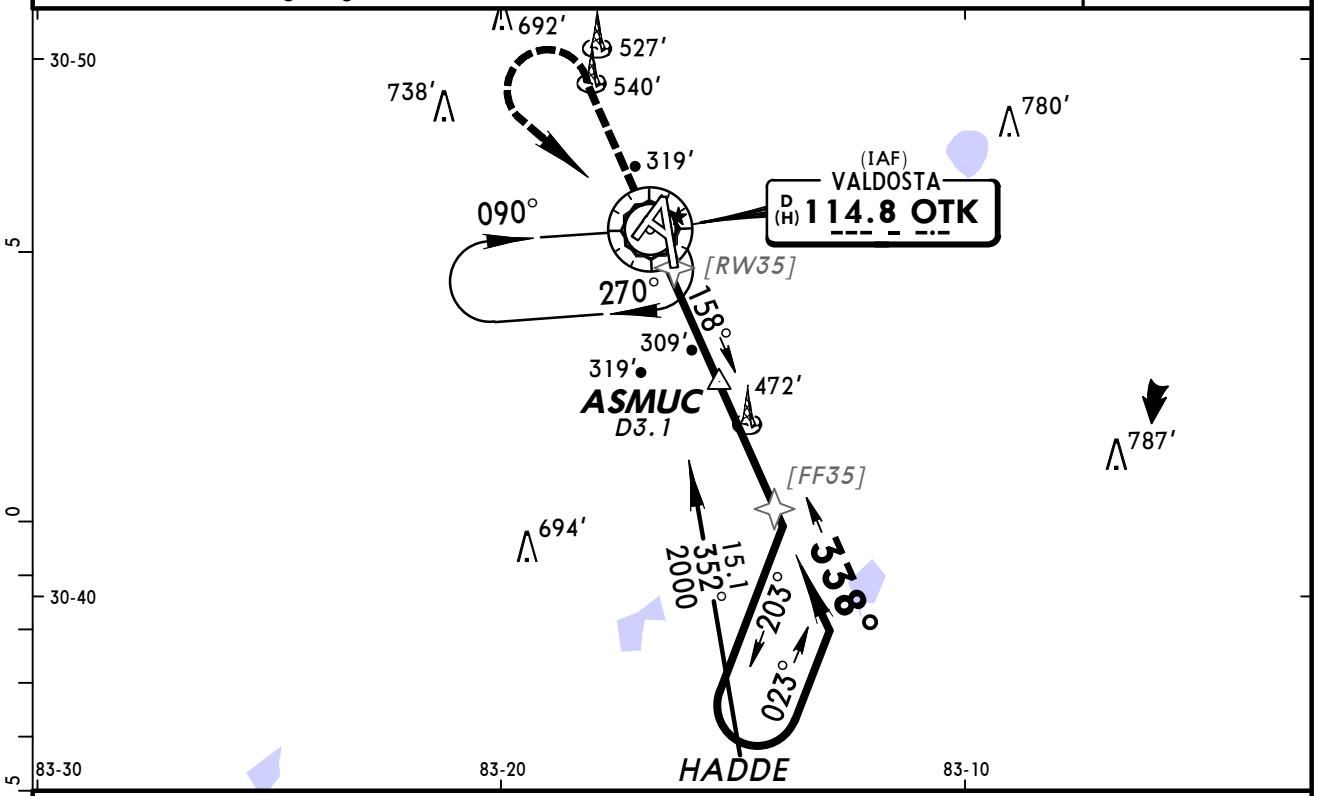
MISSED APCH: Climb to 1200′ then climbing LEFT turn to 2000′ direct OTK VOR and hold, continue climb-in-hold to 2000′.

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

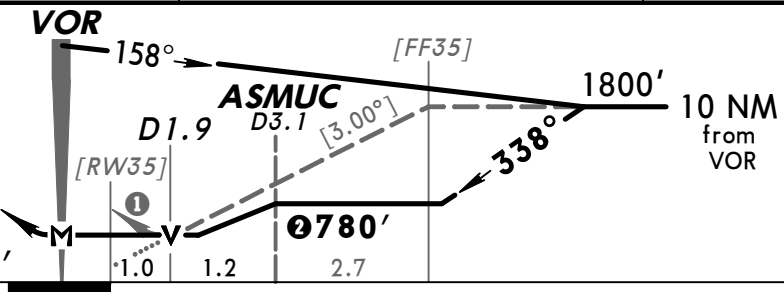
1. Use local altimeter setting; if not received, use Moultrie altimeter setting. 2. VDP not authorized with Moultrie altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VNAV not applicable when using Moultrie altimeter setting. 5. Pilot controlled lighting 120.9.



MSA OTK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).
❷ 880′ when using Moultrie altimeter setting.



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

MALSR PAPI | 1200′ | 2000′ LT | D | OTK 114.8

	STRAIGHT-IN LANDING RWY 35 With ASMUC		Without ASMUC		CIRCLE-TO-LAND With ASMUC	Without ASMUC
	With Local Altimeter Setting				With Local Altimeter Setting	
	MDA(H) 580′ (380′)		MDA(H) 780′ (580′)			
	RAIL out	ALS out	RAIL out	ALS out	Max Kts — MDA(H)	MDA(H)
A	3/4	1	3/4	1	90 — 640′ (437′)-1	780′ (577′)-1
B					120 — 660′ (457′)-1	
C			1	1½	140 — 660′ (457′)-1½	780′ (577′)-1½
D	1	1¼	1¼	1¾	165 — 780′ (577′)-2	780′ (577′)-2

	With Moultrie Altimeter Setting				With Moultrie Altimeter Setting	
	MDA(H) 680′ (480′)		MDA(H) 880′ (680′)			
	RAIL out	ALS out	RAIL out	ALS out	Max Kts — MDA(H)	MDA(H)
A	3/4	1	3/4	1	90 — 740′ (537′)-1	880′ (677′)-1
B					120 — 760′ (557′)-1	
C	1¼		1½	2	140 — 760′ (557′)-2	880′ (677′)-2
D	1½		1¾	2¼	165 — 880′ (677′)-2½	880′ (677′)-2½

AMEND 1 TERPS

CHANGES: Alert area removed.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Warner Robins GA USA
IATA Code: WRB
Lat/Long: N32° 38.4' W083° 35.5'
Elevation: 294 ft

Airport Use: Military
Magnetic Variation: 5.1°W
Sectional Chart: Atlanta

Fuel Types: 100-130 Octane, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1205 Z
Sunset: 2330 Z,

Runway Information

Runway: 15
Length x Width: 12001 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 294 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 33
Length x Width: 12001 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 275 ft
Lighting: Edge, ALS
Stopway: 1000 ft

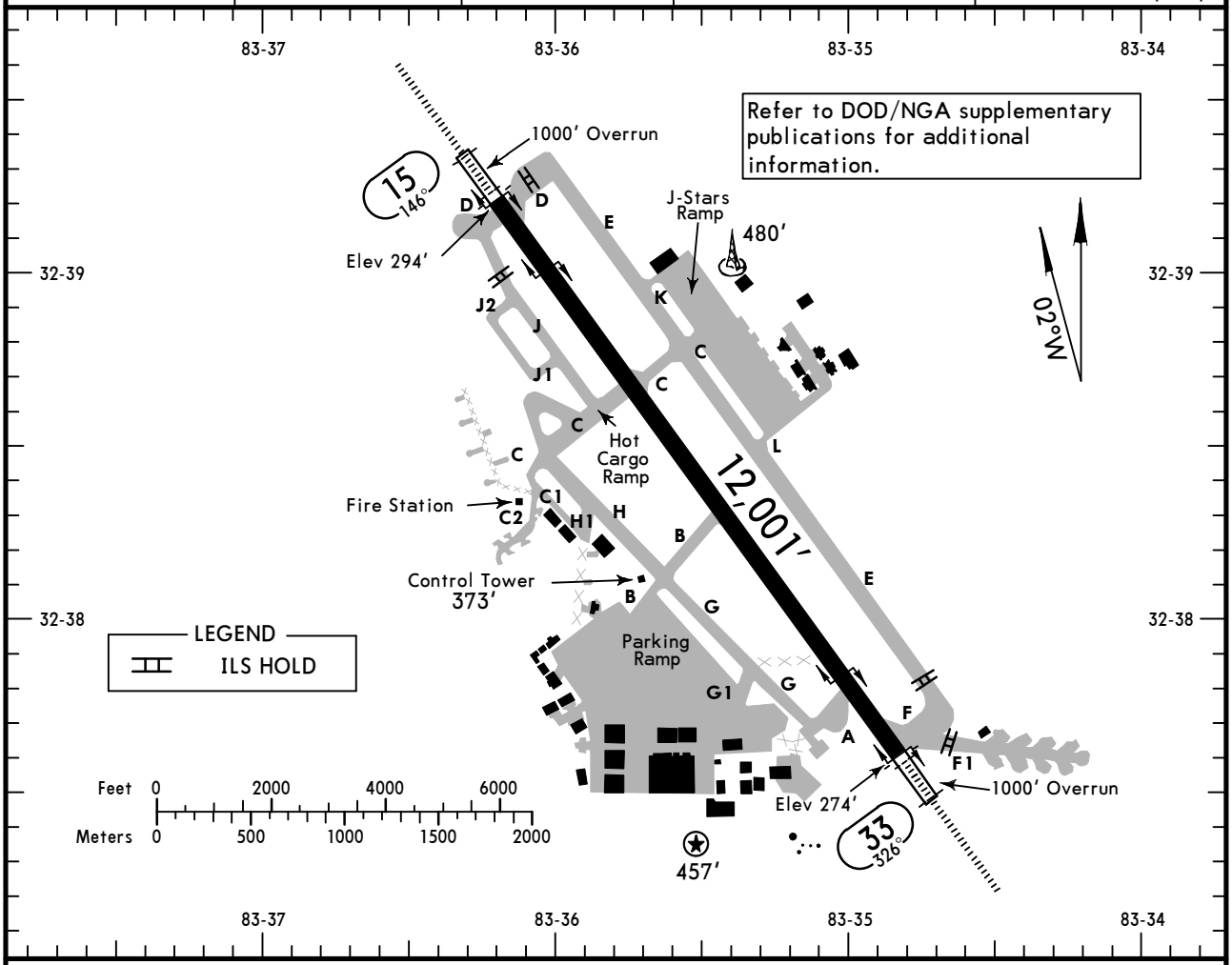
Communication Information

ATIS 119.475
Robins Tower 133.225
Robins Ground Control 121.85
Atlanta Approach Control 124.2
Atlanta Approach Control 118.95
Atlanta Approach Control 119.6
Atlanta Departure Control 124.2
Atlanta Departure Control 119.6
Robins Operations 134.1

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Atlanta Center 134.5 Remote Communications Air-Ground

ATIS	ROBINS Ground	Tower	*ATLANTA Departure (R) Below 7000′	*ATLANTA Departure (R) 7000′ & above	ATLANTA Center (R)
119.47	121.85	133.22	124.2	119.6	134.5 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15 33	HIRL ALSF-I PAPI-L RVR		10,713′ 10,209′		300′

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

CHANGES: Notes.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KWRB/WRB
WARNER ROBINS, GA

JEPPESEN

14 OCT 11 (31-1) Eff 20 Oct

ROBINS AFB
ILS or LOC Rwy 15

BRIEFING STRIP TM

ATIS	*ATLANTA Approach (R) 7000' & above	Below 7000'	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

LOC IRJM	Final Apch Crs	GS OXADE	ILS DA(H)	Apt Elev 294'
111.7	146°	2600' (2306')	494' (200')	TDZE 294'

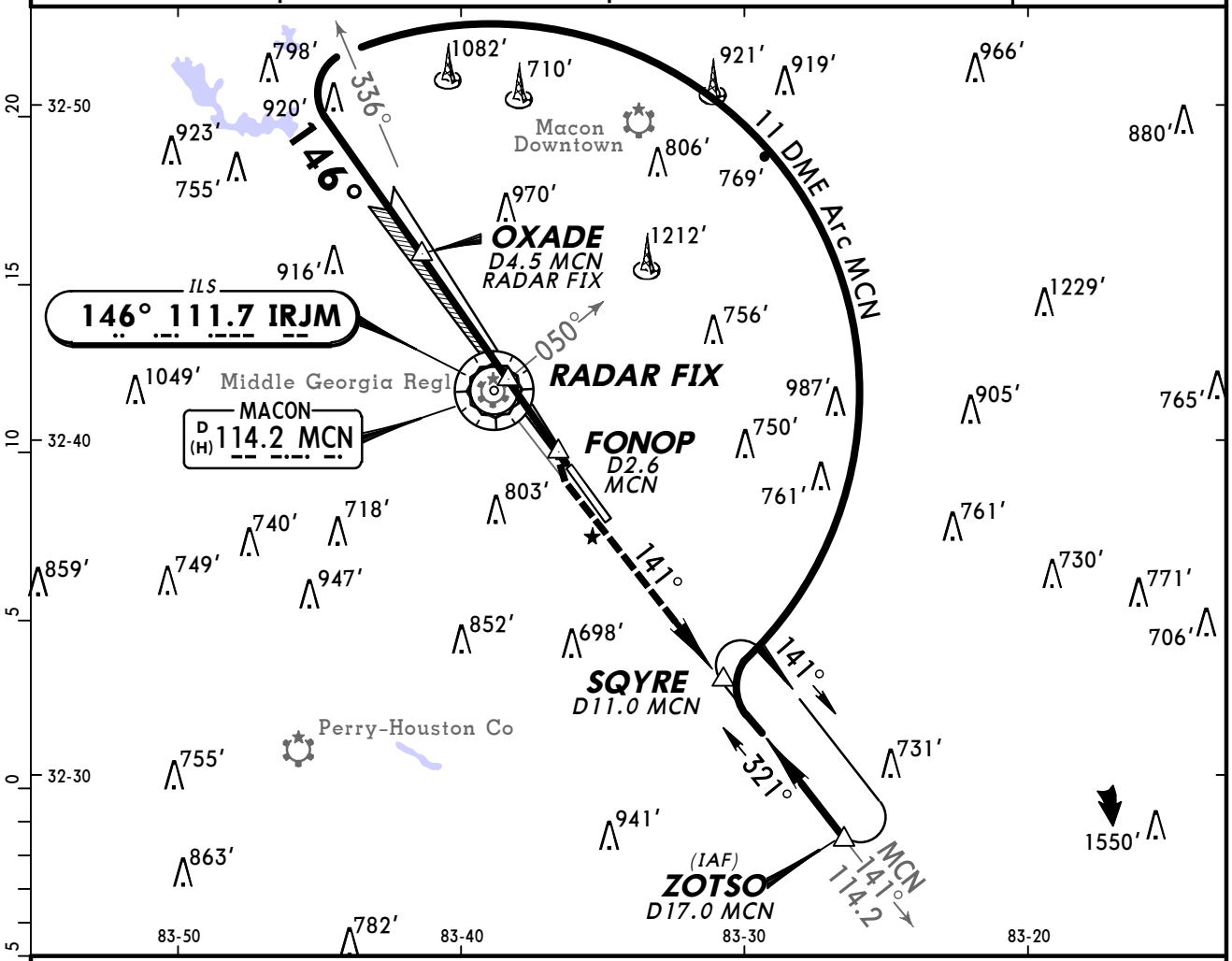
MISSED APCH: To 2600' outbound on MCN VOR R-141 to SQYRE D11.0 MCN and hold.

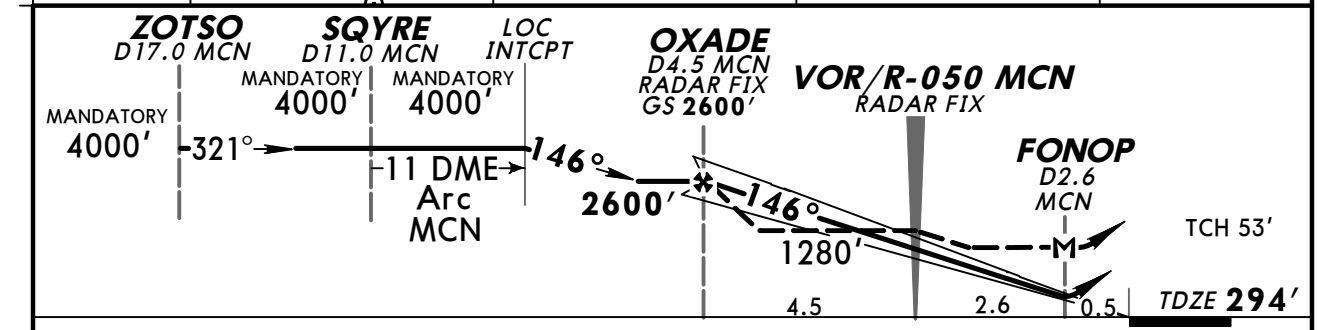
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required. 2. VOR or TACAN required.

2600'

MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764
MAP at FONOP or OXADE to MAP 7.1	6:05	4:44	4:16	3:33	3:03	2:40

ALSF-I PAPI 2600' ↑ MCN on 114.2 R-141 SQYRE

TERPS

STRAIGHT-IN LANDING RWY15					CIRCLE-TO-LAND Not Authorized West of Rwy 15-33	
	ILS DA(H) 494' (200')		LOC (GS out) MDA(H) 680' (386')			
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	780' (486') -1
B					120	
C			RVR 40 or 3/4		140	780' (486') - 1½
D				RVR 60 or 1¼	165	860' (566') -2

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KWRB/WRB
WARNER ROBINS, GA

JEPPESEN

29 APR 11 (31-2) Eff 5 May

ROBINS AFB
ILS or LOC Rwy 33

BRIEFING STRIP TM

ATIS	*ATLANTA Approach (R) 7000' & above	Below 7000'	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

LOC IWRB	Final Apch Crs	GS RUUDE	ILS DA(H)	Apt Elev 294'
110.1	326°	2000' (1725')	475' (200')	TDZE 275'

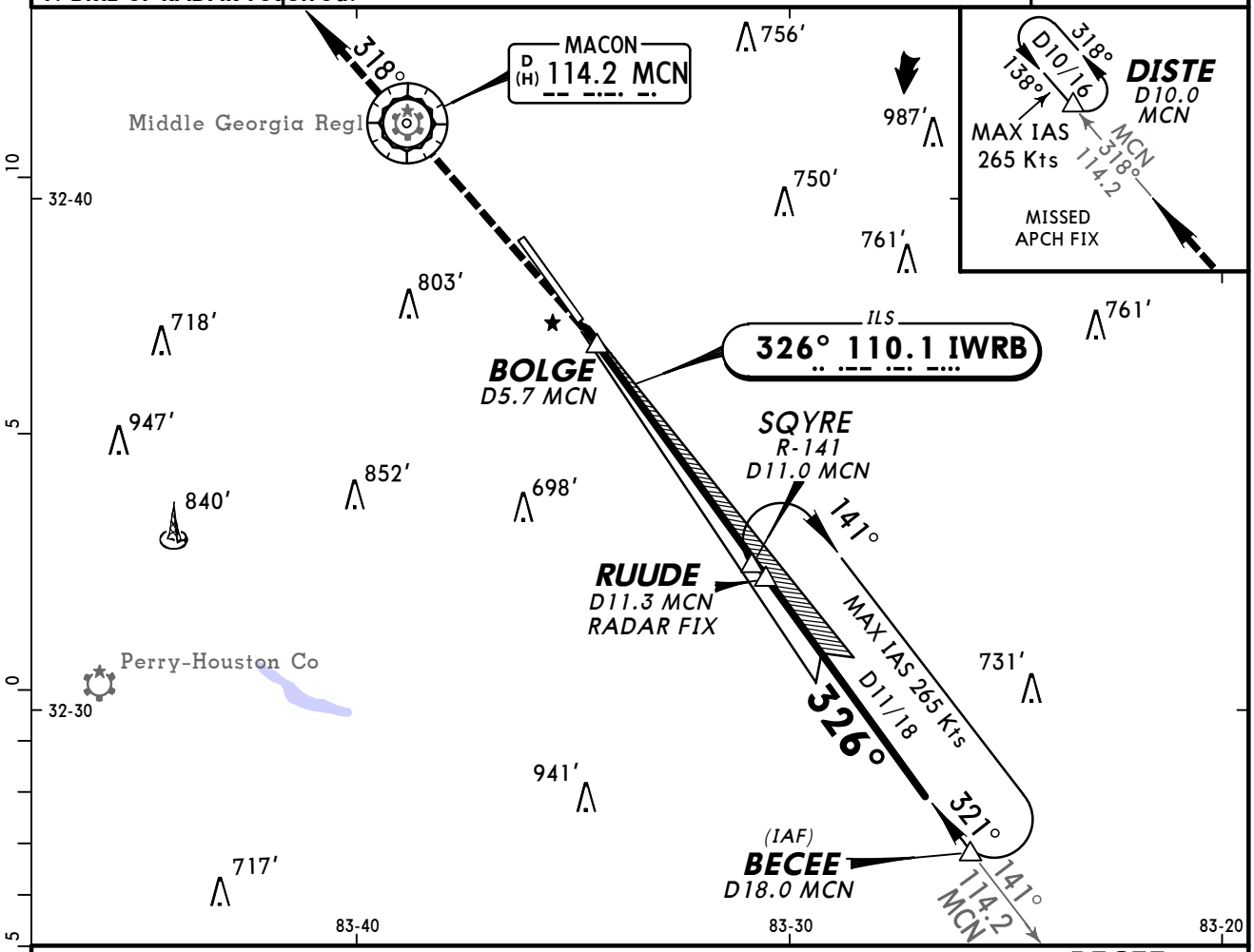
MISSED APCH: To 2600' to MCN VOR then outbound on MCN VOR R-318 to DISTE D10.0 MCN and hold.

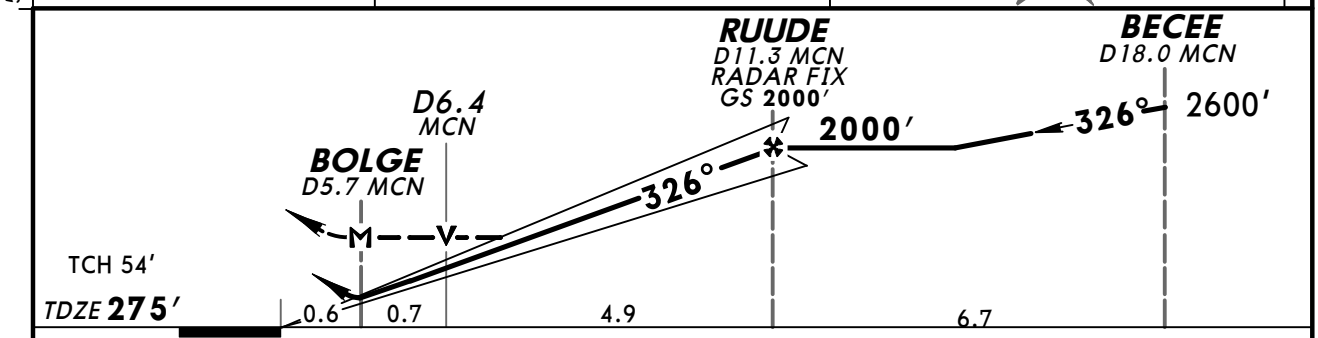
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required.

2600'

MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.52°	317	408	453	544	634	725
MAP at BOLGE or RUUDE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

ALSF-I PAPI 2600' MCN 114.2 MCN 114.2 R-318 DISTE

TERPS

STRAIGHT-IN LANDING RWY33

	ILS DA(H) 475' (200') FULL	ILS DA(H) 475' (200') ALS out	LOC (GS out) MDA(H) 680' (405')	LOC (GS out) MDA(H) 680' (405') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1¼
D				

CIRCLE-TO-LAND
Not Authorized West of Rwy 15-33

Max Kts	MDA(H)
90	780' (486')-1
120	
140	780' (486')-1½
165	860' (566')-2

CHANGES: Lighting.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

KWRB/WRB
WARNER ROBINS, GA

JEPPESEN

29 APR 11 (32-1) **Eff 5 May**

ROBINS AFB
RNAV (GPS) Rwy 15

BRIEFING STRIP™

ATIS	*ATLANTA Approach (R) 7000′ & above	Below 7000′	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

RNAV	Final Apch Crs	Minimum Alt HIGEM	LNAV MDA(H)	Apt Elev 294′
	146°	2000′ (1706′)	840′ (546′)	TDZE 294′

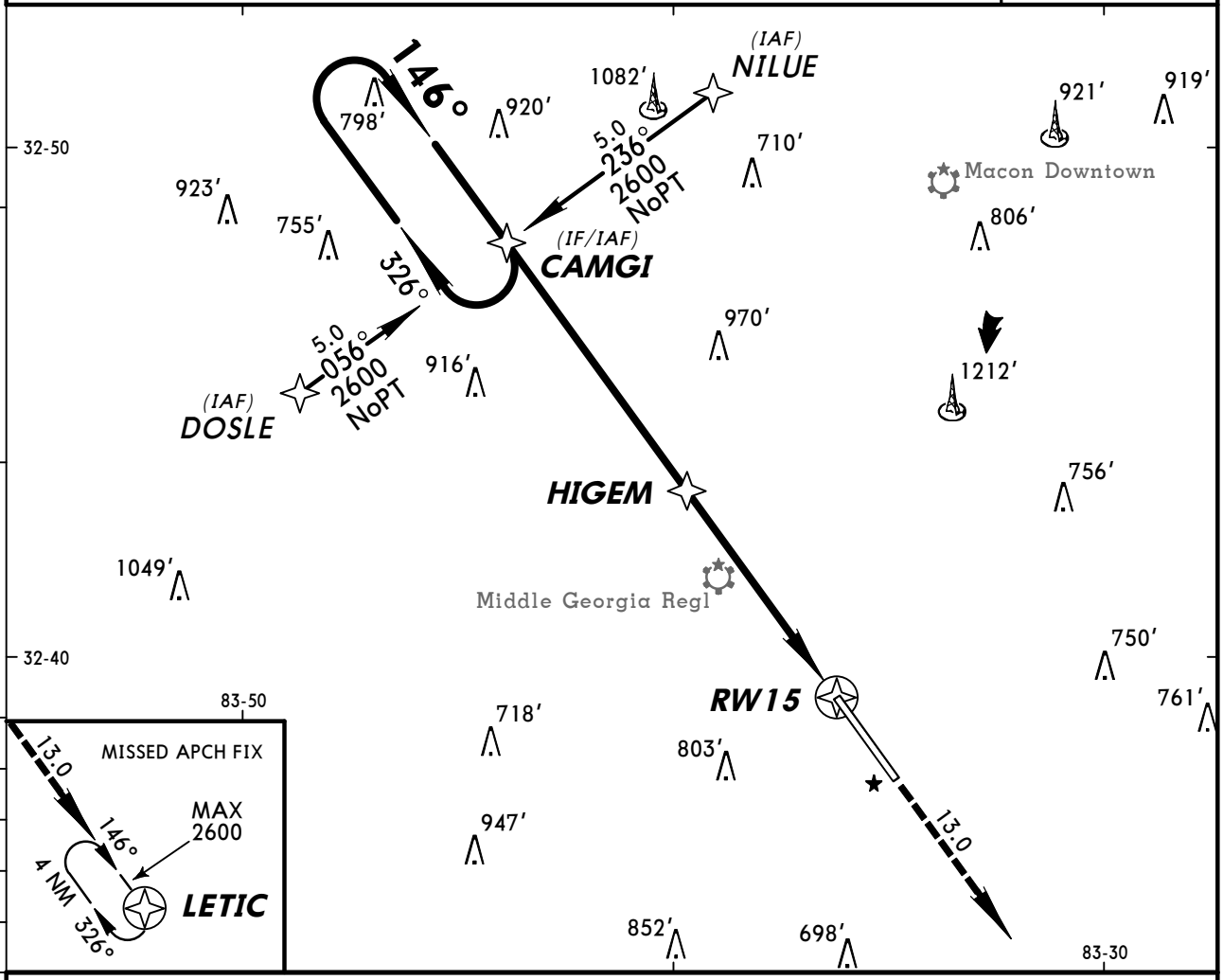
MISSED APCH: Climb to 2600′ direct LETIC and hold.

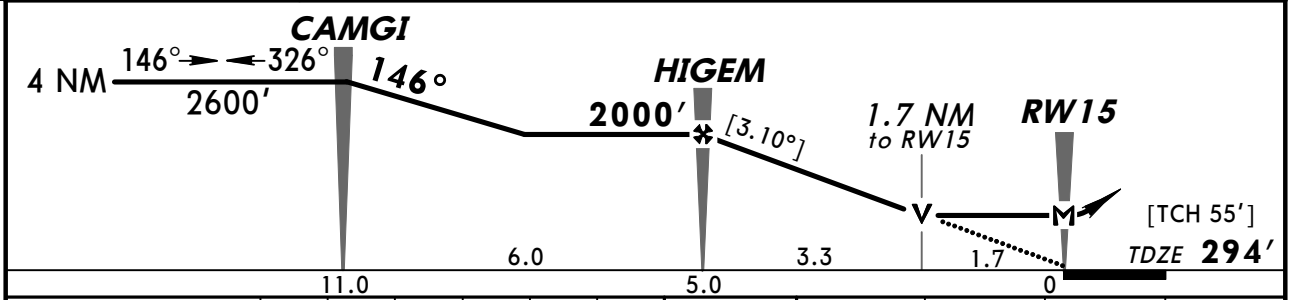
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angle not coincident. 2. DME/DME RNP-0.30 not authorized.

2600′

MSA RW15





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at RW15						

ALSF-I PAPI 2600′ LETIC

TERPS

	STRAIGHT-IN LANDING RWY 15 LNAV MDA(H) 840′ (546′)		CIRCLE-TO-LAND Not Authorized West of Rwy 15-33	
		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	90	840′ (546′) - 1
B			120	
C	RVR 50 or 1	1½	140	840′ (546′) - 1½
D	RVR 60 or 1¼	1¾	165	860′ (566′) - 2

CHANGES: None.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

KWRB/WRB
WARNER ROBINS, GA

JEPPESEN

29 APR 11 (32-2) **Eff 5 May**

ROBINS AFB
RNAV (GPS) Rwy 33

BRIEFING STRIP™

ATIS	*ATLANTA Approach (R) 7000′ & above	Below 7000′	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

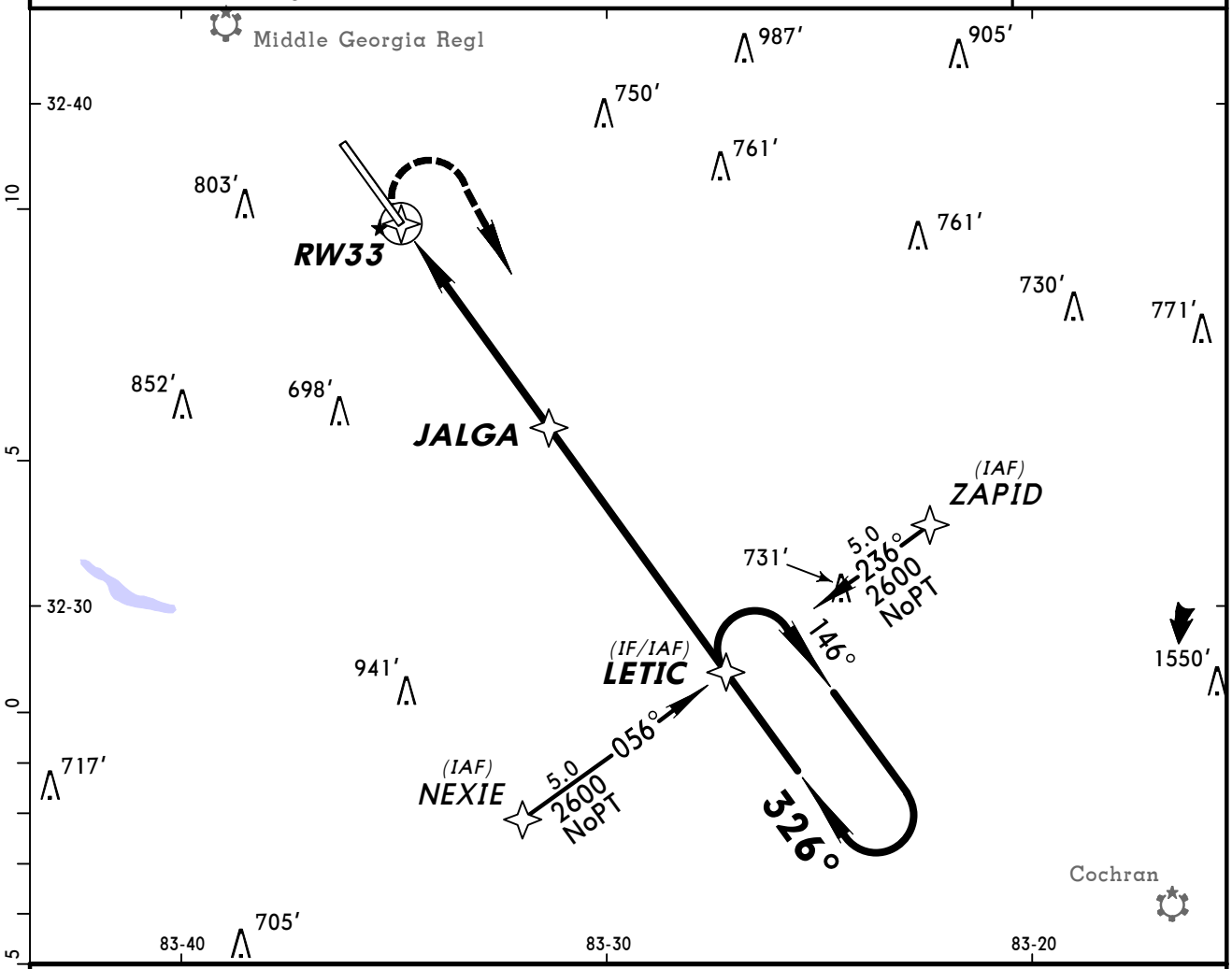
RNAV	Final Apch Crs	Minimum Alt JALGA	LNAV MDA(H)	Apt Elev 294′
	326°	2000′ (1725′)	780′ (505′)	TDZE 275′

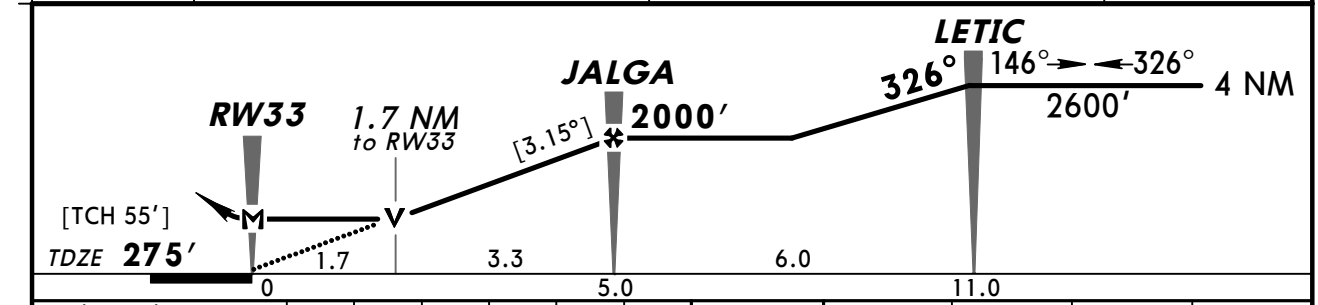
MISSED APCH: Turn RIGHT climb to 2600′ direct LETIC and hold.

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

1. VGSI and descent angle not coincident. 2. DME/DME RNP-0.30 not authorized.

MSA RW33: 2600′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.15°]	390	502	557	669	780	892
MAP at RW33						

ALSF-I PAPI 2600′ RT LETIC

TERPS

STRAIGHT-IN LANDING RWY 33 LNAV MDA(H) 780′ (505′)		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D		

CIRCLE-TO-LAND Not Authorized West of Rwy 15-33	Max Kts	MDA(H)
	90	780′ (486′) - 1
	120	
	140	780′ (486′) - 1½
	165	860′ (566′) - 2

CHANGES: Lighting.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

ATIS	*ATLANTA Approach (R) 7000′ & above	Below 7000′	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

BRIEFING STRIP ™

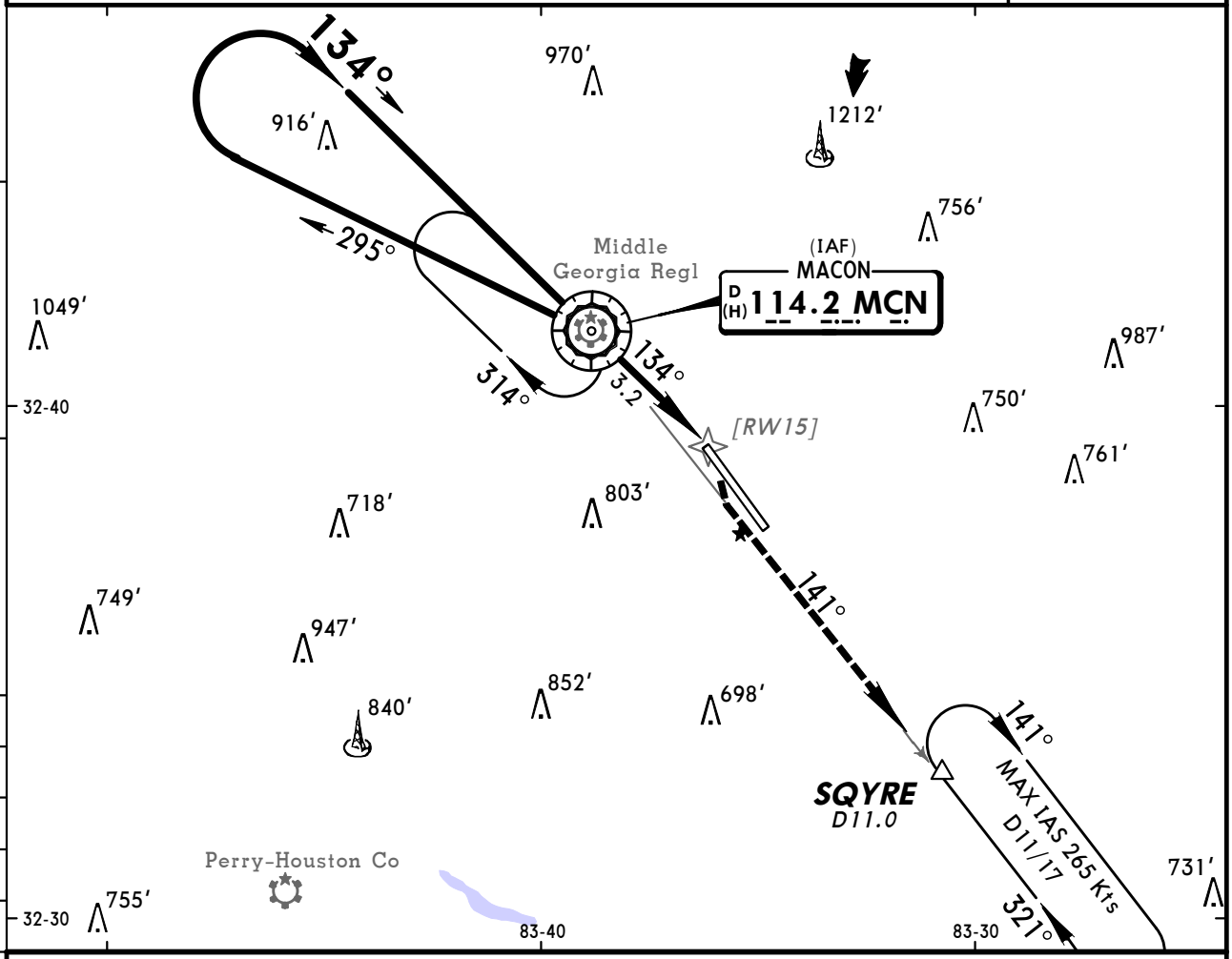
VOR MCN	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 294′
114.2	134°	1500′ (1206′)	840′ (546′)	TDZE 294′

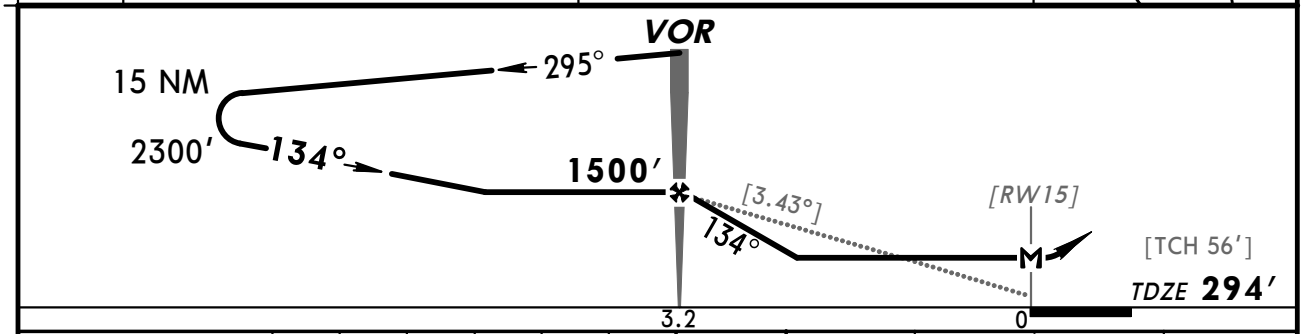
MISSED APCH: To 2600′ outbound on MCN VOR R-141 to SQYRE D11.0 and hold.

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

1. DME or RADAR required.

2600′
MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.43°]	425	546	607	728	850	971
VOR to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12

ALSF-I
PAPI

2600′ on MCN 114.2 R-141

SQYRE

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND
MDA(H) 840′ (546′)			Not Authorized West of Rwy 15-33
		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	90	840′ (546′) - 1
B			120	
C	RVR 50 or 1	1½	140	840′ (546′) - 1½
D	RVR 60 or 1¼	1¾	165	860′ (566′) - 2

TERPS

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

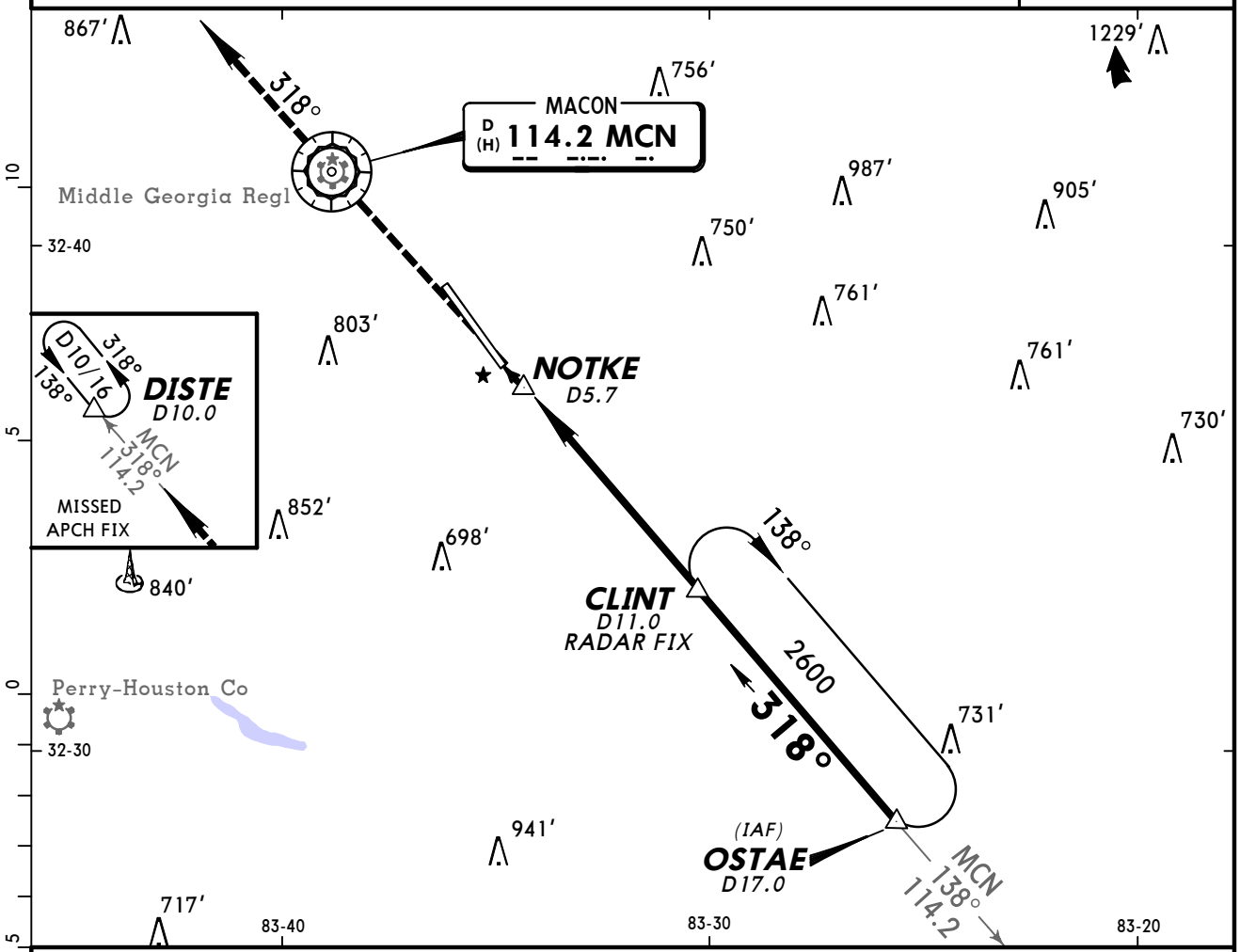
ATIS	*ATLANTA Approach (R) 7000' & above	Below 7000'	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

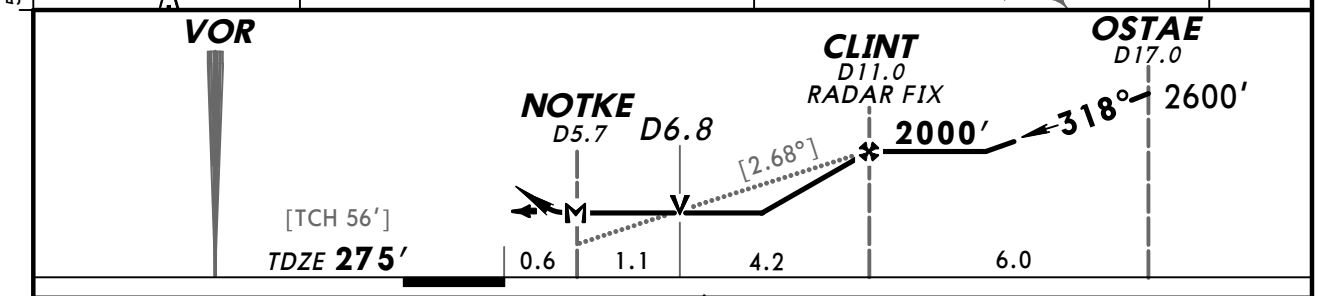
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 294'
MCN 114.2	318°	CLINT 2000' (1725')	780' (505')	TDZE 275'

MISSED APCH: To 2600' to MCN VOR then outbound on MCN VOR R-318 to DISTE D10.0 and hold.

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

MSA MCN VOR: 2600'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.68°]	332	427	474	569	664	758
MAP at NOTKE or CLINT to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I PAPI 2600' MCN 114.2 MCN 114.2 R-318 DISTE

TERPS

STRAIGHT-IN LANDING RWY 33

MDA(H) 780' (505')

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D		

CIRCLE-TO-LAND

Not Authorized West of Rwy 15-33

Max Kts	MDA(H)
90	780' (486') - 1
120	
140	780' (486') - 1½
165	860' (566') - 2

CHANGES: Lighting

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

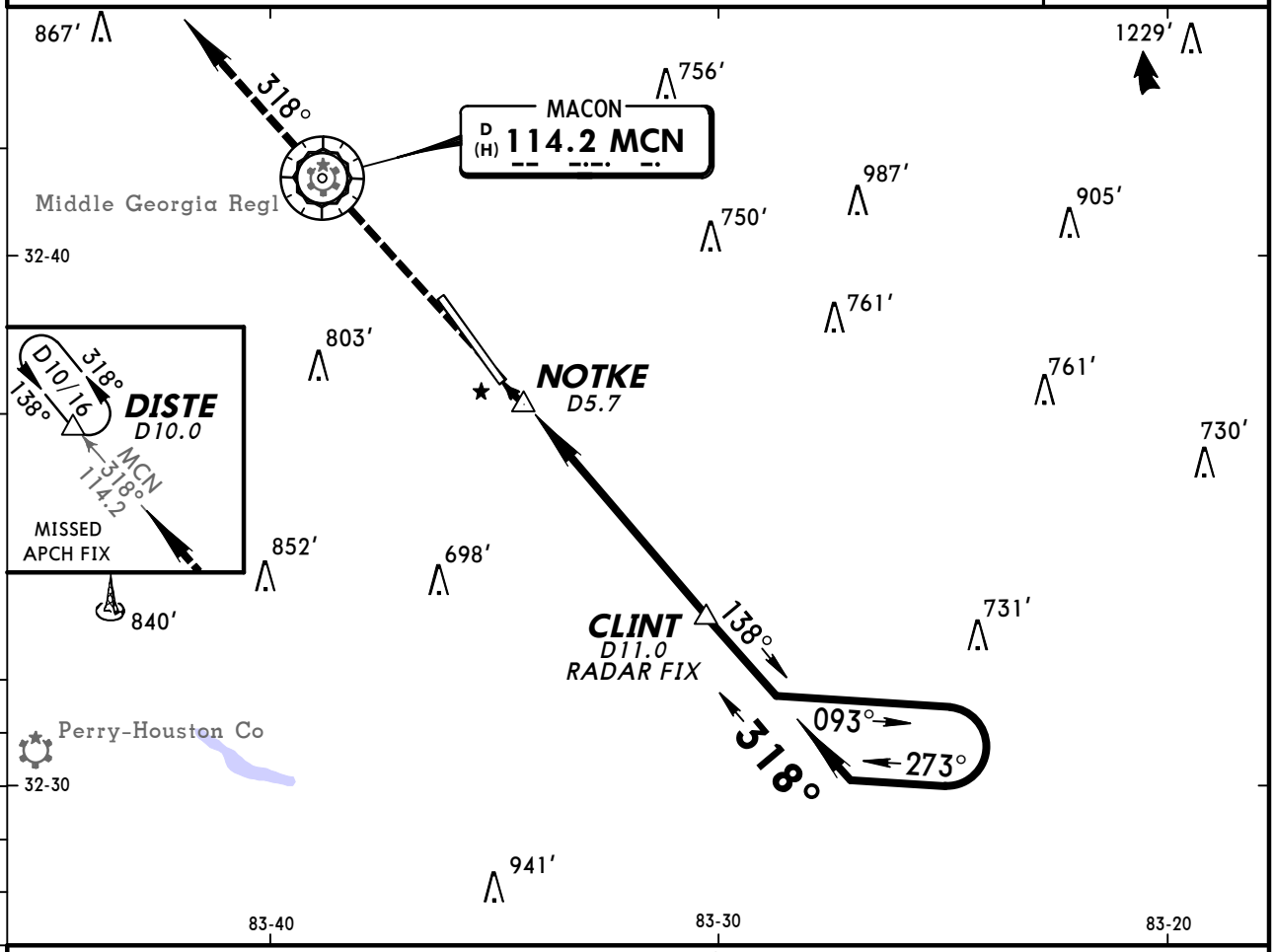
ATIS	*ATLANTA Approach (R) 7000' & above	Below 7000'	ATLANTA Center (R)	ROBINS Tower	Ground
119.47	119.6	124.2	134.5 when App inop.	133.22	121.85

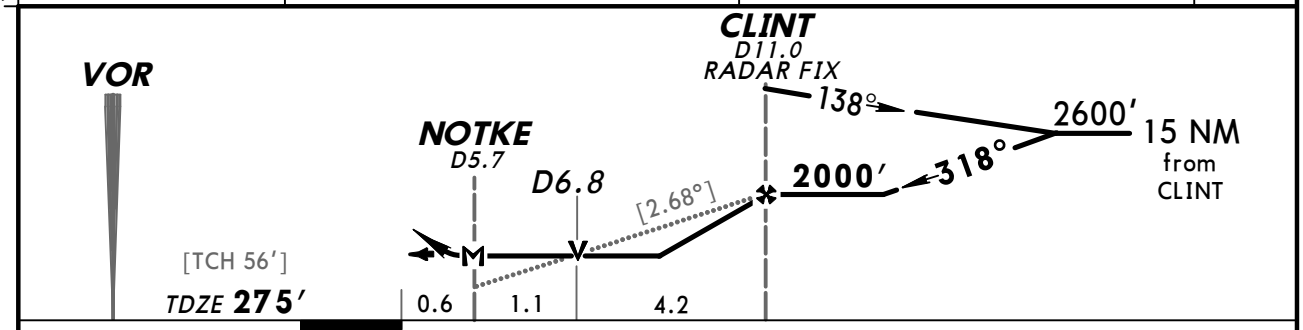
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 294'
MCN 114.2	318°	CLINT 2000' (1725')	780' (505')	TDZE 275'

MISSED APCH: To 2600' to MCN VOR then outbound on MCN VOR R-318 to DISTE D10.0 and hold.

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

2600'
MSA MCN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.68°]	332	427	474	569	664	758
MAP at NOTKE or CLINT to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I
PAPI

2600'	MCN 114.2	MCN 114.2 R-318	DISTE

TERPS

STRAIGHT-IN LANDING RWY 33

MDA(H) 780' (505')

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D		

CIRCLE-TO-LAND

Not Authorized West of Rwy 15-33

Max Kts	MDA(H)
90	780' (486') - 1
120	
140	780' (486') - 1½
165	860' (566') - 2

CHANGES: Lighting.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALBANY, GA (SOUTHWEST GEORGIA REGL - KABY)

AUGUSTA, GA (AUGUSTA REGL AT BUSH - KAGS)

ATLANTA, GA (HARTSFIELD - JACKSON ATLANTA I - KATL)

BRUNSWICK, GA (BRUNSWICK GOLDEN ISLES - KBQK)

COLUMBUS, GA (COLUMBUS METRO - KCSG)

EASTMAN, GA (HEART OF GEORGIA REGL - KEZM)

FT BENNING, GA (LAWSON AAF - KLSF)

MACON, GA (MIDDLE GEORGIA REGL - KMCN)

MARIETTA, GA (DOBBINS ARB - KMGE)

SAVANNAH, GA (SAVANNAH/HILTON HEAD INTL - KSAV)

SAVANNAH, GA (HUNTER AAF - KSVN)

VALDOSTA, GA (MOODY AFB - KVAD)

VALDOSTA, GA (VALDOSTA REGL - KVLD)

WARNER ROBINS, GA (ROBINS AFB - KWRB)

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KABY

Chart Change Notices for Airport KAGS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 17 MM decmsnd.

Chart Change Notices for Airport KATL

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-3) ILS or LOC Rwy 8R, (11-4) ILS PRM Rwy 8R IM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-17) ILS or LOC Rwy 27R, (11-18) ILS PRM Rwy 27R OM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: 20110310
End Date: Until Further Notice

The ammenment numbers for the following procedures have been revised for changes that did not affect charted information. For the purpose of validating the database, use the following Procedure Ammendment Reference Date: 10 March 2011 Procedures should read as follows: ILS PRM Rwy 8L, ILS PRM Rwy 8L (CAT II), ILS PRM Rwy 8L (CAT III),Amend 0C ILS PRM Rwy 8R, Amend 1B ILS PRM Rwy 9L, Amend 1B ILS PRM Rwy 9R, ILS PRM Rwy 9R (CAT II), ILS PRM Rwy 9R (CAT III),Amend 0B ILS PRM Rwy 26L Amend 0B ILS PRM Rwy 26R, ILS PRM Rwy 26R (CAT II), ILS PRM Rwy 26R (CAT III),Amend 1A ILS PRM Rwy 27RAmend 0A

Type: Terminal
Effectivity: Permanent
Begin Date: 20100211
End Date: No end date

(10-2G) Rome 4 Arrival holding at DEVAC removed.

Type: Terminal
Effectivity: Permanent
Begin Date: 20111117
End Date: No end date

(10-9A) Change Amdt to AMEND 4A

Chart Change Notices for Airport KBQK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

End Date: Until Further Notice

(21-1) ILS or LOC Rwy 7 MM decmsnd.

No Chart Change Notices for Airport KCSG

No Chart Change Notices for Airport KEZM

No Chart Change Notices for Airport KLSF

No Chart Change Notices for Airport KMCN

No Chart Change Notices for Airport KMGE

No Chart Change Notices for Airport KSAV

No Chart Change Notices for Airport KSVN

No Chart Change Notices for Airport KVAD

No Chart Change Notices for Airport KVLD

No Chart Change Notices for Airport KWRB